



Report

Planning, Design & Development Committee

Standing Committee of the Council
of the Corporation of the City of Brampton

Date: June 2, 2009

File: G25 GR

Subject: **2009 Development Allocation Strategy – Managing the Rate, Direction and Quality of Growth in Brampton**

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OVERVIEW:

- On December 12, 2005 Council approved the Official Plan Amendment to implement the City's Response to Growth which included an annual development allocation of approximately 5,500 dwelling units to be applied on a Block Plan basis;
- The purpose of this report is:
 - To provide staff's recommended 2009 development allocation strategy which is based on the City's Official Plan and Growth Management requirements, and
 - To introduce temporary development facilitation initiatives for priority development allocations;
- Development applications received and under consideration within Brampton's developing areas (outside the downtown and central area) consist of approximately 20,018 residential units;
- The total number of draft approvals in 2008 was 4,046 units;
- As of the end of 2008, the City's housing supply was approximately 17,000 units;
- Block Plan landowner groups have requested specific allocation of over 9,500 residential units;
- The requests for development allocation were evaluated based on the merits of each development proposal compared to the City's Official Plan and the backdrop of several constraints and opportunities surrounding the City's main growth areas;
- For the 2009 development allocation strategy, staff are recommending new allocation only where key infrastructure issues are advanced sufficiently to proceed to draft approval;

- Staff are recommending a 2009 development allocation strategy comprised of 5,500 new units;
- The 2009 development allocation strategy identifies priority developments in the current or historic allocation year as areas of key focus and effort by both the City and landowners;
- The 2009 development allocation strategy is considered appropriate given the current economic situation and the need to address development charge funding constraints;
- The allocations recommended in this report are reflective of the infrastructure timing shown in the City's Ten Year Capital Program and the challenges of providing essential infrastructure. The specific timing for future projects in the City's Ten Year Capital Program will be determined by the City's priorities and the availability of development charge and other (e.g. CIL) funding;
- The City's Ten Year Capital Program for roads and therefore the development allocation in this report is contingent upon an upcoming revision to the City's Development Charge By-laws;
- Notwithstanding the development allocation strategy recommended in this report, all other requirements of the Official Plan, development review process and the City's Growth Management Program must be addressed according to the City's planning practice and the requirements of the *Planning Act* prior to planning approvals being granted. Development allocation does not guarantee approval;
- Given the current economic situation coupled with the on-going long-term challenges funding growth infrastructure, staff have suggested several options that the City can explore on a City-wide and Block Plan basis to stimulate recovery in development activity, thereby building City revenues flowing from development;
- Development facilitation matters dealt with in this report have been held to matters related to process and financial security measures and no measures have been considered that would impact municipal revenue sources or property tax based funding sources;
- Concurrently with the 2009 development allocation strategy, staff are also presenting Planning's updated work program for Block Plans and Secondary Plans that will guide the processing of development proposals and implementation of the 2009 development allocation strategy.

RECOMMENDATIONS:

1. That the report dated June 2, 2009 re: "**2009 Development Allocation Strategy – Managing the Rate, Direction and Quality of Growth in Brampton,**" be received;
2. **And that** development allocation be provided to those development applications and Block Plan areas detailed in "Appendix 2 – City of

Brampton Development Allocation Strategy – Detailed Table” of the subject report under the 2009 development allocation strategy in accordance with Section 4.11.2.2 of the Official Plan;

3. **And that**, notwithstanding the development allocation to certain applications, all other requirements of the Official Plan, development review process and the City’s Growth Management Program must be addressed according to the City’s planning practice and the requirements of the *Planning Act* prior to planning approvals being granted;
4. **And that** draft plan of subdivision and other development approvals granted in 2009 be consistent with the development allocations described in the 2009 Development Allocation Strategy – Managing the Rate, Direction and Quality of Growth in Brampton report dated June 2, 2009;
5. **And that** 5,500 new units be allocated in 2009, as identified in detail in Appendix 2 of the subject report, subject to any minor changes to any allocation due to final plan changes, to be approved by the Commissioner of Planning, Design and Development without further consideration of Council;
6. **And that** the 4,519 units which were granted allocation in 2007 and 2008 and did not receive approval in 2008 also be available for approval in 2009;
7. **And that** any units with unused allocation in 2009 be reconsidered in the preparation of the 2010 Development Allocation Strategy within the context of the economic climate at that time;
8. **And that** the development allocation recommended in the subject report be contingent upon the approval of the City’s upcoming revision to the Development Charges By-laws;
9. **And that** the work program detailed in Appendix 5 of the subject report be endorsed and that the City’s staff resources be directed towards priority Block Plan areas and the priority development proposals described in the 2009 development allocation strategy;
10. **And that** staff be directed to report to the Planning, Design and Development Committee in the fall of 2009 with a Development Allocation status update;
11. **And that** staff be directed to implement the following in order to facilitate recovery in development activity, thereby building City revenues flowing from development, in those areas identified by the City as Priority Allocation, identified with an “A” in Appendix 2 of this Report, and where infrastructure service level targets can be met in a financially sustainable manner:

- a) **That** the Guidelines for the Single Source Delivery of Development Charge Funded Road Infrastructure be amended to reflect the following:
- i. The incremental reduction in the construction security, for the local service portion of the road, at certain milestones in the construction process, to be determined by the Commissioner of Works and Transportation, after the completed works are inspected and approved by City Staff or the City's consultants, subject to the City retaining appropriate security for incomplete work, maintenance and fees;
 - ii. The Maintenance and Warranty for the work covered by the Single Source Agreement will be in accordance with the Maintenance of Works requirements of the City's standard Subdivision Agreement;
 - iii. Securities be required for the local service portion of infrastructure;
 - iv. Securities be required for the development charge funded growth portion of the infrastructure when reimbursement for construction of the growth portion is in the form of development charge credits or the infrastructure is programmed in the City's Ten Year Capital Program for construction more than four years beyond the date of execution of the Agreement for Single Source Delivery of Development Charge Funded Road Infrastructure.
- b) **And that** Legal Services, Works and Transportation, Finance and, Planning, Design and Development continue to undertake a complete review of the Single Source Delivery of Development Charge Funded Road Infrastructure Guidelines and report back with recommendations on detailed additional improvements.

12. And that staff be directed to implement the following in order to facilitate recovery in development activity in Block Plan 45-2 (Springbrook) provided that Block Plan 45-2 meets other obligations within the agreements, such as replacing Block Plan 45-1/3 securities and provided that any revised applications do not reduce the current commitments to upscale executive housing or quality urban design:

- a) **That** the Single Source Delivery of Development Charge Funded Road Infrastructure Agreement be amended to reflect the following;
- i. The incremental reduction in the construction security, for the local service portion of the road, at certain milestones in the construction process, to be determined by the Commissioner of Works and Transportation, after the completed works are inspected and

approved by City Staff or the City's consultants, subject to the City retaining appropriate security for incomplete work, maintenance and fees;

ii. The Maintenance and Warranty for the work covered by Single Source agreements will be in accordance with the Maintenance of Works requirements of the City's standard Subdivision Agreement;

b) **And that** the Spine Servicing Agreement be amended to include the phasing of the Block Plan into three geographic areas provided that the public junior elementary school site is delivered and Williams Parkway is constructed and conveyed to the City as part of the Phase 1 deliverables;

c) **And that** the City will release the security that the City currently holds for the acquisition costs of the Tanyaville land component of the Williams Parkway, in the amount of \$3,390,000 subject to these lands being conveyed to the Trustee for the Block 45-2 landowners group to be held in trust for the City;

d) **And that** the collection of Development Charges revert back to the City's standard of collection at the time of issuance of building permit as it does not impact the City's overall revenue streams and eliminates a major obstacle for development within Block Plan 45-2 proceeding to registration;

13. And that recommendations 11 and 12 above be implemented through changes to existing or currently being negotiated Single Source Delivery of Development Charge Funded Road Infrastructure agreements, Spine Servicing agreements, Block 2 Interim Servicing Financial Mitigation Agreement or Subdivision agreements subject to:

a) the recommendations in 11 and 12 above only apply if implemented by agreements in place within the next two (2) years;

b) agreements must include a commitment from landowners to proceed to develop (i.e. plan registration) at least a portion of the subject area within the next two (2) years, and;

c) the City's external legal costs for preparation of agreements be paid for by landowners;

14. And that staff be directed to further study the following additional directions, in order to further facilitate recovery in development activity and report back to Council:

- a) Review circumstances around which the City may pursue expropriation as a proactive tool in circumstances beyond the City's current practice to enable the City to help facilitate the construction of required infrastructure which will provide overall City benefit;
- b) Review the feasibility of a new planning and development application fee reimbursement program to support the development of certain employment uses throughout the City with a focus on new and expanded manufacturing and office development, as defined in the Growth Plan for the Greater Golden Horseshoe;
- c) As part of the City's Development Charges Review, evaluate opportunities and impacts associated with a broader distribution of charges associated with residential unit types (i.e. multiples, detached, townhouse and semi-detached units);
- d) Proceed to evaluate and report back on implementation of a streamlined modified block plan process based on the improvements identified in the December 2008 staff report on the Mt. Pleasant Secondary Plan process;
- e) the feasibility of adding to and expanding the range of municipal financial and process related incentive programs within the Central Area Community Improvement Program to encourage the development, expansion, redevelopment, refurbishment, brownfield and greyfield development in the Central Area as part of the city's implementation of the Growth Plan, and;
- f) the feasibility of a new planning and development application fee reimbursement program, to encourage the development of targeted employment and population related uses within the Downtown and Central Area.

INTRODUCTION:

On December 12, 2005, Council approved the Response to Growth – Transition and Implementation Strategy and the implementing Official Plan Amendment. This strategy affords the City more opportunity to manage growth using a combination of Community Block Planning and an annual growth target of approximately 5,500 units per year. Since that time, the City has been implementing this annual growth target through its Development Allocation Strategy.

The purpose of this report is to provide an overview of the 2008 residential development activity in the City; outline a recommended 2009 development allocation strategy, and; to provide an overview of the challenges facing the City and the development industry in the current economic situation and how the City

can facilitate development while continuing to effectively manage growth within the City. To facilitate the discussion of these three areas, this report is structured as follows:

Part I – Background

This section provides an overview of the background of the City's Development Allocation program and briefly describes the level of residential development activity experienced in Brampton in 2008.

Part II – Development Allocation Strategy

This section provides a summary of the 2009 development allocation strategy, including a summary of 2008 development approvals. This section also provides an overview of the main areas in Brampton that are recommended to receive allocation, an update on the constraints and opportunities which formed the background for considering the 2009 development allocation strategy and outlines a new program element, priority development allocation.

Part III – Development Facilitation

This new section seeks to address some of the challenges facing the City and the development industry in the current downturn in the economy and provides an overview and direction on various means by which the City can assist in modifying process or programs to facilitate development.

Part IV – Planning, Design and Development Work Program

This section provides an overview of the City's projected Work Program for the next three years and its corresponding relationship with the 2009 Development Allocation Strategy.

PART I - BACKGROUND:

Development Allocation and Brampton's Growth Management Program

The annual development allocation strategy works with the Community Block Planning process and several other Brampton initiated growth management and sustainable growth initiatives to help manage the rate, direction and quality of growth. Brampton's strategies are expressed through a number of ongoing policy studies and programs to help guide the development approval process:

- Brampton Official Plan
- Secondary Plans
- Brampton Strategic Plan
- Regional Official Plan Watershed and Subwatershed Plans
- Pathways (Trails Master Plan)
- Transportation and Transit Master Plan
- Brampton Capital Program
- Fire Master Plan
- Flower City Strategy
- School Board Strategic Plans
- AcceleRide (Brampton Rapid Transit)
- Development Design Guidelines
- Parks, Culture and Recreation Master Plan
- Environmental Master Plan

As development proposals are submitted and reviewed, City staff and other public agencies may require further technical studies to ensure the above noted programs are clearly implemented, such as Traffic Impact Studies, Environmental Studies, Functional Servicing Studies, Community Design Guidelines and a Staging and Sequencing Plan.

Staging and Sequencing Plans are an essential part of managing the rate and direction of growth at a Community Block Plan level. Staging and Sequencing Plan details the timing and mechanisms for ensuring that essential infrastructure and services will be available at each phase/stage of construction throughout the development of a Block Plan.

If development proposals do not meet infrastructure and servicing requirements of the City or other public agencies, the City can withhold approvals at various stages of the development review process, including:

- Stage 1 or 2 Community Block Plan approval;
- Draft Approval of a Plan of Subdivision;
- Registration of a Plan of Subdivision;
- Engineering approvals.

It is important to note, that notwithstanding the 2009 development allocation strategy outlined in this report, all other Provincial Planning legislation requirements and City approvals still need to be satisfied for each development before approval will be granted. Development allocation does not guarantee approval.

Residential Development Activity - 2008 Highlights

Canada Mortgage and Housing Corporation's (CMHC) Housing Market Information Report (January 2009) shows that at the end of 2008 Brampton had 3,632 housing starts, a decline of 31.7% from 2007. This decline was experienced mainly in Brampton's single (1,409 starts in 2008 versus 3,933 starts in 2007) and semi (380 starts in 2008 versus 808 starts in 2007) housing starts. Brampton did experience an increase in its apartment starts in 2008, increasing from 0 in 2007 to 1,475 in 2008. Many other municipalities across the GTA also experienced a decrease in housing starts similar to that of Brampton. According to CMHC, sales of new homes for all housing types moderated in 2008 due to homebuyers' ability to meet mortgage eligibility criteria and homebuyers increased worries about business and labour market conditions.

As of the end of December 2008, the City issued residential building permits for 2,186 new residential units. A summary of the City's 2008 building permits and construction values is attached to this report as Attachment 8. This represents a decrease of approximately 67% from 2007. Despite the decrease in building permits issued, the City experienced a significant increase (77%) in its number of draft approved units in 2008 (4,046 units in 2008 versus 942 in 2007). In 2008

approximately 4,411 units were approved in draft plans, Official Plan amendments and Zoning bylaw amendments. Of the 4,411 units approved, 4,046 units were in draft plan approvals. Table 1 provides a summary of residential development activity for the previous five (5) years:

Table 1: Annual Development Activity Summary - Residential Dwelling Units

	Housing Starts (CMHC)	Building Permits	Draft Approvals	Registered Units
2004	6,670	9,574	3,848	7,627
2005	5,850	2,616	5,827	2,526
2006	4,114	4,912	2,274	6,009
2007	5,316	6,694	942	3,217
2008	3,632	2,186	4,046	1,033

Source: City of Brampton; CMHC

Table 2 provides a breakdown of the 2008 approvals and registered units by Secondary Plan Area and unit type.

Table 2: 2008 Residential Development Activity Summary by Secondary Plan Area and Unit Type

Secondary Plan Area	Single Family Dwelling	Semi-detached Dwelling	Townhome	Apartment
Draft Approvals				
1	19	0	0	0
15	4	0	0	0
28	251	296	0	0
41	1,244	132	24	0
44	22	0	0	0
45	1,765	145	21	0
49	123	0	0	0
Total	3,428	573	45	0
Registered Units				
28	208	0	58	0
40	228	0	0	0
41	398	0	0	0
42	85	0	0	0
49	56	0	0	0
Total	975	0	58	0

Downtown Development Activity

In the Downtown and Central Area, approximately 1,616 units in individual development applications remain approved in principle or have by-laws approved. There are a number of site plan applications currently in process, but all either have appropriate zoning or the respective zoning bylaw has been approved in principle.

The Downtown and Central Area are exempt from the development allocation strategy, which, together with the Development Charge incentive program within the Community Improvement Area, encourages intensification of the City's downtown. Intensification within the Downtown and Central Area takes advantage of existing infrastructure and promotes a vibrant downtown, which is consistent with the general policies of the Provincial Growth Plan, specifically the Urban Growth Centre and intensification policies.

Housing Supply

The Provincial Policy Statement requires municipalities to maintain a three (3) year supply of housing between draft approved, registered and suitably zoned land. According to the City's historic and forecasted average of housing starts, the City would need to accommodate growth of approximately 2,600 units per year, for a 3 year total demand to accommodate 7,800 units.

As of the end of 2008, the inventory of vacant lots in registered plans was 1,286 units and the draft approved inventory was 5,624 units, for a total registered and draft plan inventory of 6,910 units.

It is important to realize that the 1996 Provincial Policy Statement included only "Greenfield" draft approved and registered plan units in the land supply formula. Since 2005, it now includes "*land suitably zoned to facilitate residential intensification and redevelopment*" as well as land in draft approved and registered plans. This reflects the shift in Provincial planning policy in both the Provincial Policy Statement and the Growth Plan toward more emphasis on intensification within existing built-up areas.

In determining "*land suitably zoned to facilitate residential intensification and redevelopment*", it is recognized that such readily available lands are located primarily in the Central Area. The "Inventory of Intensification Opportunities" undertaken by Hemson Consulting as part of the City's Growth Plan conformity exercise indicates that the Central Area (including the Urban Growth Centre) can accommodate approximately 19,000 units of intensification to 2031. It is likely that the lands within the Urban Growth Centre (which includes the Downtown) best fulfill the "suitably zoned" requirement of the Provincial Policy Statement. Accordingly, an estimated 10,000 units would be accommodated on land already zoned to accommodate intensification. Further, the Intensification study identifies opportunities for approximately 34,000 units to be accommodated in the downtown and intensification nodes and corridors. In past land supply analyses, in the absence of these new study findings, a conservative estimate of units just in the downtown has been applied.

Accordingly, as seen in Table 3, there is more than sufficient land in draft approved units, registered units, and land suitably zoned for development (in just the UGC) to meet the 3 year supply of land requirement, with a total land supply of approximately 16,910 units.

Table 3: Housing Supply Summary

Housing Supply (December 31, 2008)	
Draft Approved and Registered Plan Inventory	6,910
UGC (includes Downtown and parts of the Central Area)	10,000
Total Supply	16,910
Number of Years Supply (at 2,600 units per year)	6.5

Table 4 provides a detailed summary of the City's housing supply over the past five (5) years.

Table 4: Detailed Housing Supply – 2004 to 2008

Year	Building Permits per Year** (units)	Registered Inventory (units)	Draft Approved Inventory (units)	Total Draft Approved & Registered Plan Inventory (units)	UGC Inventory (units)	Total Supply* (units)
2004	9,574	3,915	6,693	10,608	4,234	14,932
2005	2,616	3,508	11,343	14,851	3,731	18,582
2006	4,912	4,010	5,954	9,964	5,000	15,534
2007	6,694	1,945	3,025	4,970	5,700	10,670
2008	1,033	1,286	5,624	6,910	10,000***	16,910

* Includes other non-plan of subdivision approvals outside the Downtown and Central Area

** Residential units derived from building permits issued

*** Estimate of Intensification Units in Inventory and Assessment of Intensification Opportunities"- Hemson, November, 2008

As indicated above, in previous years, a conservative estimate of the downtown and central area housing supply of 5,700 units was used in determining the City's housing supply. If we continued to use this estimate as the downtown and central area inventory the City's total supply of units would be 12, 610 resulting in a 4.8 years supply at 2,600 units per year.

The land supply based on current intensification information contained with the Growth Plan discussion paper titled "*Inventory and Assessment of Intensification Opportunities*" prepared by Hemson Consulting Ltd. provides an accurate indication of the City's housing supply. The 2008 housing supply calculation illustrates the City's ability to meet the required three-year supply of housing outlined in the *Provincial Policy Statement*. In addition, the 2008 housing supply places emphasis on opportunities for intensification within the downtown and central area in concert with the intensification policies of the Provincial Growth Plan.

PART II – DEVELOPMENT ALLOCATION STRATEGY

Summary of 2008 Development Allocation Activity:

Out of the potential annual allocation of approximately 5,500 units, 4,304 units were given allocation at the start of 2008 leaving 1,196 units in reserve for strategic initiatives and other applications where infrastructure may have become

available during the year. In a status report approved by the Planning, Design and Development Committee at its December 1, 2008 meeting, staff recommended an additional allocation of 426 units. Of the 4,730 units that were allocated as part of the 2008 development allocation strategy, 1,169 units were approved. An additional 2,351 units in exempt applications and 891 units in applications allocated prior to 2008 were approved as of December 31, 2008, for a total of 4,411 units in all residential developments approved. Table 5 provides a summary of allocated and exempt applications by Secondary Plan Area that were approved in 2008.

Table 5 – Allocated and Exempt Applications Approved in 2008

Secondary Plan Area	Approved with 2008 Allocation (units)	Approved with 'Prior to 2008' Allocation (units)	Approved – Exempt from Allocation (units)	Total
1	0	19	0	19
7	0	0	225	225
15	0	4	0	4
28	0	0	687	687
41	532	868	0	1,400
44	22	0	0	22
45	492	0	1,439	1,931
49	123	0	0	123
Total	1,169	891	2,351	4,411

Of the 4,730 units allocated in 2008, 3,561 did not receive draft approval before the end of the year. However, 393 of these units have been approved to date in 2009. The remaining applications continue to advance through the development process and many are well positioned for approval in 2009.

2009 Development Allocation Strategy:

Development Industry Consultation

Prior to assigning the 2009 development allocation, staff conducted a series of meetings with major landowner group representatives of the developing Block Plans in November and December of 2008. At these meetings, Block Plan representatives updated City staff on the progress of their Block Plans; provided an indication of how they are progressing with fulfilling the conditions of their development approval and based on this outlined their requests for 2009 development allocation. All landowner group representatives followed up with written submissions further describing their request for 2009 development allocation and reasons for requesting allocation. These letters are attached to this report as Appendix 7.

In addition to this initial consultation, two development industry round tables were hosted by the Mayor in April and May 2009 to obtain feedback on drafts of the development allocation strategy and development incentives which helped to

inform the recommended development allocation strategy and development incentives outlined in this report.

Landowner group representatives requested over 9,500 units for consideration in the City's 2009 development allocation strategy. In addition, Landowner group representatives requested 5,100 units remaining from the 2007 and 2008 allocation, which have not yet received approvals to be considered as part of the 2009 development allocation strategy. Requests for allocation are evaluated against the phasing and financing policies set out by policies 4.11.1 and 4.11.2 of the Official Plan to ensure that units that are allocated represent the logical continuation of residential development within active Block Plans/Secondary Plans and build upon priorities set in previous years.

Unused 2007 and 2008 Allocation

Of the 4,519 units from the 2007 and 2008 development allocation strategies that have not received approvals as of May 22, 2009, all were reviewed and deemed eligible for approvals in 2009. Staff recognizes that these applications have made progress to date and that staff and applicant resources have been devoted to furthering these proposals. In addition, given the current economic slowdown, it is important that these applications that have previously received allocation and are currently progressing through the process be given the opportunity to proceed in a timely fashion through the approvals process.

Recommended 2009 Development Allocation

In considering the allocation of potential approvals, staff has evaluated proposals against the phasing and financing policies set out by policies 4.11.1 and 4.11.2 of the Official Plan. The City's intention is to ensure the provision of acceptable levels of service at an acceptable cost and to work with other authorities to ensure the efficient and effective provision of services. The City's objective is to avoid creating levels of demand for infrastructure services that will reduce service levels below acceptable standards.

As such, the 2009 allocation is based on the logical continuation of residential development within active Block Plans/Secondary Plans and builds on allocations and priorities set in previous years, unless the continuation of residential development within a particular Block Plan/Secondary Plan, for example, could not proceed due to infrastructure deficiencies or other planning matters were unlikely to be resolved. The recommended 2009 development allocation strategy includes Block Plans where required infrastructure and services will be available to service the allocated units and is also consistent with the City's 2008-2018 Capital Program.

It is anticipated that the recommended 2009 allocations will result in full occupancy of these residential units by approximately 2011/2012.

The City's Ten Year Capital Program is an integral part of the development allocation timing for many projects. While the current planned program year is incorporated into the current Capital Budget, any capital projects beyond the current year are based on funding being available to pay for these projects through development charge revenue in the planned construction year. If funding is not available or Council shifts priorities between capital projects in upcoming years, it may result in delays to development approvals or modifications to current and forecasted allocations.

Staff is recommending the allocation of **5,500** new units for 2009. As outlined above, staff has also identified 4,519 units of unused allocation from 2007 and 2008 that remain available for approvals in 2009, allowing these units to continue to be able to proceed through the approvals process. This approach to the 2009 development allocation strategy will allow units allocated in 2007 and 2008 to continue through the planning process as well as newly allocated units to work through the process to add to the City's supply of available units. This will enable the City to continue to ensure that Provincial Policy supply targets are met and provide flexibility to the development industry to bring to market those developments most capable of proceeding.

Table 6 below shows the potential four-year average of draft approvals assuming that all unused allocation from 2007 and 2008 and all 2009 recommended allocation is approved in 2009. This potential four-year average remains below the 5, 500 unit annual growth target established in the 2006 Official Plan.

Table 6 – Potential Average Four (4) Year Approvals

	2006	2007	2008	Unused 2007/2008 Allocation Available for Approval	Recommended 2009 New Allocation	Potential Annual Average Approvals
Approved Units	2,274	942	4,046	4,519*	5,500*	4,320

*These units have the potential of being approved in 2009. Approval is subject to all other Provincial Planning legislation and City requirements.

There are also 24 units remaining in pre-development allocation strategy commitments that could be draft approved in 2009. These units are permitted to proceed on interim servicing in Springbrook (Block Plan 45-2) in the Credit Valley Secondary Plan.

Table 7 provides a summary of the 2009 development allocation by Secondary Plan and Block Plan area.

Table 7 – Summary of 2009 Development Allocation By Secondary Plan and Block Plan Areas

Secondary Plan	Block Plan	Received Development Applications (units)	Exempt from Allocation (units)	Requests for 2009 Allocation (units)	2007/08 Allocation Available for Approval in 2009 (units)	2009 Recommended Allocation (units)	Growth Management Justification
1 - Snelgrove	Development Applications Outside of Block Plan	323	0	202	8	0	Infill development. Utilizes existing infrastructure.
	Total	323	0	202	8	0	
3 – Heart Lake West	Development Applications Outside of Block Plan	1451	0	0	8	0	Complex planning process.
	Total	1451	0	0	8	0	
4 – Heart Lake East	Development Applications Outside of Block Plan	0	0	0	0	0	Block Plan process initiated. Complex planning process including environmental issues.
	4-1	478	0	133	0	133	
	Total	478	0	133	0	133	
5 – Northwood Park	Development Applications Outside of Block Plan	26	0	0	22	0	Infill development. Utilizes existing infrastructure.
	Total	26	0	0	22	0	
7 – Downtown Brampton	Development Applications Outside of Block Plan	1203	1203	0	0	0	Central Area. Exempt from allocation.
	Total	1203	1203	0	0	0	
15 – Fletcher’s West	Development Applications Outside of Block Plan	6	0	0	0	0	
	Total	6	0	0	0	0	
16 – Brampton South	Development Applications Outside of Block Plan	112	0	168	112	0	
	Total	112	0	168	112	0	
21 – Southgate	Development Applications Outside of Block Plan	11	0	0	0	11	Infill development. Utilizes existing infrastructure.
	Total	11	0	0	0	11	
26 – Toronto Gore Rural Estate	Development Applications Outside of Block Plan	415	0	0	10	0	Development is within existing built boundary and represents a logical extension of the Vales North Secondary Plan.
	Total	415	0	0	10	0	
28 – Sandringham-Wellington	Development Applications Outside of Block Plan	704	681	0	9	23	Continuation of existing development within Block Plan. Utilizes existing infrastructure.
	28-1	332	0	974	310	332	
	28-2	0	0	0	0	0	
	Total	1036	681	974	319	355	
36 – Queen Street Corridor	Development Applications Outside of Block Plan	1092	1092	0	0	0	Central Area. Exempt from allocation
	Total	1092	1092	0	0	0	
40 – Bram West	Development Applications Outside of Block Plan	58	0	0	0	18	Infill development. Utilizes existing infrastructure. Mixed use block plan including employment lands, school site and parks. Mixed use block plan including employment lands and SWM pond. *Additional allocation may be considered as part of the 2009 development allocation pending completion of the Growth Management Phasing and Staging Strategy Infrastructure deficiencies currently restrict development.
	40-1	798	0	0	798	0	
	40-2	308	0	91	311	18	
	40-3	3212	0	1500	0	900*	
	40-4	0	0	0	0	0	
	40-5	8	0	0	0	0	
	Total	4384	0	1591	1109	936	
41 – Bram East	Development Applications Outside of Block Plan	434	0	0	12	0	Provides a section of Cottrell Blvd. Provides school sites and parks. Provides school site.
	41-1	3357	0	1058	784	1058	
	41-2	393	0	496	0	393	
	Total	4184	0	1554	796	1451	
42 – Vales of Castlemore	Development Applications Outside of Block Plan	231	0	188	0	0	Infill development. Utilizes existing infrastructure and completes Humberwest Parkway
	42-1	126	0	0	126	35	
	Total	357	0	188	126	35	
44 – Fletcher’s Meadow	Development Applications Outside of Block Plan	46	0	0	0	0	Recommended allocation includes Phase I units. Mt. Pleasant Village will deliver a transit oriented urban village in concert with the vision for Block Plan 44-1 recently adopted by Council.
	44-1	1417	0	950	0	385	
	Total	1463	0	950	0	385	
45 – Credit Valley	Development Applications Outside of Block Plan	0	0	0	0	0	If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Rd., there is potential for additional units to be considered as part of the 2009 allocation. Provides a section of Williams Parkway *Subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation would allow for the delivery of James Potter Rd. and a high school site. Also subject to the pre-dedication of land for the required widening of Chinguacousy Rd. Provides for James Potter Rd., Bonnie Braes Dr., schools, parks and a SWM pond. If access issues are resolved to the satisfaction of the City there is potential for this application to be considered as part of the 2009 allocation.
	45-1	1443	0	1346	0	155	
	45-2	1844	1332	0	0	0	
	45-3	1770	102	1452	195	1497*	
	45-4	14	0	0	14	0	
	45-5	2011	0	100	1800	100	
	45-6	102	0	102	0	0	
Total	7184	1434	3000	2009	1752		
49 – Vales of Castlemore North	Development Applications Outside of Block Plan	123	0	0	0	0	
	Total	123	0	0	0	0	
50 – Vales of Humber	Development Applications Outside of Block Plan	123	0	750	0	750	Secondary Plan in progress. 2009 recommended allocation may be reviewed as part of the 2009 interim allocation.
	Total	123	0	750	0	750	
GRAND TOTAL		23848	4410	9510	4519	5500	

Main Areas of the City Receiving Allocation in 2009

This section provides an overview of the main areas of the City that are recommended to receive allocation in 2009 and provides an update on some of the infrastructure constraints that have precluded a number of applications in these areas from previously being considered for allocation. Appendix 1 provides a detailed discussion of each Block Plan and associated allocation recommendations. A breakdown of each application under consideration and associated recommended allocation is provided in Appendix 2.

Although the development allocation strategy and the City's other sustainable growth initiatives have helped to manage the rate and quality of growth, there are still many challenges to coordinating growth with the required infrastructure in various parts of the City. Staff has recommended allocation only for applications where infrastructure issues have been resolved and staff is satisfied that the timing of occupancy will match the delivery of infrastructure items. Additionally there are recommended applications that deliver an important piece of infrastructure, such as a road or a school, or that provide land for employment uses in addition to creating new residential units.

West Brampton (Bram West and Credit Valley Secondary Plan Areas)

This area first received allocation in 2008 to align with necessary infrastructure improvements that were forecast to commence between 2008 and 2011. Given the continued efforts being put towards infrastructure in this area, including the widening of Mississauga Road (Regional Road) in 2009 and Chinguacousy Road in 2010, the construction of James Potter Road in 2009-2010 and, the construction of the Credit Valley Trunk Sewer, which has now been completed, it is recommended that these blocks plans receive a combined total of 2,688 units in allocation this year to further these initiatives. It should be noted that development allocation of 936 units in Secondary Plan Area 40 (Bram West) is subject to the approval of a Growth Management Phasing and Staging Strategy; development allocation of 1752 units in Credit Valley which is subject to the approval of a Growth Management Phasing and Staging Strategy and the pre-dedication of land for the required widening of Chinguacousy Road. In addition, 3,118 units of the 2007/2008 allocation remain available for approval between these block plans. Credit Valley Block 5 received final Block Plan approval in July 2008 and Bram West 40-3 is expected to receive Stage 1 Block Plan approval in the Spring/Summer of 2009. Allocation is only being recommended to applications in this area where staff are satisfied that the transportation, sewer servicing and other infrastructure coordination issues can be addressed and will match forecasted occupancy dates. However, in some cases, agreements such as single source agreements may still be in the negotiation stage and final Draft Plan approvals will not occur until the agreements are finalized.

Fire Station 204 located on Queen Street west of McLaughlin Road is currently in operation and will continue to serve parts of west Brampton including the emerging growth projected for the Credit Valley Secondary Plan. Future Fire

Station 212, which is to be located on Mississauga Road north of Steeles Avenue will serve the Bram West Secondary Plan area as well as parts of the Credit Valley Secondary Plan. Funding for the construction of this Fire Station was approved in 2008 and it is currently in the design phase. The opening is scheduled for mid 2010.

Conveyance of the Chinguacousy and Queen Street Community Park was facilitated through the early dedication of the land prior to draft plan approval and development is currently forecast to commence development in 2009 for completion in 2010. The Mississauga and Bovaird Road Community Park is forecast for development in 2012. Also Cassie Campbell Community Centre (located in Secondary Plan Area 44) is currently built and in service and as such will respond to the needs of residents from these areas.

East Brampton (Bram East Secondary Plan Area)

A total of approximately 3,200 units were allocated to this area as part of the 2007 and 2008 development allocation strategies. Necessary infrastructure in this area includes the construction of key sections of Cottrelle Boulevard and improvements to The Gore Road, Clarkway Drive, Castlemore Drive and McVean Drive. The construction of Cottrelle Boulevard was funded through the 2008 and 2009 budgets and is currently under construction. The Region indicates that improvement to The Gore Road, from Queen Street to Castlemore Road, has been completed with future improvements targeted to commence in 2015. The remaining infrastructure outlined above is forecast to be funded over the next 1-3 years according to the City's Ten-Year Capital Program. All of these road improvements are required to support further development in the Bram East Secondary Plan.

2008 saw the resolution of a long standing deficiency in parks and recreation facilities to serve the current and forecasted growth in east Brampton. Resolution of the mechanism for the City's purchase of the Fitzpatrick property located at the northwest corner of the intersection of the Gore Road and Castlemore Road released the condition on 2008 allocation, allowing a significant number of units to receive draft approval. This site's acquisition is anticipated this spring. Design work on the first phase of the site's development has begun, which will include the development of a branch library and related site servicing preparations.

Fire station 213 is currently available to serve the population growth expected south of Castlemore Road. Fire station 214 is also planned to service the Bram East Secondary Plan area with an in-service date of approximately 2011, to be confirmed once funded and approved by Council.

Given the timing of necessary infrastructure in this area, the 2009 development allocation strategy is recommending allocation of 1,451 units to the Bram East Secondary Plan area. This allocation will help deliver the required infrastructure, enable the delivery of the required separate and public secondary schools to

serve east Brampton and allow the completion of this part of the community. Approximately 796 previously allocated units remain available for approval.

Development Allocation Details

Appendices 1 and 2 provide a detailed description of the 2009 development allocation strategy on a Block Plan basis and the opportunities and constraints that surround each recommendation from a servicing and infrastructure perspective.

Detailed growth management implementation and infrastructure information for each Secondary Plan was used to identify the infrastructure and services necessary to serve the expected occupancy of residential units in 2011/2012 that would result from the recommended 2009 development allocation strategy. In addition to this information, the City's Ten Year Capital Program was used to identify the timing and delivery of these key pieces of infrastructure.

Where essential infrastructure was identified as outstanding or a disconnection was identified with the Ten Year Capital Program, allocation was not recommended for 2009. Appendix 2 identifies what infrastructure is required and when the funding / construction of this infrastructure is forecast.

In addition, where the likelihood of particular development applications obtaining approval in 2009 was remote, allocation for 2009 was not recommended.

Priority Development Allocation

In addition to the standard development allocation procedure, all applications recommended for allocation in 2009 were reviewed to identify those which will deliver key pieces of infrastructure of City-wide benefit or those that are progressing in a timely fashion through the City's approval process. These applications have been given a priority ranking, identified with an "A" in Appendix 2. Given the current economic situation, this priority ranking is being included this year as a temporary measure to ensure that these applications will be the subject of a concerted effort on the part of both the City and the landowners to move them through the approvals process in an efficient manner, mutually benefiting the City and the landowners.

Part III of this report provides further details on priority allocation for certain areas which are recommended as a priority due to requiring the City's assistance in delivering key pieces of City-wide infrastructure during this uncertain economic time. Should other requests come forward, based on the priority areas identified in this report, consideration will be on a case-by-case basis.

Development Applications Outside Block Plan Areas

In addition to the development activity that is occurring within Block Plans, there are a number of development applications submitted for areas outside Block Plan areas that represent remaining developable land within existing Secondary

Plans. These units represent approximately 52 units of the recommended 2009 Development Allocation (of which 23 are within the City's Greenfield area) and also include 181 units previously allocated that remain available for approval (of which 21 are within the City's Greenfield area). These units represent a variety of development applications that range between Greenfield and infill development. Appendix 2 shows these units in the context of the 2009 Development Allocation Strategy.

The absence of any individual applications allocated within the greenfields indicates the continued use of the City's Block Planning process as the mechanism to manage the staging of development. The Block Plan process and the associated staging and sequencing plans are the primary mechanisms for distributing future allocations and coordinating the delivery of infrastructure and services.

Development Allocation and the Provincial Growth Plan

The City is continuing to advance towards ensuring that the City's planning policies and practices conform to the Provincial Growth Plan. Part of this process includes ensuring that the City's new Secondary Plans and Block Plans contain the appropriate mix of land uses and densities in order to achieve the minimum Greenfield density target (50 people and jobs per hectare) and Greenfield area policies. In addition to ensuring conformity with the Growth Plan's Greenfield policies, staff are working towards conformity with all other aspects of the Growth Plan including infrastructure, natural systems / conservation, employment lands and intensification. The Development Allocation strategy is one of several tools that will continue to be used by the City as part of its Growth Management program that will help to achieve Growth Plan conformity.

Development Allocation Exemptions

When the development allocation strategy was approved in 2005, the Downtown and Central Area were exempt from the annual allocation in order to encourage intensification of this area. Exemptions were also provided for applications that Council had previously endorsed such as the Interim Servicing Lands in Springbrook (45-2) and projects with strategic importance, such as the Highway 410 lands.

Staff consider it appropriate to consider expanding the program of exemption from the annual allocation for projects that deliver on Growth Plan intensification principles, especially along intensification corridors and in transit supportive nodes, and on environmentally sustainable principles above and beyond those currently established in the Official Plan and the City's other plans and policies.

Interim 2009 Development Allocation Report

Staff will report back to the Planning, Design and Development Committee in the fall of 2009 with a status update on the City's 2009 approvals, overall

development activity and to consider any strategic refinements to the 2009 allocation.

PART III – DEVELOPMENT FACILITATION:

In December 2008, Council considered a report recommending approval of the 2009 Current and Capital Budget. In this report it was acknowledged that development of this budget was particularly challenging due to the current state of the global economy. The 2009 budget was developed recognizing the need to insulate taxpayers as much as possible from this economic downturn while still providing programs and services to meet the expectations of citizens. The current state of the economy is also having a serious impact on the City's revenue stream. Revenues resulting directly or indirectly from the development process are down and declining interest rates limit the investment income that can be generated from City reserves.

In 2008 the City experienced a substantial decline in the year-over-year value of building permits and residential units created. Reduction in building activity occurred across the Country and Brampton was no exception. As detailed in Part 1 of this report, in 2008 building permits were issued resulting in the creation of 2,186 residential units, compared to 6,694 units in 2007. As of April 30, 2009 the City had issued 151 residential building permits creating 151 residential units.

As part of the 2009 budget, it was noted that Development Charge requirements for 2009 projects exceed the 2008 year-end Development Charge balances by approximately \$181.2 million. To meet project delivery schedules, this shortfall will be borrowed from reserve and working funds. It is estimated that permits for approximately 8,900 units would need to be approved in order to eliminate the projected 2009 year end deficit. The 2009 budget forecast was developed on the assumption that permits for approximately 3,000 residential units would be issued in 2009. Even with that level of activity, a deficit in the DC reserves of \$113 million was forecast for the end of this year. It is highly unlikely that in the current economic and market climate, this will be achieved (only 134 units were process for development charges in the first three months of this year); let alone the 8,900 units that would fully eliminate the development charge deficit.

Previous Development Allocation reports have detailed some of the ongoing long-term challenges of funding growth infrastructure including structural deficiencies with the *Development Charges Act*. This Act limits the amount that can be collected through development charges; the timing of the collection of development charges (which occurs at building permit issuance whereas it is often desirable for infrastructure to be in place in advance of development.) and limits the amount of Development Charges that can be collected beyond historic levels of service.

These ongoing challenges, combined with the current recessionary economic climate has prompted the City to explore a number of ways in which the development approvals process and associated legal agreements can be modified to ease the financial burden on the development industry or promote more efficient and timely processes, which allow the City to facilitate development that meets our planning vision, goals and objectives.

Continued development activity during this time would be a benefit to the City and its residents by:

- Providing employment opportunities;
- Sustaining Development Charge revenue to continue funding the City's Capital Program;
- Reducing pressure that could lead to increased property taxes in the short term; and,
- Facilitate the early delivery of infrastructure, if needed.

The following two sections outline a range of planning, legal and financial issues that have come to the forefront through various means including a number of Block Plans and their associated agreements (such as Single Source Agreements and Spine Servicing Agreements) and financial obligations, together with proposed directions on addressing the issues. Other initiatives have been identified by the City to help facilitate development. The feasibility of each has been explored and while there are some that would not serve the public interest or have legal ramifications, many others are suggested for consideration, either immediately or following more detailed review.

Priority Applications

As noted in Part II, in addition to the standard annual allocation for 2009, the City has identified, as part of this years development allocation strategy, applications which are a priority as they have progressed sufficiently through the approvals process sufficiently that given some focused attention, could result in development proceeding in the near term. For some of these applications, the obligation to move the application forward remains with the landowner, whereas, for others, outstanding obstacles are issues related to the planning, legal and financial matters outlined below, which require the City's assistance and focus. Many of these priority applications deliver key infrastructure that prompts the City to act in the broad public interest by helping to facilitate their development.

The priority applications that require the City's assistance fall within Block Plans 40-1, 41-1, 45-3 and 45-5. Key infrastructure in Block Plan 40-1 includes the growth portion of Financial Drive between Steeles Avenue and Mississauga Road. Currently, the landowners are working towards securing these key pieces of infrastructure through a Single Source Agreement as required in a 'prior to' condition of draft plan approval. Similar to the landowners in Block Plan 40-1, the delivery of Cottrelle Boulevard and Clarkway Drive is required through a Single

Source Agreement for Block Plan 41-1. The landowners in both of these cases have requested modifications to the administration and processing provisions of the City's standard Single Source Agreement. The City's assistance with respect to the Single Source Agreements is described in greater detail under the 'Opportunities for City-wide Stimulus' section of this report.

Block Plans 45-1 and 45-3 have made similar requests for modifications to the City's standard Single Source Agreement. Block Plan 45-3 consists of approximately 2,200 units that were given pre-Development Allocation Strategy commitments, which allowed these units to proceed based on an interim-servicing proposal. James Potter Road is another key piece of infrastructure, which is required to serve this Block Plan and beyond. To facilitate its delivery, the landowners are required to enter into a Single Source Agreement. These applications have not been suggested for priority allocation, but their requests are similar to those received by other Block Plans and have been incorporated into the discussion on Single Source Agreements below.

Key Infrastructure to be delivered in Block plan 45-5 includes James Potter Road. This Block Plan has been included as a priority to ensure that the full ultimate alignment of James Potter Road occurs.

As indicated in Part II of this report, priority allocation is also recommended for other Block Plans that deliver key infrastructure. These Block Plans do not require City assistance and as such these Block Plans have not been included within this section of the report.

Opportunities for City-Wide Stimulus

The following issues and remedies, while some have been raised by individual applicants, are thought to have City-wide benefit and applicability, distinct from those, which are site-specific (and addressed in the next section).

1. Single Source Delivery of Development Charge Funded Road Infrastructure

Through the planning approval process, situations are identified where there is benefit to having the developer construct both the local service portion and the development charge funded growth portion of an arterial or collector road within the development area. Typically the construction of the road to the four lane cross section involves the developers being responsible for the first two lanes (the local service portion, or 50%) with development charges being used to cover the two additional lanes (City growth portion, or 50%). The developer is reimbursed for the growth portion of the road (DC funded portion) in the year that the road segment is programmed in the City's Ten Year Capital Program. A Council By-law is required in each case authorizing the execution of an Agreement for Single Source Delivery of Development Charge Funded Road Infrastructure between the developer and the City.

This mechanism has been used for the delivery of sections of Cottrelle Boulevard, and the westerly extension of Williams Parkway, Ebenezer Road, Fogal Road, and is intended to be used for the delivery of James Potter Road in Credit Valley, Financial Drive in Bram West and Ironside Drive. The Council approved Guideline for Single Source Delivery of Development Charge Funded Road Infrastructure is attached in Appendix VIII.

Through the drafting of the various Single Source Agreements, often accompanied by Spine Servicing and other agreements, a number of detailed administrative and financial issues have been identified by landowners and consultants and requests of consideration made to the City.

a) Security Reduction

Landowners have asked that there be an incremental reduction of the securities posted against the completion of the roadworks, similar to the reductions allowed for infrastructure delivered through standard subdivision agreements. Landowners in Springbrook (Block 45-2) have posted securities for the construction of Williams Parkway. This security was posted in order to permit the City to construct Williams Parkway should the landowners fail to do so in a timely manner. Currently there is no provision in the Single Source Agreement for the periodic reduction of the construction security; rather, securities are released after final acceptance of the work by the City.

In order to permit landowners to have access to their own funds for the purpose of construction, staff are prepared to recommend a City-wide change to allow the construction security to be reduced, for the local service portion of the road, at certain milestones in the construction process, but only after the completed works are inspected and approved by City Staff or the City's consultants, subject to the City retaining appropriate security for incomplete work, maintenance and fees.

b) Maintenance Period

Metrus and other landowners have raised the issue of the maintenance period required for roads constructed under the Single Source Delivery of Development Charge Funded Road Infrastructure Agreement conditions. To date, in this agreement, there has been no specific length of time for the maintenance period, rather it has been left open to ensure that resolution of any unsatisfactory constructed components of work or corrections to defects may occur.

In contrast to the Single Source Agreement, the City's standard Subdivision Agreement contains a provision for a maintenance period with a specified length. This change is similar to the standard applied when roads are constructed under the terms of the City's standard Subdivision Agreement. The Subdivision Agreement currently states that *"The Developer shall maintain all of the City above-ground works including the street lighting system and shall remain responsible for all lot grading until final acceptance of the works by the City. Upon the expiry of one (1) year from the date of preliminary acceptance of the*

aboveground works or upon the expiry of three (3) years from the date of preliminary acceptance of the underground works, which ever shall be the later date, the City shall inspect these works and if they are found to be satisfactory, shall recommend final acceptance of the works and that they works be assumed by the City.” Staff recommends that the maintenance and warranty provisions outlined in the City’s standard Subdivision Agreement be reflected in the Single Source Agreement.

c) Security for DC Portion of Infrastructure

Another securities related matter relative to the Single Source Agreement is the amount of securities required to be posted. In the past some agreements have required landowners to post securities to cover the cost of all required works, both the local and the development charge portions. Landowners in 40-1, 45-3 and 45-2 have requested that under a Single Source Agreement, security be collected for the local service portion of the project only. The most recent form of the Single Source Agreement requires that only the local service portion of the project be secured.

Springbrook landowners (45-2) have requested that the construction security for Williams Parkway, being held by the City, be immediately reduced by the amount equal to the estimated amount of development charge funded growth portion of the road. The Williams Parkway security was taken as one of the conditions to allow the development to proceed early on interim servicing based upon the fact that the reimbursement for the growth portion of the road is in the form of Development Charge Credits. The security is to permit the City to construct the works in place of the landowners if necessary.

However, given that the DC portion of this road is a City responsibility to fund, landowners argue that it is redundant for the landowners to secure the DC portion of the infrastructure. Staff recommends support in principle and agree going forward on a City-wide basis, to limit the collection of securities to the local portion of infrastructure only. However, in some instances such as the Williams Parkway extension, reimbursement is through DC credits and in those situations, it would not be appropriate to reduce the amount of securities. On a go forward basis, the amount of security required will be based on the local service portion except in a DC credit scenario or when infrastructure is programmed in the City’s Ten Year Capital Program for construction more than four years beyond the date of execution of the Single Source Agreement, where securities will also be provided for the growth portion. The security for the local service portion of the work will typically be in the net amount of the total estimated cost of the work less the amount of the Development Charge funded reimbursement for the growth portion of the work.

d) Amount of Reimbursement

The amount of reimbursement for Single Source Delivery of DC Funded Road Infrastructure is based on the same formula used by the City in calculating its

development charges, the *lesser* of 50% of the actual cost, or the amount identified in the DC By-law for the road. Provided there are clauses in the agreement to protect the City against significant fluctuations in the cost of the works, the industry requests that the reimbursement should be for the actual cost, given that the DC By-law can address fluctuations in value. This request requires further review and consideration together with the City's update to the Development Charges By-law.

e) Other Issues

As there have been a significant number of issues raised in respect of a number of administrative and financial matters related to the Guideline for Single Source Delivery of DC Funded Road Infrastructure, it is recommended that a complete review of the Guideline be undertaken by Legal, Works and Transportation, Finance and Planning, Design and Development in parallel with the 2009 Development Charges Bylaw update and that staff report back to Council with recommendations on detailed proposed improvements.

2. Expropriation

From time to time, landowners have requested that the City use its expropriation powers to help deliver a key piece of infrastructure (i.e. road segment) that is otherwise delaying the development of a community, which is proceeding in accordance with the City's Growth Management Program. Although this tool is available to municipalities it is not a tool that should be used extensively. There are many ways to secure land through the development process that should be explored before the City contemplates using expropriation, and expropriation should not be seen as a mechanism to circumvent typical means to require lands. However, expropriation can be used strategically to enable the City to help facilitate the construction of required infrastructure that has a benefit beyond the immediate development. Such circumstances would include advancing required community infrastructure for a broader community benefit.

3. Development Charges- Dwelling Type Rates

The City is currently undertaking a review of its Development Charges Bylaw, for adoption prior to the expiry of the current by-law in August 2009. One of the issues that has been raised previously by some members of the development industry and documented by the City in its industry discussion items list is the way in which the Residential Charges By-law sets out the DC rates for Multiple Dwellings as having the same rate as that of Single Family and Semi-Detached Dwellings. Some landowners have suggested that a separate (and lesser) rate be established for dwelling types such as townhouse dwellings.

This issue was already identified by City staff as a potential change to be considered through the DC by-law update process, and is more appropriately dealt with as part of that exercise, which includes further collaboration with the industry. It should be noted that, all else equal, lower rates for some housing types reflecting the lower household size for these units, will tend to produce

higher rates for single detached dwellings. What is contemplated is a redistribution of the allowable total DC collections based on household size, not a discount.

4. Cash-in-Lieu of Parkland

Staff has commenced a review of the Parkland Dedication By-law, which was last reviewed in 2004. The bylaw covers the terms upon which the City collects parkland dedication and/or cash-in-lieu of parkland (CIL) from new development. This project was initiated in late 2008 prompted by ongoing challenges with the current bylaw and its interpretation, and the expiry of certain provisions in the bylaw associated with the Downtown. Further, the review was prompted by analysis undertaken as a part of the creation of the Parks, Culture and Recreation Master Plan in 2007/2008 which identified the consideration of a revised bylaw as a potential to improve revenue streams and help with capital revenue deficits for things like parkland acquisition and recreation building renewal, among other things. The interdepartmental Technical Team is currently working on needs analysis discussion papers addressing three distinct geographies of the City: the Downtown, the outlying and still developing Greenfield areas and the exiting Urbanized portions of the City. The completion of these papers is now projected to occur this summer, and will serve as the basis for arriving at the principles that should be considered in the drafting of a new bylaw. These papers and proposed principles will be made available to the development community for comment, likely in early fall, in conjunction with the tabling of the papers before City Council. The response will help inform the preparation of a final bylaw, which staff anticipates presenting in early 2010.

5. Streamlining the Block Planning Process

Industry consultation on past Development Allocation reports has resulted in requests that the City reconsider its Block Planning process in an effort to streamline and shorten the approvals process. Council considered a report on the Mount Pleasant secondary Plan in December 2008, which outlined a modified block plan process that could result in efficiencies resulting from:

- Block plan studies initiated ahead of the secondary plan approval
- A single staged block plan approval
- Subdivision level studies initiated ahead of the block plan; and,
- Larger block plan areas

Flowing from the Mt. Pleasant process changes, staff will report back on the implementation of such a modified process for City-wide application following public consultation, and could result in changes to the City's Official Plan policies on block planning. This will continue as a separate initiative, however, it offers broader opportunities to more effectively facilitate development across the City.

6. Central Area and Downtown: Development Application Fees Refund

While many of these initiatives outlined above would assist priority development throughout the City, the Downtown and Central Area remain high priority for the City as its focus for investment and development attraction. In 2007 Council adopted a new Community Improvement Plan (CIP) for the Central Area intended to promote redevelopment in the Central Area of Brampton. This CIP contains a “toolbox” of incentive programs that can be implemented if and when desired by Council through the adoption of implementation Guidelines and associated budget. The “toolbox” can deal with a wide range of issues and barriers to redevelopment. The one program currently in place is the Development Charge Incentive Program, whereby the City pays the City-portion of the development charges on behalf of the developer for a project that qualifies under the incentive.

To further entice development in the City’s downtown and Central Area, staff propose that consideration be given to refunding development application fees for specific types of development within Downtown and Central Area, which includes the Urban Growth Centre, with a focus on office development. It should be noted that such a program is enabled under the CIP “toolbox”.

Eligibility factors for obtaining a refund would have to be identified, such as when applications need to be filed and when they would need to apply for a building permit. Staff feel that this financial opportunity will have the benefit of encouraging development in the areas and forms which are consistent with the Growth Plan and will help to promote the City as “open for business”. Staff will report back on the details, which will include an estimate of the amount of applications fees, which may be refunded.

7. Employment Lands Application Fees Refund

Similar to the potential to refund application fees set out above, a City-wide refund program to incent applications for development accommodating traditional employment uses would assist in encouraging the development of land to meet the City’s employment lands needs, as identified in the Discussion Paper on Employment Lands for Brampton.

The eligibility and terms of this refund would be explored similarly to that outlined above, addressing type of employment, application and building permit deadlines.

8. Further Incentive Programs Flowing from the Growth Plan Response

In conjunction with the ongoing work on the City’s Response to the Provincial Growth Plan, staff will be examining the feasibility of the expansion of the incentive programs under CIP areas, as well as other development incentives to encourage the development, expansion, redevelopment, refurbishment and brownfield development in the Downtown and Central Area as part of the City’s implementation of the Growth Plan. This could include a review of development within the Urban Growth Centre and other key areas of the City including

intensification nodes/mobility hubs and intensification corridors. Incentives can take a number of forms, including financial, policy leadership, removal of barriers (e.g. pre-zoning) and bonusing.

Block Plan- Specific Financing Opportunities

In conjunction with the City-wide initiatives outlined above, staff has received a series of detailed requests from the Springbrook landowner group.

Credit Valley: Block Plan 45-2 (Springbrook)

The Springbrook Block Plan is an approved Block Plan that is made up mostly of units that were authorized to proceed based on an interim-servicing proposal. The resolution adopted by Council in 2004 providing for interim sanitary servicing allocation of approximately 110 litres/second which is equivalent to the servicing needs of approximately 2,200 units within part of Blocks 1 and 3 and Council had also adopted a resolution providing for interim sanitary servicing allocation of approximately 50 litres per second, which is equivalent to the servicing needs of approximately 1,200 units in part of Block 2.

This resolution permits developments within these Blocks to proceed on the basis of interim servicing in exchange for a number of financial and other contributions required to mitigate some of the impacts of early development on the municipality.

The City agreed to allow the Blocks 1 and 3 Landowners to proceed in advance of Block 2, provided that the Blocks 1 and 3 Landowners posted sufficient financial securities to ensure the delivery of mitigation measures that the Block 2 and Blocks 1 and 3 landowners were jointly responsible for delivering to the City. Both Blocks 1 and 3 and Block 2 entered into Interim Financing Agreements in order to secure the required contributions to secure the mitigation requirements of interim servicing. Blocks 1 and 3 posted all necessary securities and obtained the required planning approvals.

Among the contributions required, security for the total costs of the acquisition and construction of Williams Parkway was required. By way of background, the lands for the westerly extension of Williams Parkway are located in the Block 2 area, a portion of which is owned by Royal West, who is a “participating, interim servicing landowner” and a portion is owned by Tanyaville Holdings, a “non-participating, non-interim servicing landowner”.

As part of the negotiated OMB settlement, Blocks 1 and 3 agreed that it would provide sufficient securities to cover the costs of acquiring the land from both Royal West and Tanyaville if expropriation was required and to cover the costs of constructing the bridge and road extension. It was intended and agreed between the Blocks 1 and 3 and Block 2 Landowners that Block 2 would replace the

Blocks 1 and 3 securities by November 2008. These securities were not replaced and the City continues to hold security from Blocks 1 and 3.

The securities originally posted amounted to a total of \$16,297,292.00, representing approximately \$6,788,042.00 for land acquisition costs and \$9,509,250.00 for construction costs.

One of the landowners, Tanyaville (a corporation then owned by Jeff Kerbel) was not participating in the interim servicing program with the other Block 2 Landowners. Tanyaville owned part of the lands required for the westerly extension of Williams Parkway.

However, Royal West was and continues to be a participating interim-servicing landowner and is a signatory to the Spine Servicing, Interim Finance, Single Source Agreement and Block 2 Cost Share Agreement. As a result, the City permitted the Block 1 and 3 securities to be reduced by the land value of the Royal West lands only, in the amount of \$3,394,021.00, reflecting that Royal West was a participating interim servicing landowner. The City continues to hold \$12,903,271 for the construction and acquisition of the Tanyaville portion of Williams Parkway and for the estimated construction costs of the entire westerly stretch through both the Royal West and Tanyaville lands.

As an additional benefit, the Interim Finance Agreement set out that development charges for all services, except for roads and outdoor recreation, would be paid earlier than the City's existing practice of DC collections, which are typically paid at the time of building permit issuance, in order to assist the City's DC cash flow.

In conjunction with the Interim Finance Agreement, the Block 2 landowners have executed a Single Source Agreement and Spine Servicing Agreement to construct Williams Parkway, including the bridge, between Creditview Road and Mississauga Road; two north-south collector roads; eight stormwater management facilities including the essential storm sewers out-letting to the ponds, and; other internal collector roads within the block leading to future school and park sites.

The landowners have also entered into a Single Source Agreement for the delivery of the construction of the westerly extension of Williams Parkway. Provisions for the quantity and timing of development charge recoveries for its construction are outlined in detail in this agreement.

The City is in receipt of a request from the solicitors representing the Block 2 landowners requesting relief from the City's financial, planning and legal requirements for the development of this community. Their specific requests and staff's recommendations are discussed below:

a) Phasing of Development

The landowners have requested the lands for development within Block 2 be divided into three distinct geographic/servicing areas, with the most westerly land receiving registration approval first, followed by the middle lands, followed by the lands along the eastern boundary of Block 2. Currently, the Spine Servicing Agreement requires that all Spine Roads and services be constructed prior to the first registration of a plan of subdivision. The landowners are agreeable to constructing Williams Parkway before any registration takes place. At issue is the fact that the schools are located within the middle or second phase, which means that should the westerly lands receive registration approval, first, the units within the westerly portion will not have access to neighbourhood schools.

Staff would entertain the revision of the Spine Servicing Agreement to include the phasing of the Block Plan into three geographic areas provided that the public junior elementary school site is delivered and Williams Parkway is constructed and conveyed to the City as part of the Phase 1 deliverables. Discussions with the Peel District School Board and staff have confirmed that this site is a priority for them not only for the block plan but also for other development in the area.

b) Return of Acquisition Security

The landowners have agreed to post all of the required securities for Williams Parkway in place of the Blocks 1 and 3, but have asked that the City permit the immediate reduction of these securities. Specifically, the Block 2 landowners have requested that the securities held for the acquisition portion of Williams Parkway, being the remaining \$3,394,021.00 being held by the City for acquisition costs be returned to the Block 2 landowners in full. The landowners cite that the lands which the future extension of Williams Parkway are situated on have changed ownership (from Tanyaville to Greywood Developments) and that the new land owner has executed the Block 2 Cost Share Agreement and added a restriction to their lands requiring the Trustee's consent prior to conveyance to any party. Greywood, however continues to not be an interim landowner and is therefore not a party to the Spine Servicing, Single Source or Interim Servicing Agreements.

It is recommended that the Block 2 landowners group and Greywood be advised to apply to sever the Williams Parkway lands from the Tanyaville property and cause the lands to be conveyed to the Trustee for the Block 2 landowners group to hold in trust. The Trustee is a signatory to the Spine Servicing, Interim Finance and Single Source Agreements and could be required to convey the Williams Parkway lands to the City upon direction from the Block 2 Interim Servicing landowners.

If the severance application were successful, the City could reduce the acquisition portion of the security on the same basis as it was reduced for Royal West, as they are both interim servicing landowners. It should be noted that as previously explained in the discussion on Single Source Delivery of Development

Charge Funded Road Infrastructure agreements, the portion of Williams Parkway security related to construction of the road will not be reduced in recognition of applicable development charge funding, because reimbursement for the growth portion of the road is in the form of Development Charge Credits.

c) Payment of Development Charges at Building Permit Stage

The landowners have requested that the timing of early payment, as stipulated in the Interim Servicing Agreement (to be collected at the registration of the plans of subdivision), be adjusted to the City's normal practice of collecting DC's at building permit issuance. The landowner's have made this request in order to facilitate the expeditious development of the Block 2 lands and to avoid further losses due to the declining real estate market.

The City's total DC's for this Block Plan would be approximately \$39, 500,000 based on an approximate unit yield of 1,800 residential units. Of this amount, only \$9,600,000 is subject to the early payment provision, the balance being the Roads and Outdoor Recreation DC's, which are subject to a DC credit arrangement for works provided. The landowners advise that credit is not available for them to upfront this amount and development would not proceed unless this provision is amended.

Recognizing that if development does not proceed, no DC revenue will result for the City, staff recommends that the City's standard of receiving DC's at the time of the issuance of building permits be applied.

d) Consolidated Letter of Credit

One of the administrative elements of the Agreement that creates hardship is the need for the landowners group to provide joint security through the Block Trustee, rather than allowing the provision of individual securities.

The Block 45-2 (Springbrook) landowners have asked that securities to be collected for construction of Williams Parkway be collected from individual owners totalling the full amount of the securities.

In such instances, the collection, release and potential drawing upon individual securities, through the Trustee would still provide the City with the security mechanism it requires for projects at the same time providing flexibility to the development industry. Staff implemented this previously for Blocks 1 and 3, are currently implementing this process for Block 2.

A number of other requests from Springbrook are applicable City-wide and have been addressed in the section above. Staff recommend that in exchange for these concessions outlined above, that landowners renew and strengthen their commitment to the upscale executive community elements including lot sizes and density as articulated in the current urban design guidelines and draft approved

plans and the meet other obligations within the agreements, such as replacing Block Plan 45-1/3 securities.

Summary

In summary, given the current economic situation coupled with the on-going long-term challenges funding growth infrastructure, staff have suggested several options that the City can explore on a City-wide and Block Plan basis. Staff acknowledge that at this stage, it is appropriate for the City to proceed with some of the development incentives outlined above but also acknowledges that some will require further study to determine their feasibility. As outlined above, staff also acknowledge that it is not appropriate to proceed with some of the development incentives requested.

PART IV - PLANNING, DESIGN AND DEVELOPMENT WORK PROGRAM

In conjunction with the application priorities outlined earlier in this report, the Planning, Design and Development work program details the priority of Block Plans over the next three years. Concurrent with the 2009 development allocation strategy staff also consider the resources and time that is necessary to facilitate the planning approval process. In prioritizing the Block Plans, staff considered the following:

- The 2009 development allocation strategy will align with those Block Plans with highest priority in the City's Work Program with staff time and resources allocated accordingly;
- Resources across the City are allocated based on Block Plans receiving final Block Plan approval, the processing of subsequent planning applications and their eventual registration;
- Lower priority Block Plans with forecasted development allocation for 2010 and beyond will continue to be process, however staff resources will need to be balanced with the higher priority Block Plans as time and resources permit.

CONCLUSION

The purpose of this report was to present the 2009 development allocation strategy, corresponding Planning, Design and Development work program relative to Secondary Plans and Block Plans for the next three years and to provide an overview of some of the challenges facing the City and development industry given the current economic downturn and associated recommendations to facilitate development during this time.

The development industry has expressed the need to receive substantial allocation at the initial growth stages of a Block Plan so that they can obtain appropriate financing and allocate resources accordingly. Each Block Plan requires enough units to supply the landowner's building program and the ability

to complete neighbourhoods with the required community infrastructure such as schools, parks and spine roads.

From the City's perspective, it is also more efficient to direct staff and infrastructure resources to fewer areas than to a number of different Block Plans. More time and resources and services are required to facilitate the same number of units if they are spread over a number of Block Plans. The City continues to strive to achieve the early provision of infrastructure during the initial phase of a neighbourhood development.

Staff consider it appropriate to continue to expand its program of exemption from the annual allocation for projects that deliver on Growth Plan intensification principles (especially those along intensification corridors or transit supportive nodes) or environmentally sustainable principles above and beyond those currently established in the Official Plan and the City's other plans and policies.

Given the current economic situation coupled with the on-going long-term challenges funding growth infrastructure, staff have suggested several options that the City can explore on a City-wide and Block Plan basis to stimulate recovery in development activity, thereby building City revenues flowing from development.

Staff will report back to the Planning, Design and Development Committee in the fall of 2009 to provide a status update on the City's approvals and overall development activity and to consider allocation of additional units. The intent is to update Committee on the progress of the 2009 development allocation strategy and overall development activity for the first part of 2009. Part of the review will closely consider those plans with allocation that may not be able to move forward.

Respectfully submitted,

Adrian Smith, MCIP, RPP
Director, Planning and Land
Development Services

John Corbett, MCIP, RPP
Commissioner,
Planning, Design and Development

Authored by Natalie Goss, Growth Management Policy Planner and Janice Given, Manager, Growth Management and Special Policy

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Appendix 1:

Community Block Plan Infrastructure and Recommended Allocation

SPA 4 – HEART LAKE EAST SECONDARY PLAN

Secondary Plan Area 4 Development Status (December 31, 2008)

Draft Approval Inventory	0
Registered Plan Inventory	0
Building Permits Issued to Date	2,123
Unused 2007/08 Allocation Available in 2009	0
Recommended 2009 Allocation	133

Secondary Plan Total Yield (residential units): 4,599

Expected Year of Occupancy for Recommended Allocation: 2012

Community Infrastructure / Facilities Required

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*: Major roads are already available to service this area.		
Sewer and Water Water infrastructure required for this area is already in service.		
Fire Station 205		Currently built and in service.
Transit Existing services in the community: 5 – Bovaird 7 – Kennedy 23 – Sandalwood 21 – Heart Lake		Transit service is currently available to the majority of this area. Incremental service frequency improvements on Corridor Routes 5,7 and 23 planned for phased implementation over 2009-2013 (tied to AccelRide BRT implementation), subject to budget approval and allocation of resources. Service frequency for community route 21 planned for 2011, as warranted by demand.
Community and City Parks Dixie Sandalwood Park / Brampton Soccer Centre (located in SPA 28) Loafers Lake Park (located in SPA 3)	TBD	Currently built and in service Was to be redeveloped in 2009, but currently identified as 'unfunded'
Loafers Lake Recreation Centre (located in SPA 3)	2011	To be modernized.

**All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis*

Block Plan 4-1

The Official Plan identifies this area as a Special Policy Area. In 2005, there was a public meeting to initiate the formulation of a tertiary plan. In order to facilitate the provision of the Heart Lake By-pass, this Block Plan was allocated 344 units in 2006. During 2006, however, the City managed to secure the lands necessary for the Heart Lake By-pass ahead of the development process. In 2008 the Heart Lake Developers Group was terminated and it is anticipated that each individual landowner will file site-specific development applications. Staff is in receipt of two development applications for lands directly to the south (Jordon Enterprises Inc.) and directly to the north (Andrin (Heart Lake) Properties Ltd.) of the Heart Lake By-pass.

Development Allocation Recommendation:

*Staff is recommending allocation of **133 units** as part of the Andrin (Heart Lake) Properties Ltd. application. The applicant has submitted supporting documentation, which is currently being reviewed by staff, and there are no major servicing constraints that preclude this Block Plan from developing.*

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	0	133

SPA 28 – SANDRINGHAM WELLINGTON SECONDARY PLAN

Secondary Plan 28 Development Status (December 31, 2008):

Draft Approval Inventory	982
Registered Plan Inventory	386
Building Permits Issued to Date	16,047
Unused 2007/08 Allocation Available in 2009	319
Recommended 2009 Allocation	355

Secondary Plan Total Yield (residential units): 22,124

Expected Year of Occupancy for Recommended Allocation: 2012

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Sandalwood Pkwy – Airport Rd. to Torbram Rd. (4-6 lanes)	2016	EA on-going
Sandalwood Pkwy. – Dixie Rd. to Bramalea Rd. (4-6 lanes)	2011	EA on-going
Sandalwood Pkwy. – Bramalea Rd. to Torbram Rd. (4-6 lanes)	2012	EA on-going
Bramalea Rd. – Countryside Dr. to Sandalwood Pkwy. (2-4 lanes)	2008	Construction initiated in late 2008
Countryside Dr. – Dixie Rd. to Bramalea Rd. (2-4 lanes)	2009	Detail design on-going
Countryside Dr. – Bramalea Rd. to Torbram Rd. (2-4 lanes)	2014	Detail design on-going
Countryside Dr. – Torbram Rd. to Airport Rd. (2-4 lanes)	2014	Detail design on-going
Sewer and Water		
Sewer mains to be installed / upgraded throughout secondary planning area	2009-2013	A large portion of the proposed sewer mains are in the design / construction phase.
Fire		
Station 208		Currently built and in service
Station 209		Currently built and in service

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
<p>Transit Existing services in the community:</p> <p>5 – Bovaird 18 – Dixie 12 – Grenoble 19 – Fernforest 14 – Torbram 22 – Springdale 15 – Bramalea 23 - Sandalwood</p>		<p>Transit service is currently available to the majority of this area. Incremental service frequency improvements on Corridor routes, 5, 14, 15, 18 and 23 is planned for phased implementation over 2009-2013 (tied to AcceleRide BRT implementation) subject to budget approval and allocation of resources. Routes will be re-aligned and extended north over 2009-2013 to increase service coverage, as warranted by demand and the pace of development. Service frequency increases and re-alignments on Community routes 12, 19, 22 as warranted by demand and completion of road network</p>
<p>Community and City Parks Springdale Central Community Park Sesquicentennial City Park (currently located in SPA 48) Sesquicentennial City Park Expansion (currently located in SPA 48) Dixie Sandalwood Park / Brampton Soccer Centre Torbram/Sandalwood Community Park Wellness Centre</p>	<p>2010 2009 2015</p>	<p>Land is purchased and due diligence is underway Next phase of development open in 2010 Part of SPA 28 development (2009) Currently built and in service Phase 1 built and in service Currently built and in service</p>

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Block Plan 28-1

Parts of this Block Plan have already been developed as part of a large adult lifestyle community known as Rosedale Village. As part of the development process for Rosedale Village, a concept plan was completed for the entire Block Plan. In addition, a tertiary plan has also been submitted for the northeast quadrant of this Block Plan. Development within this Block Plan follows the logical extension of sewer and water servicing through the Sandringham Wellington Secondary Plan (SPA 28).

Key transportation links exist or are forecast as part of the City’s Capital Program to be addressed over the next 2-3 years. The extension of Highway 410 to Mayfield Road is currently built and in operation. Improvements to Sandalwood Parkway are forecast to occur between 2012 and 2016 and to Countryside Drive between 2009 and 2011. Required Fire Stations to service this Block Plan are currently built and operational (208 and 209). In addition, several community parks and recreation facilities exist to service this area. Funds are forecast in 2010 for the development of the Springdale Central Community Park and funding is currently available for the next phase of development of the Sesquicentennial City Park.

310 units were allocated in 2007 as part of the Rosedale Village area, which remain available for approval. In addition to the units associated with Block Plan 28-1, one application failing outside of this Block Plan area requires allocation prior to approval. Candevcon Ltd. (Ryan Homes Inc.) received allocation in 2007 for 9 units. In addition to these 9 units, 23 part lots are associated with this application, which together with the 9 units previously allocated will create 32 units upon approval.

Development Allocation Recommendation

*Given that several key pieces of infrastructure are currently operating and/or programmed to be constructed over the next 2-3 years, staff are recommending that **332 units** be allocated to the Sandringham Place Inc. application within this Block Plan for the continued development of areas which are currently under development. The 500 units requested for allocation in Neighbourhood 703 is not recommended at this time as development applications have not been filed to date and as such staff are not satisfied that approvals can be achieved in 2009. In addition, staff recommends that 23 units be allocated to the Candevcon (Ryan Homes Inc.) application allowing all lots resulting from this application to be allocated.*

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	319	355

SPA 40 – BRAM WEST SECONDARY PLAN

Secondary Plan 40 Development Status (December 31, 2008):

Draft Approval Inventory	39
Registered Plan Inventory	195
Building Permits Issued to Date	2,582
Unused 2007/08 Allocation Available in 2009	1,109
Recommended 2009 Allocation	936

Secondary Plan Total Yield (residential units): 15,132

Expected Year of Occupancy for Recommended Allocation: 2012

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Financial Dr. – Heritage Rd. to Mississauga Rd. (4 lanes)	2011	EA on-going by developers
Financial Dr. – Mississauga Rd. to Steeles Ave. (4 lanes)	2011	EA on-going by developers
Financial Dr. – South of Steeles Ave. (4 lanes)	2010	EA on-going
N-S Collector – Steeles Ave to Embleton Rd (4 lanes)	2013	EA on-going by developers
Heritage Rd. – Steeles Ave. to Embleton Rd. (2 lane reconstruction)	2012	EA on hold pending completion of developer EA
Heritage Rd. – South of Steeles Ave. (2-4 lanes)	2008	Construction initiated in late 2008
Chinguacousy Rd. – Steeles Ave. to Queen St. (4-6)	2010	Detail design on-going
Mississauga Rd. – Steeles Ave. to Queen St. (2-4 lanes <i>(Region)</i>)	2009	Proposed
Mississauga Rd. – Steeles Ave. to Queen St. (4-6) <i>(Region)</i>	2016	
Mississauga Rd. – Hwy 407 to Steeles Ave. (4-6) <i>(Region)</i>	2009	
Steeles Ave. – Mississauga Rd. to Winston Churchill Rd. (2-4 lanes) <i>(Region)</i>	2010	
Steeles Ave. – Winston Churchill Rd. to Mississauga Rd. (2-4) <i>(Region)</i>	2010	Proposed
Steeles Ave. – Winston Churchill Rd. to Mississauga Rd. (4-6) <i>(Region)</i>	2017	Proposed
Steeles Ave. – Mavis Rd. to Chinguacousy Rd. (4-6) <i>(Region)</i>	2016	Proposed
Winston Churchill Rd.. – Steeles Ave. to Embleton Rd. (4-6) <i>(Region)</i>	2025	

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Sewer and Water Sewer mains to be installed / upgraded throughout secondary planning area Credit Valley Trunk Sewer	2009-2016	Many of the projects are under construction. Completed
Fire Station 212 – proposed on Mississauga Rd. north of Steeles Ave. and south of Queen St. Station 217 Station 218 (located in SPA 29)	2009-2010	Detail design on-going Currently built and in service Currently built and in service
Transit Existing service in community: 4 – Chingaucousy 51 – Steeles West 53 – James Potter Future planned service: 53 – extension / re-alignment Financial Drive / Bram West Community Service Mississauga Road / Bram West Community Service 53 – upgrade to Secondary Corridor Route	 2011 2012 2013 2013	Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor routes 4 and 51 planned for phased implementation over 2009 – 2013 (tied to AcceleRide BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-aligned and new community services introduced over 2009-2013 to increase service coverage as warranted by demand and the pace of development. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.
Community and City Parks Chinguacousy and Queen Street Community Park (located in SPA 45) Mississauga/Bovaird Community Park (located in SPA 45) Mississauga and Embleton Community Park (located in SPA 45) Mississauga and Embleton Community Park Recreation Centre	2009 2012 2015 2016	City owned land. Park design complete. Development to commence Fall 2009. City owned. Design to commence in 2011 with development in 2012 Exact site location to be finalized

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The Bram West Secondary Plan consists of a balanced mix between residential and employment. More than other currently growing areas discussed in this report it is the presence of both residential and employment that places pressure on the infrastructure and services necessary for the Secondary Plan. A comprehensive review of the Secondary Plan was recently completed, although a number of appeals to the Ontario Municipal Board remain unresolved.

Community Parks that will service this Secondary Plan include the Chingaucousy/Queen Street Community Park (development to commence in Fall 2009). Mississauga/Bovaird Community Park (development anticipated to commence in 2012) and the Mississauga/Embleton Community Park and associated Recreation Centre (development anticipated to commence in 2015/1016).

Fire stations 217 and 218 are currently in operation to service the initial development of this Secondary Plan. Funding for the construction of Station 212 was approved for 2009-2010 and detail design is on-going.

Block Plan 40-1

Parts of this Block Plan are currently under development. In October 2008 Stage 1 Block Plan approval and conditional Stage 2 Block Plan approval was granted to a portion of the remainder lands within this Block Plan. These remainder lands include a mix of residential and employment uses.

This Block Plan will take advantage of the extension of the Credit Valley Trunk Sewer. In 2007 this Block Plan received allocation of 650 units with an additional 148 units being allocated in 2008. To date, the units remain available for approval. No additional allocation is being sought. Staff is recommending that a priority be placed on the units that were previously allocated given the current stage of this Block Plan and to ensure the timely delivery of Financial Drive.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	798	0

Block Plan 40-2

The residential component of this Block Plan has been comprised mainly of two plan of subdivision applications (21T-04003 and 21T-04005) since 2004. These applications have been awaiting the resolution of the Bram West Secondary Plan review exercise before advancing any further. With the Secondary Review exercise complete (save and except for the OMB appeals), there is strong potential to develop this area in 2009. The majority of units associated with these applications were allocated in 2007 and 2008.

In terms of infrastructure, The Credit Valley Trunk Sewer, located within this Block Plan, has been completed which will service this area. Funds for the widening of Financial Drive north of Steeles Avenue is forecast to begin in 2011. Financial Drive south of Steeles Avenue is forecast to be funded in 2010.

Development Allocation Recommendation

To complete the development of these two applications, staff recommends that Block Plan 40-2 receive allocation of 18 units in 2009.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	311	18

Block Plan 40-3

Staff notes that a Block Plan has been initiated for Block Plan 40-3 of the Bram West Secondary Plan. Individual development applications have been received and Stage 1 Block Plan approval is anticipated in the Spring / Summer of 2009. Preliminary population and employment forecasts for this Block Plan estimate that approximately 3,800 to 4,400 residential units and approximately 66 ha of a variety of employment lands providing for a range of employment uses.

Development Allocation recommendation

Given that the Block Plan is proceeding through the Block Plan approval process and Stage 1 approval is anticipated within the Spring / Summer of 2009 and given that this Block Plan is anticipated to yield additional employment land for the City, staff recommend allocation of 900 units as part of the 2009 development allocation strategy.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	0	900

SPA 41 – BRAM EAST SECONDARY PLAN

Secondary Plan 41 Development Status (December 31, 2008):

Draft Approval Inventory	1,812
Registered Plan Inventory	267
Building Permits Issued to Date	6,585
Unused 2007/08 Allocation Available in 2009	796
Recommended 2009 Allocation	1,451

Secondary Plan Total Yield (residential units): 13,532

Expected Year of Occupancy for Recommended Allocation: 2010

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Cottrelle Blvd. – McVean Dr. to The Gore Rd. (4 lanes)	2009	Developer to construct
Cottrelle Blvd. – The Gore Rd. to Regional Rd. 50 (4 lanes)	2008	Developer to construct
Clarkway Dr. – Realignment between Cottrelle Blvd and Regional Rd. 50	2012	Developer to construct
Clarkway Dr. – Cottrelle Blvd. To Castlemore Dr. (2-4 lanes)		
McVean Dr. – Castlemore Rd. to Cottrelle Blvd. (2-4 lanes)	2016	
McVean Dr. – Cottrelle Blvd. To Queen St. (2-4 lanes)	2011	Detail design on-going
Castlemore Rd. – McVean Dr. to The Gore Rd. (4-6 lanes)	2009	Detail design on-going
Castlemore Rd. – Goreway Dr. to McVean Dr. (4-6 lanes)	2014	
Castlemore Rd. – The Gore Rd. to Regional Rd. 50 (2-4 lanes)	2012	
Castlemore Rd. – The Gore Rd. to Regional Rd. 50 (4-6 lanes)	2010	Detail design on-going
The Gore Rd. – Castlemore Rd. to Cottrelle Blvd (4-6 lanes) (<i>Region</i>)	2015	Proposed
The Gore Rd. – Queen St. to Eastbrook Way (4-6 lanes) (<i>Region</i>)	2015	Proposed design to commence in 2013
The Gore Rd. – Cottrelle Blvd. to Castlemore Rd. (2-4) (<i>Region</i>)	2006	Completed
The Gore Rd. – Queen St. to Cottrelle Blvd. (2-4) (<i>Region</i>)	2008	Completed
Sewer and Water		
Sewer mains to be installed / upgraded throughout secondary planning area	2008-2010	Most projects are under construction.
Water mains to be installed / upgraded throughout secondary planning area	2008-2009	Most projects are under design / construction.

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Fire Station 203 (located in SPA 13) Station 213		Currently built and in service Currently built and in service
Transit Existing service in community: 23 – Sandalwood 31 – McVean 50 – Gore Road Future planned services: 23 – extension / re-alignment to Highway 50 Bram East Community Shuttle	2011-2012 2012	Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor route 23 planned for phased implementation over 2009-2013 (tied to AcceleRide BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-aligned and new community services introduced over 2009-2013 to increase service coverage as warranted by demand and pace of development. Service improvements require completion of missing links on Cottrelle Blvd. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.
Community and City Parks Bram East Community Parkland Campus (Fitzpatrick) (Community Park, Recreation Centre, Branch Library) (located in SPA 26)	2010-2012	City owned lands. Library construction to commence in 2010; park development in 2011, and; recreation center anticipated to commence in 2012

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Block Plan 41-1

This Block Plan received Stage 2 approval by Council in 2006. Numerous applications have been filed within this area since Block Plan approval. In 2007 1,647 units were allocated to this area and in 2008 an additional 1,170 units were allocated. The Block Plan landowners have worked effectively towards formulating a staging and sequencing plan that implements their allocated units within the first phase of the Block Plan (all applications west of the river and applications east of the river but south of the east-west collector that traverses this Block Plan).

2008 saw the resolution of a long-standing deficiency in parks and recreation facilities to serve the current and forecasted growth in east Brampton. Resolution of the mechanism for the City's purchase of the Fitzpatrick property located at the northwest corner of the intersection of The Gore Road and Castlemore Road released the condition on 2008 allocation, allowing a significant number of units to receive draft approval.

Key transportation links are also required to serve the first phase and additional phases of this Block Plan such as the extension of Cottrelle Boulevard (forecast funding available in 2008 and 2009) and Clarkway Drive (forecast funding available in 2012) and the widening of The Gore Road (completed in 2008) and Castlemore Road (forecast funding available in 2009).

The Dufferin Peel Catholic Separate School Board and the Peel District School Board urgently require a secondary school site. Both School Boards are currently obtaining the necessary planning approvals to proceed with the development of their school sites

Transit service is currently available to service portions of this area with planned extensions forecast for 2010-2012.

In 2008 1,469 units were draft approved. An additional 784 units previously allocated remain available for approval in 2009. The landowners group is seeking an additional 1,554 units for allocation in 2009, which represent the remainder of Phase 1, and all of Phase 2 (lands east of the river and north of the east-west collector).

Development Allocation Recommendation:

As issues surrounding parkland acquisition were resolved in 2008 and other infrastructure is currently available or forecast to be available within the next few years, staff is recommending allocation of 1,058 units as part of the 2009 development allocation strategy.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
1,469	784	1,058

Block Plan 41-2

The Block Plan for 41-2 was submitted in the fall of 2006. A public meeting was held on this Block Plan in the fall of 2008 and approval of the Block Plan is anticipated in 2009. Similar to Block Plan 41-1, infrastructure deficiencies from 2008 have been resolved through the acquisition of parkland to service this area as well as required road infrastructure funding being available for 2009. Transit service is currently available to service portions of this area with planned extensions to forecast for 2010-2012.

Development Allocation Recommendation:

The Block Plan has been progressing steadily through the Block planning process and approval of the Block Plan is anticipated for 2009. The City is currently in receipt of applications for 393 units. Given the timing of this Block Plan, allocation of these 393 units is recommended. Staff also note that there is potential for this allocation to be refined to consider the remaining plans as part of the 2009 interim allocation process.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008	2007 / 2008 Allocation Available for Approval in 2009	
0	0	393

SPA 42 – VALES OF CASTLEMORE SECONDARY PLAN

Secondary Plan 42 Development Status (December 31, 2008):

Draft Approval Inventory	0
Registered Plan Inventory	71
Building Permits Issued to Date	3,148
Unused 2007/08 Allocation Available in 2009	126
Recommended 2009 Allocation	35

Secondary Plan Total Yield (residential units): 3,601

Expected Year of Occupancy: 2010

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
<p>Major Roads*: Humberwest Parkway – Castlemore Rd. to Airport Rd. (4 lanes) Humberwest Parkway – Castlemore Rd. to Airport Rd. (4-6 lanes) Castlemore Rd. – Airport Rd. to Goreway Dr. (4-6 lanes)</p>	2008 2016 2011	Developer to construct Detail design to begin in 2009
<p>Sewer and Water Sewer and water infrastructure is in service.</p>		Existing.
<p>Fire Station 203 (located in SPA 13) Station 209 (located in SPA 28)</p>		Currently built and in service Currently built and in service
<p>Transit Existing services in the community: 5 – Bovaird 23 – Sandalwood 20 – Airport Road 31 – McVean Future planned services: 23 – extension / re-alignment via Humberwest Parkway Countryside Drive service</p>	TBD 2013	Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor routes 5 and 23 planned for phased implementation over 2009-2013 (tied to AcceleRide BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-aligned and new community services introduced over 2009-2013 to increase service coverage as warranted by demand and the pace of development. Service improvements require completion of missing links on Humberwest Parkway. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Community and City Parks Torbram/Sandalwood Community Park (located in SPA 28) Bram East Community Parkland Campus (Fitzpatrick) (Community Park, Recreation Centre, Branch Library) (located in SPA 26)	2010-2012	Phase 1 completed in 2008 City owned lands. Library construction to commence in 2010; park development in 2011, and; recreation center in 2012

**All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis*

Block Plan 42-1

The Block Plan is located in the southern portion of the Secondary Plan and includes a portion of the Humberwest Parkway, which is a key transportation link for the surrounding area. The entire Block Plan may yield between 500 and 600 residential units, the majority of which is already built, however approximately 155 units remain to complete this Block Plan. A coordinated development strategy is envisioned for this area given the presence of small landowners and irregular property boundaries. The Humberwest Parkway remains an important facility for the City and funding was included as part of the 2008 capital program.

2008 saw the resolution of a long-standing deficiency in parks and recreation facilities to serve the current and forecasted growth in east Brampton. The acquisition of the Fitzpatrick property located at the northwest corner of the intersection of the Gore Road and Castlemore Road is anticipated this spring.

Development Allocation Recommendation:

Since this Block Plan holds key strategic importance, staff recommends that Block Plan 42-1 receive allocation to help continue to facilitate the delivery and completion of the Humberwest Parkway and complete the Block Plan. Key infrastructure and servicing elements are present to serve the remaining portion of this Block Plan area.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
13	126	35

SPA 44 – FLETCHER’S MEADOW SECONDARY PLAN

Secondary Plan 44 Development Status (December 31, 2008):

Draft Approval Inventory	2,200
Registered Plan Inventory	4
Building Permits Issued to Date	12,715
Unused 2007/08 Allocation Available in 2009	0
Recommended 2009 Allocation	385

Secondary Plan Total Yield (residential units): 15,237
 Expected Year of Occupancy for Recommended Allocation: 2011

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*: Creditview Road – Bovaird Dr. to Sandalwood (2 lane reconstruction) Creditview Road – Sandalwood to Wanless (4 lanes) Chinguacousy Road – Steeles Ave. to Queen St. (4-6 lanes) Chinguacousy Road – Queen St. to Bovaird Dr. (6 lanes) James Potter Road – Bovaird Dr. to Creditview Rd. (4 lanes) Wanless – Creditview Rd. to Chinguacousy Rd. (4 lanes) Wanless – Chinguacousy Rd. to McLaughlin (4 lanes)	2011 2012 2010 2010 2015 2011 2009	EA on-going Detail design on-going Detail design on-going EA on-going Detail design on-going Detail design on-going
Sewer and Water		
Fire Station 210		Currently built and in service.
Transit		
Community and City Parks Chinguacousy/Sandalwood Park and Cassie Campbell Community Centre Creditview/Sandalwood City Park (located in SPA 51)		Currently built and in service

**All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis*

Block Plan 44-1

The remaining section of Block Plan 44-1, Mt. Pleasant Village, is centered on the Mt. Pleasant GO Train station and is proposed to development in three phases, with phases one and two located north of the railway tracks and phase three located south of the railway tracks. At this time, draft plan applications have been filed for phases one and two with phase three being identified as a future development area. This Block Plan is expected to yield approximately 1,400 units made up of single dwelling units, live-work townhouses and apartments that are part of a mixed use development. This Block Plan recognizes the strategic opportunity represented by the Mt. Pleasant GO Train Station to be a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking.

A recommendation report on this Block Plan was considered by Council in June 2008 where Council approved in principle the Block Plan and directed the preparation of the implementing official plan amendment. In March 2009 Council adopted an amendment to the City's Official Plan establishing the vision for this Block Plan.

Development Allocation Recommendation

Given the timing of this development and the transit-oriented urban village principles that it will deliver, it is recommended that 385 units, representing Phases one and two of this Block Plan, be allocated.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
0	0	385

SPA 45 – CREDIT VALLEY SECONDARY PLAN

Secondary Plan 45 Development Status (December 31, 2008):

Draft Approval Inventory	2,200
Registered Plan Inventory	41
Building Permits Issued to Date	2,249
Unused 2007/08 Allocation Available in 2009	2,009
Recommended 2009 Allocation	1,752

Secondary Plan Total Yield (residential units): 11,290

Expected Year of Occupancy for Recommended Allocation: 2010

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Chinguacousy Rd. – Bovaird Dr. to Queen St. (4-6 lanes)	2010	Detail design on-going
Chinguacousy Rd. – Queen St. to Steeles Ave. (4-6 lanes)	2010	Detail design on-going
James Potter Rd. – Steeles Ave. to Bovaird Dr. (4 lanes)	2015	Developer to construct through Single Source Agreement. Parts of roadway constructed.
Queen St. – Chinguacousy Rd. to McLaughlin Rd. (2-4 lanes) (<i>Region</i>)	2007	Completed
Queen St. – Chinguacousy Rd. to McLaughlin Rd. (4-6) (<i>Region</i>)	2016	Proposed
Queen St. – Chinguacousy Rd. to Mississauga Rd. (2-4 lanes) (<i>Region</i>)	2011	Proposed
Queen St. - Chingaucousy Rd. to Mississauga Rd. (4-6) (<i>Region</i>)	2016	Proposed
Mississauga Rd. – Queen St. to Bovaird Dr. (2-4 lanes) (<i>Region</i>)	2010	Proposed
Mississauga Rd. – Queen St. to Bovaird Dr. (4-6 lanes) (<i>Region</i>)	2023	Proposed
Mississauga Rd. – Steeles Ave. to Queen St. (2-4 lanes) (<i>Region</i>)	2009	Proposed
Mississauga Rd. – Steeles Ave. to Queen St. (4-6 lanes) (<i>Region</i>)	2029	Proposed
Bovaird Dr. – Lake Louis Dr. to Mississauga Rd. (2-4) (<i>Region</i>)	2010	Proposed
Bovaird Dr. – Lake Louis Dr. to Mississauga Rd. (4-6) (<i>Region</i>)	2015	Proposed
Sewer and Water		
Sewer mains to be installed / upgraded throughout secondary planning area	2009-2010	Currently under construction
Water mains to be installed / upgraded throughout secondary planning area	2009	Currently being designed and constructed.
Credit Valley Trunk Sewer		Completed

potentially yield over 10,400 units. The Secondary Plan has several infrastructure constraints. Some development proposals that have been permitted to develop have done so based on an interim servicing arrangement.

From an overall Secondary Plan perspective, three community parks will service the Secondary Plan once fully developed. Funds for the Chingaucousy/Queen Community Park are currently proposed for 2009; funding for the Mississauga/Bovaird Community Park is currently proposed for 2013 and; funding for the Mississauga and Embleton Community Park is currently proposed for 2015. Although this is a few years out, the reality is that Community Parks are generally not constructed until a large segment of the population within the service area is present and development charge funds are available. The development of the Cassie Campbell Community Centre (Chinguacousy and Sandalwood) north of the Credit Valley district, while not specifically earmarked for the Credit Valley and Bram West communities, is currently available.

Fire stations 204 and 210 exist to serve the Credit Valley Secondary Plan. Funding for the construction of Fire Station 212 is proposed for 2009-2010 and design detail is currently ongoing.

Block Plan 45-1

Block Plan 45-1 has block plan approval and may yield between 1,600 and 2,000 residential units. As the Credit Valley Trunk Sewer is now in service, one servicing constraint that was of concern when considering the 2008 allocation is resolved. In addition, in order to support the development of this Block Plan, the internal road network, including James Potter Road, would need to be in operation. In addition, the Region of Peel has indicated that there are sufficient interim sanitary services available in the Fletchers Creek Sanitary Trunk Sewer to service approximately an additional 200 units within Sub-areas 1 and 3, beyond the original allocation of 2,200 units. It is recommended that 155 units of the available sanitary servicing allocation be utilized for Phase 2 of draft approved plan 21T-02008B - Creview Developments Inc.

Development Allocation Recommendation:

Staff is recommending allocation of 155 units to Phase 2 of draft approved plan 21T-02008B to utilize available sanitary servicing allocation. Additional allocation within this Block Plan may be considered provided land use issues including the delivery of James Potter Road are resolved.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
0	0	155

Block Plan 45-2

The Springbrook Block Plan is an approved Block Plan that is made up mostly of units that were given pre-development allocation strategy commitments, which permits 1,200 units to proceed based on an interim-servicing proposal. As a result, these 1,200 units are exempt from the development allocation strategy. In total, it is anticipated that the Block Plan will yield between 1,800 to 2000 units.

The interim servicing scenario is based on 1,200 units split amongst various landowners in the Block Plan. Several layers of agreements are under negotiation between the City and the landowners group to ensure the appropriate infrastructure is provided. 2008 saw the approval of 1,829 units from this Block Plan.

As the majority of this Block Plan has been approved, allocation of additional units in 2009 is not required.

Block Plan 45-3

Block Plan 45-3 is an approved Block Plan that consists of approximately 2,200 units that were given pre-development allocation strategy commitments, which allowed these units to proceed based on an interim-servicing proposal. The combination of Block Plans 45-1, 45-2 and 45-3 trigger further improvements to the transportation network. The internal road network, including James Potter Road needs to be in operation. Road widenings are required to Chinguacousy Road, which is forecast for 2010, and to Mississauga Road, which is in the Region's capital program for 2009.

The Peel District School Board urgently requires a school site for this area and a site has been provided for in plan of subdivision 21T-07009 (195 units). This plan of subdivision also contains the Chinguacousy / Queen Community Park site which has proposed funding for 2009.

In addition, the Region of Peel has indicated that there are sufficient interim sanitary services available in the Fletchers Creek Sanitary Trunk Sewer to service approximately an additional 200 units within Sub-areas 1 and 3, beyond the original allocation of 2,200 units. It is recommended that 45 units of the available sanitary servicing allocation be utilized for the remaining lots and part lots of draft approved plan 21T-01014B – Mattamy Credit Valley Ltd.

Development Allocation Recommendation

Staff is recommending the allocation of 1,452 units for this Block Plan subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation, which would allow for the delivery of James Potter Rd. and a high school site. Allocation is also subject to the dedication of land for the required widening of Chinguacousy Rd prior to receiving draft plan

approval. In addition staff are recommending allocation of 45 units for the remaining lots and part lots of draft approved plan 21T-01014B – Mattamy Credit Valley Ltd. to utilize additional available sanitary servicing allocation.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
0	195	1,497

Block Plan 45-5

In the fall of 2006, this Block Plan received stage 1 Block Plan approval and received stage 2 Block Plan approval in July 2008. The majority of the landowners within the Block Plan are participating landowners and have been committed to the Block Plan process. The Block Plan may yield between 2,500 to 3,000 residential units. In 2008 this Block Plan received 1,800 units in allocation.

The Block Plan landowners group has proposed to develop this Block Plan based on building the spine services and infrastructure first. More specifically, the Block Plan landowners are proposing to build the internal road network, local sanitary and water service, and stormwater management facilities internal to the Block Plan upfront. Under this proposal, the City would be assured that the major community facilities would be operational when occupancies begin. The spine servicing approach also allows the School Boards to gain access to their required school sites when required. Staff are currently reviewing and negotiating the terms of the spine servicing proposal with the landowners group and have requested an infrastructure timing plan that ensure all infrastructure will be provided prior to occupancy.

The construction of James Potter Road is an integral part of the internal and external transportation network of this Block Plan and the surrounding area and the entire Credit Valley Secondary Plan. Creditview Road is not a viable option for relieving any short-term deficiencies in the transportation network since it is the City’s intent to maintain the rural character of Creditview Road. As part of the spine-servicing proposal, the developers are proposing to build the full length of James Potter Road internal to their Block Plan before any homes become occupied.

City staff have embarked on the full detailed design and property acquisition phase for the widening of Chingaucousy Road to six lanes to support development in this Secondary Plan Area and the 2009 Capital Program has funding for the widening targeted for 2010.

Development Allocation Recommendation:

The addition of 100 units to the 2008 allocation of 1,800 units is appropriate provided that an infrastructure timing plan is provided.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
0	1,800	100

Block Plan 45-6

This Block Plan is currently proceeding through the approvals process and a public meeting was held in March of this year. There is currently one application received in this Block Plan (GLB – Sequoia Grove Homes) for 102 units.

Development Allocation Recommendation:

Although the Block Plan is proceeding through the approvals process, staff do not recommend allocation of the 102 units at this time as access issues to these units have not been resolved. Should these access issues be resolved to the satisfaction of the City, there is potential for these units to be considered as part of the 2009 interim allocation process.

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
0	0	0

SPA 50 – VALES OF HUMBER SECONDARY PLAN

Secondary Plan 50 Development Status (December 31, 2008):

Draft Approval Inventory	0
Registered Plan Inventory	0
Building Permits Issued to Date	41
Unused 2007/08 Allocation Available in 2009	0
Recommended 2009 Allocation	442

Secondary Plan Total Yield (residential units): 3,000

Expected Year of Occupancy for Recommended Allocation: 2011

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*: Countryside Drive – Gore Road to Gorway Drive (4 lanes) McVean Drive – Castlemore Road to Mayfield Drive (4 lanes)	2014 2016	
Sewer and Water Water and sewer mains to be installed / upgraded throughout the secondary planning area		
Fire Station 209		Currently in service.
Transit Community service Transit Routes are proposed along Countryside drive, The Gore Road north of Countryside Drive and, McVean Drive north of Countryside Drive.		
Community and City Wide Parks		

**All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis*

The Vales of Humber Secondary Plan area comprises approximately 500 acres and is bounded by Mayfield Road to the North, Countryside Drive to the south, The Gore Road to the east and Tributary 'A' of the West Humber River to the west. The Toronto Gore Rural Estate Area in North East Brampton abuts the Vales of Humber to the east, west and south.

The Vales of Humber Secondary Plan is currently being developed in two stages. The first stage will include the formulation of a planning vision, the preparation of a land use concept and secondary plan policies. The second stage will include the finalization of the secondary plan policies and preparation of the block plan concept plan and principles. According to current information available, it is anticipated that this secondary plan will yield approximately 2,100 units at build out.

It is anticipated that Council will consider a draft vision and land use concept in Spring 2009 for the purposes of public consultation.

Development Allocation Recommendation:

*Staff is recommending allocation of **442 units** for this Secondary Plan at this stage. The applicant has submitted supporting documentation, which is currently being reviewed by staff.*

Summary of Allocation

2007 / 2008 Allocation		2009 Recommended Allocation
Allocated Applications Approved in 2008/09 (units)	2007 / 2008 Allocation Available for Approval in 2009 (units)	(units)
13	0	442

Appendix 2:

City of Brampton 2009 Development Allocation Strategy – Detailed Table

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
					Column 1	Column 2	Column 3												
1	N/A	C01E16.014	21T-05005B	DIVERSIFIED DEVELOPMENT GROUP		19	19				19								Infill development. Utilizes existing infrastructure.
1	N/A	C01E18.010	21T-01038	Glenn Schnarr & Associates Inc.	94	0	94			94	94								Seniors infill development. Utilizes existing infrastructure
1	N/A	C01E18.014	21T-05029	CAM PIETRANGELO - Trevi Homes		8	8					8 [A]							Infill development. Utilizes existing infrastructure. Has approval in principle
1	NA	C01E17.021	21T-01037B	Glen Schnarr & Associates Inc. - E.L. Franceschini		202	202				202						202		
Total					94	229	323	0	0	94	113	202	8	0	0	202	0		
3		C01E12.013	ZBA	Glen Schnarr & Associates Inc 517737 Ont. Ltd	0	8	8			8				8					Infill development. Utilizes existing infrastructure
3		C01E14.024	OPA/ZBA	GLB - Lake Path Holdings Inc.	1396	47	1443												Zoning allows for 419 units. Complex planning process to be undertaken.
Total					1396	55	1451	0	0	8	0	0	0	8	0	0	0	0	
4	4-1	C02E11.020		Gagnon Law Bozzo Urban Planners - Andrin (Heart Lake) Properties Ltd.		133	133				133				133				Block Plan process initiated. Complex planning process including environmental issues
4	4-1	C02E11.014	21T-06020	Jordon Enterprises Inc.		345	345									600	600		Block Plan process initiated. Complex planning process including environmental issues
Total					0	478	478	0	0	0	0	133	0	0	133	600	600	0	
5		C02W08.011	21T-06020	Masongsong Associates - Lawrence Avenue Group		26	26			11		11	11						Infill development. Utilizes existing infrastructure
Total					0	26	26	0	0	11	0	0	11	11	0	0	0	0	
7		C01W05.039		2093010 ONTARIO LTD.		26	26	26	26										Central Area - Exempt from allocation.
7		C01E06.051		Weston Consulting Group - 404048 Ontario Limited	333		333	333											Central Area - Exempt from allocation.
7		C01W06.070		KORSIAK & COMPANY LIMITED - STONE MANOR DEVELOPMENTS	350		350	350											Central Area - Exempt from allocation.
7		C01E05.054		DCK Developments	225		225	225	225										Central Area - Exempt from allocation.
7		C01E06.052		GLB - Brampton Christian Reformed Church	269		269	269											Central Area - Exempt from allocation.
Total					1177	26	1203	1203	251	0	0	0	0	0	0	0	0	0	
15		C02W02.009		Ambient Designs Ltd (1415175 Ontario Ltd)		6	6			4									
Total					0	6	6	0	0	0	4	0	0	0	0	0	0	0	
16				GAGNON LAW BOZZO URBAN PLANNERS LTD. - RG'S GROUP INC.							168								No application received to date
16		C01W02.015		GAGNON LAW BOZZO URBAN PLANNERS LTD. - MADY DEVELOPMENT CORPORATION	112		112			112				112					Infill development within built up area.
Total					112	0	112	0	0	112	0	168	0	112	0	0	0	0	
21		C05E03.014		Habitat for Humanity		11	11							11 [A]					Infill development. Process in early stages
Total					0	11	11	0	0	0	0	0	0	11	0	0	0	0	
26		C09E11.004	21T-07004	GLB - Fitzpatrick Property - 2081843 Ontario		405	405											405	Development outside existing Secondary Plan area.
26		C08E16.004	21T-07010B	KLM Planning Partners Inc - 85811 Ontario Ltd.		10	10			10				10					Development within existing built boundary and logical extension of Vales North Secondary Plan.
Total					0	415	415	0	0	10	0	0	0	10	0	0	0	405	
28	28-1	C03E15.006	21T-07006B/21CDM-07003B	METRUS CENTRAL PROPERTIES - Sandringham Place Inc.		332	332				474			332 [A]					Continuation of existing development within Block Plan. Utilizes existing infrastructure.
28	28-1			Rosedale Village (Phase 6) Metrus Development Inc.								310							Continuation of Rosedale Village Planning Program - Phase 6
28	28-1			Neighbourhood 703 - Metrus Development Inc. / Metrus Development Inc.							500				468				Continuation of Rosedale Village Planning Program - Phase 6
	28-1 Residual																	2000	Continuation of Rosedale Village Planning Program - Phase 6
28	28-2			Neighbourhood 601 - Metrus Development Inc.													1400		Planning process not yet initiated. High density development within existing secondary plan
28	28-2 Residual																	2000	Planning process not yet initiated. High density development within existing secondary plan

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
28		C06E15.011	21T-04016	CANDEVCON LIMITED - Ryan Homes Inc.		32	32						9 [A]		23 [A]				Infill development which completes the community. Recommended 2009 allocation includes 23 part lots, which together with the 9 units previously allocated, will create 32 single dwelling lots upon approval.
28		C03E12.004	21T-95028	PMG PLANNING CONSULTANTS & ENGINEERING -- Chinguacousy Farm Ltd.		532	532	541	547										
28		C04E15.006B				140	140	140	140										
Total					0	1036	1036	681	687	0	0	974	319	0	355	468	1400	4000	
36		C01E05.037 / SP07-014		Mattamy		238	238	238											Central Area . Exempt from Allocation
36		SP08-017.000		Mattamy (Bramview) Limited	32		32	32											Central Area . Exempt from Allocation
36		C03E04.021		Ros Sol Group/IBI Group	224		224	224											Central Area . Exempt from Allocation
36		C02E5.030/SP 06-027		History Hill (Queen/Hanson)	216		216	216											Central Area . Exempt from Allocation
36		C01E05.037 / SP07-064		Mattamy Bramview	192		192	192											Central Area . Exempt from Allocation
36		C03E05.019		Norton Lake Seniors (Queen East of 410)	190		190	190											Central Area . Exempt from Allocation
Total					854	238	1092	1092	0	0	0	0	0	0	0	0	0	0	
40	40-1	C04W01.011	21T-07007B	METRUS DEVELOPMENT INC - Credit Manor		798	798			148			650 [A]	148 [A]					Mixed use Block Plan that provides employment opportunities, a school site and parks.
40	40-1 residual																	1000	
40	40-2	T04W15.025		Metrus Developments INC						62			13	62					Mixed use Block Plan that provides SWM pond to service Block 40-1 and employment opportunities.
40	40-2	T04W15.015	21T-04003	GLEN SCHNARR & ASSOCIATES INC - 2146836 Ontario Ltd.		174	174					73	102 [A]						Mixed use Block Plan that provides employment opportunities and a SWM pond.
40	40-2	T04W14.012	21T-04005	GLEN SCHNARR & ASSOC. INC. -Kaneff Properties		134	134			2		18	132 [A]	2 [A]	18 [A]				Mixed use Block Plan that provides employment opportunities and a SWM pond.
40	40-2 Residual																	311	
40	40-3	C05W05.005	21T-06027B	KLM PLANNING PARTNERS INC. - KINDWIN (MAYFIELD) DEVELOPMENT CORPORATION		51	51												
40	40-3	C05W04.005	21T-06024B	MALONE GIVEN PARSONS LTD - GREAT GULF (TORONTO 2000) INC		1898	1898												
40	40-3	C05W01.004		GAGNON LAW BOZZO URBAN PLANNERS LTD - ORNSTOCK DEVELOPMENTS LIMITED		304	304												
40	40-3	C05W06.006	21T-06026B	MALONE GIVEN PARSONS LTD - GREAT GULF (TORONTO 2000) INC		349	349												
40	40-3	C05W05.004	21T-04008	EMBLETON PROPERTIES CORPORATION		98	98												
40	40-3	C05W02.002-1	21T-99009B	KLM PLANNING PARTNERS INC. (ERIN MILLS DEVELOPMENT CORPORATION)		512	512												
40	40-3 Residual											1500			900	600*	1500		*May be considered as part of the 2009 Development Allocation pending completion of the Growth Management phasing and staging strategy
40	40-5	C06W03.001	21T-00008	PLANNING ALLIANCE - Raymond Ferri		8	8												
40	40-5 Residual																	3700	
40		CI08.002		City Initiated						183	183								

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
40		T03W15.011		KLM Planning Partners Inc. - Paradise Homes Mahogany Inc.		18	18												Infill Development. Will complete existing community and utilizes existing infrastructure.
40		T03W15.010	21T-07009B	KLM PLANNING PARTNERS - Baldesarra		40	40		40	39									Infill Development. Will complete existing community and utilizes existing infrastructure.
Total					0	4384	4384	0	0	435	222	1591	897	212	936	600	1500	5011	
41	41-1	C10E09.002	21T-03005	TONLU HOLDINGS LTD.		447	447		270	473									Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E09.005	21T-03013	CRITERION DEVELOPMENT CORP. - Owner Same		359	359		69		203				203 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E09.006	21T-06015B	EMC GROUP		30	30		38				38 [A]						Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.008	21T-03009	ARMLAND GROUP - BERKSHIRE GLADE ESTATES INC.		272	272					282 [A]							Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.011	21T-03014	EMC GROUP LTD. - 1355272 ONTARIO LTD.		317	317		251				251 [A]						Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E10.008	21T-05009B	KLM PLANNING PARTNERS - Armland Group		107	107			87	20				20 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E10.009	21T-05010B	KLM PLANNING PARTNERS - Helena Beach Homes Inc.		152	152			152									Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E10.010	21T-05-011B	EMC GROUP LTD - Winter Maple Homes Inc.		162	162				168				168 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E10.011	21T-05012B	LYNGATE DEVELOPMENTS INC.		165	165				157				157 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E10.014	21T-05027B	KORSIAK & COMPANY LIMITED - Mattamy (Clarkway) Limited		276	276			194	85				85 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.012	21T-06002	EMC GROUP LTD - Lyngate Development Inc		74	74		64				64 [A]						Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.013	21T-06012	KLM PLANNING - Lidia Lands Development Corp		17	17			17									Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.014	21T-06014	EMC GROUP LIMITED - FORESTSIDE ESTATES INC		78	78			75									Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C10E08.015	21T-07001	WESTON CONSULTING GROUP INC - DEMOCRAT HOMES		70	70					63 [A]							Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C11E09.002	21T-06001	EMC GROUP - Lyngate Development Inc		149	149				149				149 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C11E10.005	21T-06009	MATTAMY (Clarkway) Ltd		189	189				170				170 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C11E08.004	21T-05036	KLM PLANNING PARTNERS - 1329343 Ontario Limited		348	348		348	262				86 [A]					Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1	C11E10.004	21T-05023B	YELLOW PARK MANAGEMENT LTD.		145	145				106				106 [A]				Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41	41-1 Residual						0											4200	Received Block Plan approval in 2006. Provides school sites, parks and SWM ponds.
41		C08E08.007	21T-07011B	MATTHEWS PLANNING & MANAGEMENT LTD - WHISKEY HILL ESTATES INC.		14	14		14	14									
41		C10E07.015	21T-06023B	GLEN SCHNARR & ASSOCIATES - EDENFIELD DEVELOPMENTS INC.		209	209		194	162									Currently at Public Meeting stage.

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
41		C09E08.017	ZBA	Candevcon Ltd - Barrett Development Ltd		28	28			12	28			12					
41		C09E04.014	21T-05038	N.H.D. DEVELOPMENTS LTD.		103	103				98								
41		C09E05.013		Liberatti D'Aversa		80	80												
41	41-2	C09E08.016	21T-05039	NULAND MANAGEMENT INC George Karakkokinos KLM Planning Partners						121	121								
41	41-2	C09E09.005	21T-09003B	2073740 Ontario Inc. / 2073737 Ontario Inc.		97.5	97.5												
41	41-2	C09E09.006	21T-09006B	2073913 Ontario Inc.		41	41												
41	41-2	C09E10.004	21T-09004B	Florentine Design Corp. / Starvilla Homes Corp. / Applemoor Properties Ltd.		116.5	116.5												Stage I and II Block Plan approval anticipated in 2009. Recommended 2009 allocation represents all applications currently in progress. *Additional units will be considered as part of the 2009 Interim Allocation Report
41	41-2	C09E09.004	21T - 09002B	Port Mark Investments Inc.		98	98				496								
41	41-2	C09E10.005	21T-09005B	Vincenzo Bellissimo		40	40												
Total					0	4184	4184	0	0	1381	1683	1554	345	451	1451	103	0	4200	
42		C07E015.009	21T-05041	Candevcon - 1281216 Ontario Ltd.		188	188					188							Refused by Council on December 10, 2008. Appealed to OMB
42		C07E12.014	21T-07014B	Candevcon Ltd - Fanshore Investments Inc		14	14			14	13								Infill development. Utilizes existing infrastructure
42		C07E12.013	21T-06005	CANDEVCON - 206578 Ontario Ltd - Eaglebay Estates		29	29				29								Infill development. Utilizes existing infrastructure
42	42-1	C07E11.015	21T-07008B	TEMPLETON PLANNING LIMITED - Ibrans Developments Limited		50	50					50 [A]			22 [A]				Infill development. Utilizes existing infrastructure. Provides completion of Humberwest Parkway.
42	42-1	C07E11.014	21T-07003	CANDEVCON LIMITED - Rock Valley		76	76					76 [A]			13 [A]				Infill development. Utilizes existing infrastructure. Provides completion of Humberwest Parkway.
42	42-1 Residual																	600	
Total					0	357	357	0	0	14	42	188	126	0	35	0	0	600	
44		C03W15.006	21T-07012B	ANNE McMCAULEY - 1167 Wanless Ltd.		24	24			24	24								Infill development on unused Church site.
44		C02W15.012	21T-07013B	HUMPHRIES PLANNING GROUP INC - Rosebay Estates		22	22			22	22								
44	44-1	C04W11.004	21T-07016B	GLB Urban Planning Ltd - Mattamy (Credit River) Limited	726	691	1417					950			385 [A]				Recommended allocation includes Phase I and Phase II units. Mt. Pleasant Village will deliver a transit oriented urban village in concert with the vision for SP 44 recently adopted by Council
Total					726	737	1463	0	0	46	46	950	0	0	385	0	0	0	
45	45-1	C04W09.002	21T-04012	KLM Planning Partners - Sandysore Property Developments		178	178					219							*If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Road, there is potential for this application to be considered as part of the 2009 Allocation
45	45-1	C04W10.007	21T-6019	KLM Planning Partners - Helpport Developments		427	427					283							*If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Road, there is potential for this application to be considered as part of the 2009 Allocation
45	45-1	C04W09.003	21T-05035	KERBEL GROUP - Tanyaville North Holdings		434	434					400							*If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Road, there is potential for this application to be considered as part of the 2009 Allocation

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
45	45-1	C04W09.004	21T-05037	EMC - Bluegrass Properties Ltd.		404	404					412							*If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Road, there is potential for this application to be considered as part of the 2009 Allocation
45	45-1			KLM Planning Partners - Royal West Developments Inc.								32							*If land use issues are resolved to the satisfaction of the City, including the delivery of James Potter Road, there is potential for this application to be considered as part of the 2009 Allocation
45	45-1	C04W10.001	21T-02008B	Creview Development Inc.											155				
45	45-1 Residual																		
45	45-2	C03W07.005	21T-05017	EMC GROUP LTD (formerly GSAI) - Denford Estates (former Chappell)		118	118	118	117										
45	45-2	C04W06.007	21T-05016	GLEN SCHNARR & ASSOC. INC. -Brampton West 6-4 Ltd.		224	224	224	225										
45	45-2	C04W07.009	21T-6021B	Glen SCHARR &ASSOC.INC - Sutherland, Brian -10 Kingsbridge Garde		46	46	46	49										
45	45-2	C04W07.005	21T-05013	GLEN SCHNARR & ASSOC. INC. - Eden Oak Creditview (formerly Fletcherdale)		402	402	402	403										
45	45-2	C04W07.007	21T-05022	GLEN SCHNARR & ASSOCIATES - George Karakokinos		89	89	89	88										
45	45-2	C04W08.002	21T-05008B	KERBEL GROUP - Tanyaville Holdings Inc.		501	501			501	492								
45	45-2	C04W06.006	21T-05014	CHARIOT DEVELOPMENTS LIMITED		233	233	233	234										
45	45-2	C04W07.008	21T-05032	GLEN SCHNARR & ASSOCIATES - Royal Park Homes	220		220	220	221										
45	45-2	C04W07.010	21T-08001	GLEN SCHNARR & ASSOCIATES INC - DESTONA HOMES (2003) INC.		11	11												
45	45-2 Residual																	1800	
45	45-3	C03W06.002	21T-04004	GLEN SCHNARR & ASSOC. INC - Cherrylawr Estates (former J.King)		102	102	102	102										
45	45-3	C03W07.006	21T-05018	EMC GROUP LTD - Denforth Estates		842	842					855							*Subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation would allow for the delivery of James Potter Rd. and a high school site. Also subject to the pre-dedication of land for the required widening of Chinguacousy Rd.
45	45-3	C04W10.004	21T-2008	C4W10.4 - KLM PLANNING PARTNERS INC - CREVIEW DEVELOPMENT		396	396												
45	45-3	C03W08.005	21T-06016B	KLM PLANNING PARTNERS INC - HELPORT DEVELOPMENTS INC.		235	235					235							*Subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation would allow for the delivery of James Potter Rd. and a high school site. Also subject to the pre-dedication of land for the required widening of Chinguacousy Rd.
45	45-3	C03W06.003	21T-04009	METRUS - Deacon Investments Ltd.		195	195			195				195 [A]					
45	45-3	C03W06.004		KLM Planning Partners Inc - Cherry Lawn Estates								123							*Subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation would allow for the delivery of James Potter Rd. and a high school site. Also subject to the pre-dedication of land for the required widening of Chinguacousy Rd.

**Appendix 2
Brampton 2009 Development Allocation Strategy - Detailed Table**

May 26, 2009

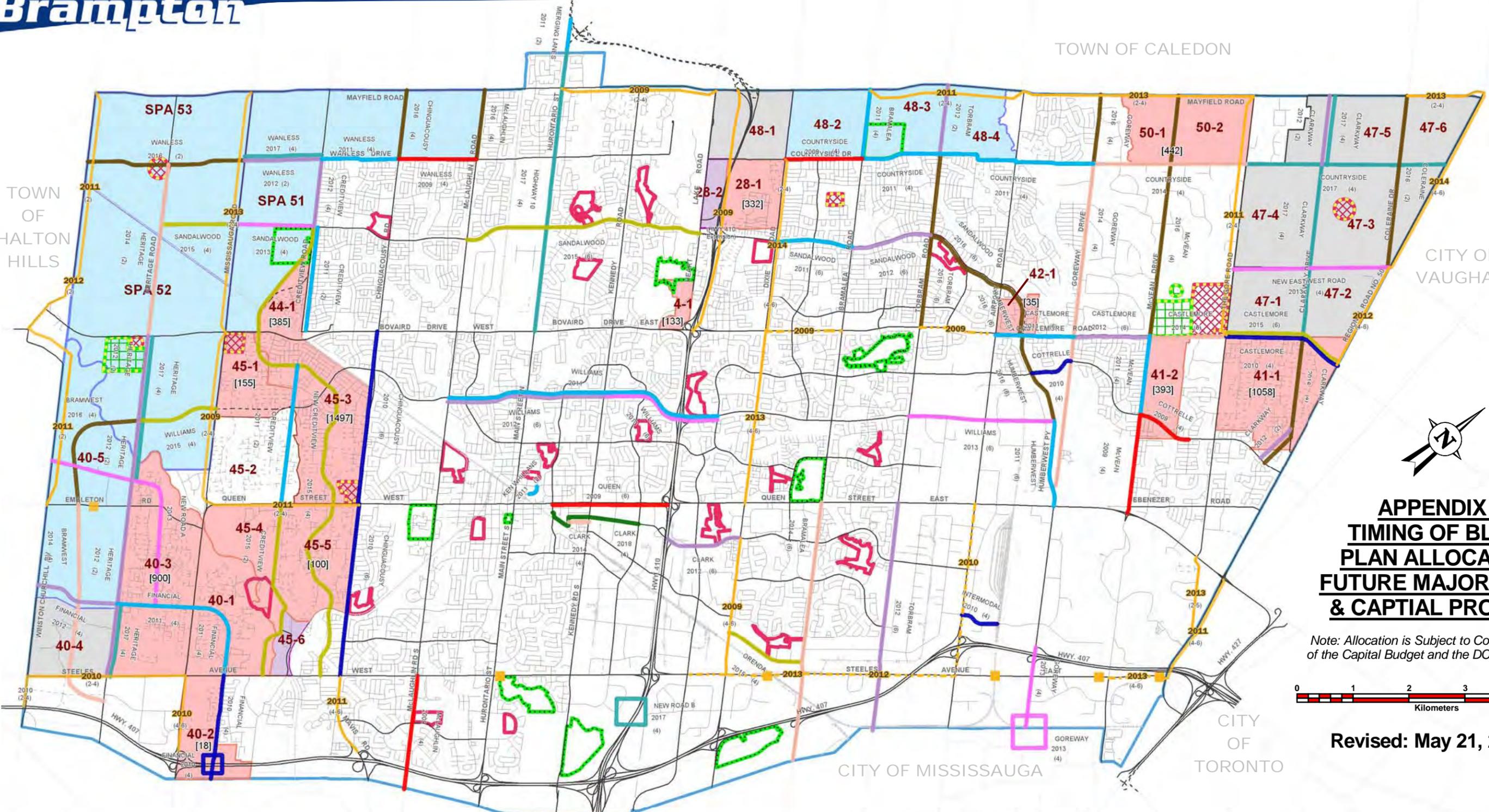
SPA	Block Planning Area	City File #	Development Application #	Applicant	Received (December 31, 2008)			EXEMPT FROM ALLOCATION	Exempt Applications Approved 2008/09	2008 Allocation	Allocated Applications Approved 2008/2009	Requests for 2009 Allocation	2007 Allocation available for Approval in 2009	2008 Allocation available for Approval in 2009	2009 Recommended Allocation ([A] = Priority Allocation)	Potential Inventory for 2010 Allocation	Potential Inventory for Post 2010 Allocation	Estimated Block-Plan Yield	Growth Management Justification
					APT	FAM	TTL												
45	45-3			KLM Planning Partners Inc. - Loteight Confour Investments Limited															*Subject to the approval of a satisfactory Staging and Sequencing Strategy for Phase 2S allocation would allow for the delivery of James Potter Rd. and a high school site. Also subject to the pre-dedication of land for the required widening of Chinguacousy Rd.
45	45-3	C03W09.003	21T-01014B	Mattamy Credit Valley Ltd.											239*				
45	45-3 Residual														45				
45	45-4	C04W05.09	21T-05031B	Kaneff - Springbrook - Lionhead		14	14					14							4600
45	45-4 Residual																		414
45	45-5	C03W05.009	21T-04007	860116 Ontario Ltd. - Beacon Hall Ltd.		289	289												
45	45-5	C03W05.010	21T-05004B	GLEN SCHNARR & ASSOCIATES - Paradise Homes Creditview Inc.		159	159												
45	45-5	C03W05.012	21T-05034	GLEN SCHNARR & ASSOCIATES - 1624882 Ontario Limited		66	66												
45	45-5	C03W03.006	21T-05033	GLEN SCHNARR & ASSOCIATES - Credit Valley Estates Ltd.		136	136												
45	45-5	C03W05.013	21T-05042B	GLEN SCHNARR & ASSOCIATES INC		934	934												
45	45-5	C03W05.011	21T-05028	GLEN SCHNARR & ASSOCIATES - Creditview Canthree Investments Ltd.		117	117		1800		100		1800 [A]		100 [A]				Provides James Potter Road, Bonnie Braes Drive, schools, parks and SWM pond.
45	45-5	C03W03.005	21T-05030	GLEN SCHNARR & ASSOCIATES - Helpport Development Inc.		219	219												
45	45-5	C03W03.007	21T-07005	GLEN SCHNARR & ASSOCIATES - Diblasio Corporation		163	163												
45	45-5			Glen Schnarr & Associates - Bram credit Green Limited		0	0												
45	45-5	C03W03.009	21T-08007B	Glen Schnarr & Associates - Quintessa Developments Inc.		66	66												
45	45-5 Residual															700			2500
45	45-6	BP45-6.001		GLB - Sequoia Grove Homes		102	102												102*
45	45-6 Residual																		400
Total					220	7102	7322	1434	1439	2496	492	3000	14	1995	1752	2147	0	9714	
48																1000			7100
Total					0	0	0	0	0	0	0	0	0	0	0	1000	0	7100	
49		C07E16.008	21T-07015B	J.H.STEVENS PLANNING & DEVELOPMENT - Monarch Development Corporation		123	123			123	123								
Total					0	123	123	0	0	123	123	0	0	0	0	0	0	0	0
50	50-1 / 50-2											750			442	958	700	2100	Secondary Plan currently in progress. 2009 recommended allocation may be reviewed as part of the 2009 interim allocation
50																			
Total					0	0	0	0	0	0	0	750	0	0	442	958	700	2100	
Grand Totals					4579	19407	23986	4410	2377	4730	2725	9510	1720	2799	5500	5876	4402	33130	

*This summary does not include all received applications - only those that have received allocation in 2007, 2008 and 2009 and those applications that will be considered for additional allocation in 2009.

[A] Indicates priority allocation

Appendix 3:

Timing of Block Plan Allocation, Major Parks and City and Regional Capital Programs Map



APPENDIX 3: TIMING OF BLOCK PLAN ALLOCATION, FUTURE MAJOR PARKS & CAPITAL PROGRAM

Note: Allocation is Subject to Council Approval of the Capital Budget and the DC Update Process



Revised: May 21, 2009

Allocation Timing

- Block Plan With Mostly Employment Land
- Block Plan Allocation In 2009 [# Units]
- Allocation In Block Plan Forecasted To Begin In 2010
- Allocation In Block Plan Forecasted To Begin Beyond 2010

Major Parks

- Existing City Parks
- Future City Parks
- Existing Community Parks
- Future Community Parks

- (2) Proposed Number of Lanes
- CLARKWAY Capital Program Street Names
- 2009 Budget Year
- Grade Separations
- Approved 2009 Capital Projects
- 2009

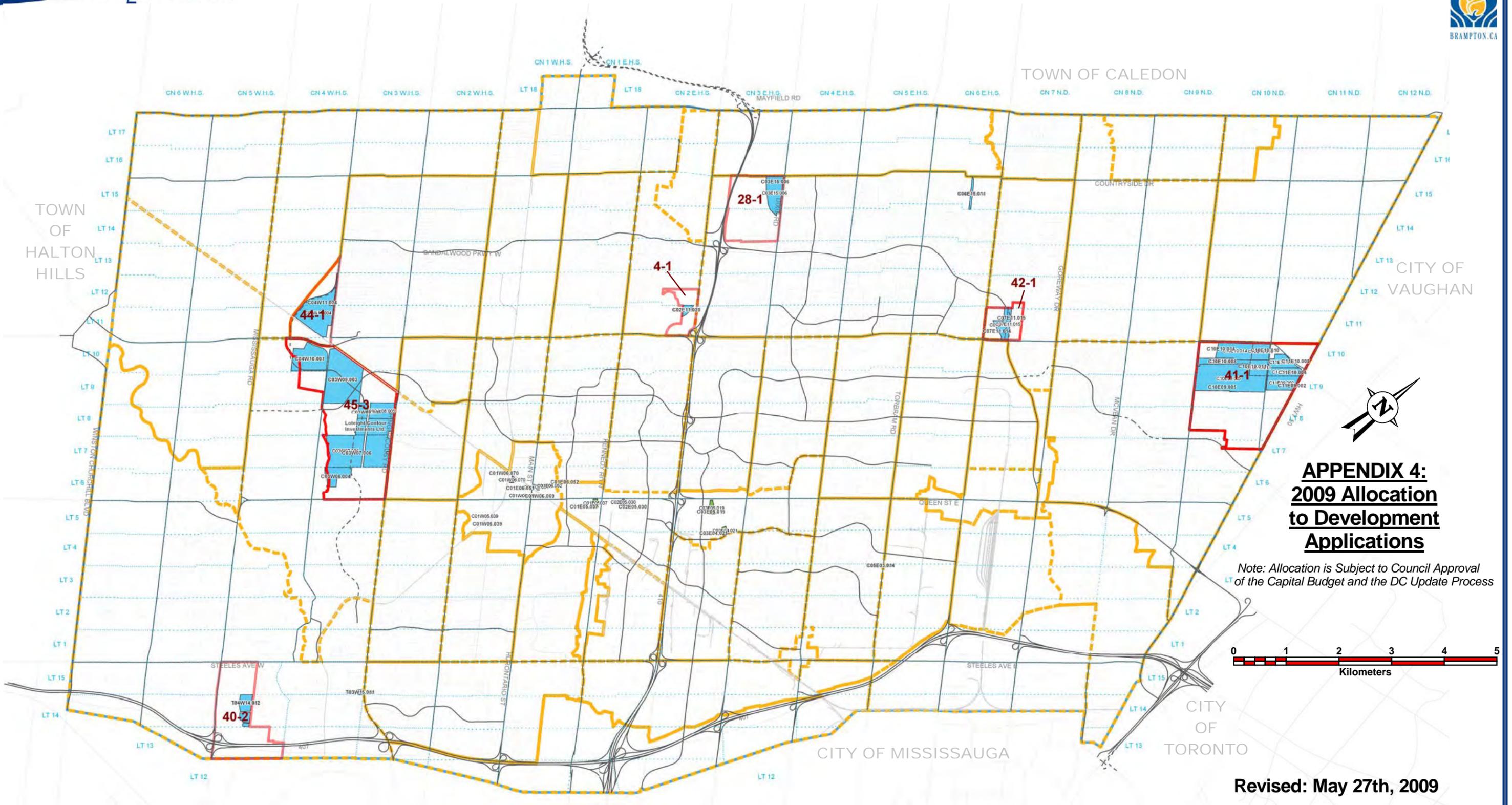
Brampton Capital Program

- Forecasted Funding Year
- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- 2016
- 2017
- 2018

Region of Peel Capital Program (2009-2014)

- Forecasted Funding Year
- (2-4) Number of Lanes
- Development Charges Road Re-Construction
- Non-Development Charges Road Re-Surfacing
- Structures/Bridges

Appendix 4:
2009 Allocation by Development Application Map



APPENDIX 4: 2009 Allocation to Development Applications

Note: Allocation is Subject to Council Approval of the Capital Budget and the DC Update Process



Revised: May 27th, 2009

- | | | | | | |
|---|-----------------|---|--|---|--------------------------|
|  | 2009 ALLOCATION |  | DOWNTOWN AND CENTRAL AREA APPLICATIONS |  | Secondary Planning Areas |
|  | City Limit | | | | |

Appendix 5:

City of Brampton Planning, Design and Development Work Program

APPENDIX 5 - SECONDARY PLAN AND BLOCK PLAN WORK PROGRAM

Secondary Plan Work Program

Priority	Secondary Plan		Initiation Date	Target Completion	Comment
A	40	Bram West	December 1999	Completed	Council adopted OP93-270 & OP93-271 with respect to the Bram West Secondary Plan in October 2006. Portions of this Secondary Plan have been appealed to OMB.
A	48	Springdale North	End 2006	June 2009	Underway to facilitate employment lands and further growth in the area given the projected completion of Springdale South
B	51	Mount Pleasant	2007	End of 2009 (Secondary Plan to City Council for recommended approval)	To facilitate Secondary Plan development in accordance with OP93-245 and R.O.P.A. 15 and Official Plan policies regarding the North West Brampton Urban Boundary Expansion Area.
B	50	Vales of Humber	Mid 2007	2010 (with block plans) End of 2009 for Secondary Plan.	Proposed upscale executive residential secondary planning area
C	47	Hwy 427 Industrial	2008	2010	To prepare a secondary plan for the Hwy 427 Industrial SPA that will need to address the eastern leg of the GTA West Transportation Corridor and its potential connection to the Hwy 427 extension.
D	53	Mount Pleasant West			
D	52	Huttonville North			

Block Plan Work Program

Priority	Block Plan	Secondary Plan	Block Plan Initiation	Date of Final Block Approval	First Year of Dev Allocation	Comment	Highlights of Residual Work Required & Outstanding Planning Matters
A	2-1	NW Sandalwood	2004	Fall 2006	N/A		<ul style="list-style-type: none"> Final Block Plan Approval and Draft Approval of Individual Applications Clearance of Conditions and Registration of Plans
A	41-1	Bram East		Summer 2006	2007	Stage 2 Block Plan Approval Granted	<ul style="list-style-type: none"> Individual Planning Applications in process 1000 + units in applications have received approval in principle Landowners to sign Single Source Agreements for the construction of Clarkway Drive Realignment and Cottrelle Boulevard bridge. Staging & Sequencing Plan for remaining Phases
A	42-1	Vales of Castlemore		2006	2007	To facilitate Humberwest Pkwy extension	<ul style="list-style-type: none"> Draft plans in process to facilitate remaining sections of Humberwest Parkway
A	40-1	Bram West	End 2006	2008	2008	Stage 1 and 2 Block Plan Approval granted, subject to conditions	<ul style="list-style-type: none"> Stage 2 Block Plan approval for a portion of the lands Draft Plan approval
A	28-1	Sandringham - Wellington	2006	2009	2009	Rosedale Retirement Village concept endorsed for the southern half of Rosedale Village.	<ul style="list-style-type: none"> First phase of development of lands outside Rosedale Retirement Village at the southwest corner of Dixie Road and Countryside Drive has been initiated. Second part Block 28-1 to be developed north of Rosedale Village and west of the Channel. Applicants currently moving through the pre-application process.
A	40-2	Bram West	2007	2009	2007	Stage 1 approval granted in 2008	<ul style="list-style-type: none"> Stage 2 Block Plan approval
A	45-2	Credit Valley		May 2007	2008	Draft Plans approved in May 2008 Springbrook Executive Community	<ul style="list-style-type: none"> Draft plans are actively moving towards registration Registration expected in 2009 Spine Services currently under construction (i.e. Williams Parkway)
A	45-5	Credit Valley		2008	2008	Final Block Plan Approval granted in June 2008	<ul style="list-style-type: none"> Clearance of "prior-to" draft plan approval conditions including execution of Cost Sharing Agreements, Spine Servcing Agreement, Single Source Agreement, Creditview Road Agreement
A	44-1	Fletcher's Meadow	End 2006	2009	2009	Mixed use transit supportive development at GO Station	<ul style="list-style-type: none"> Urban Design Study Transportation Study

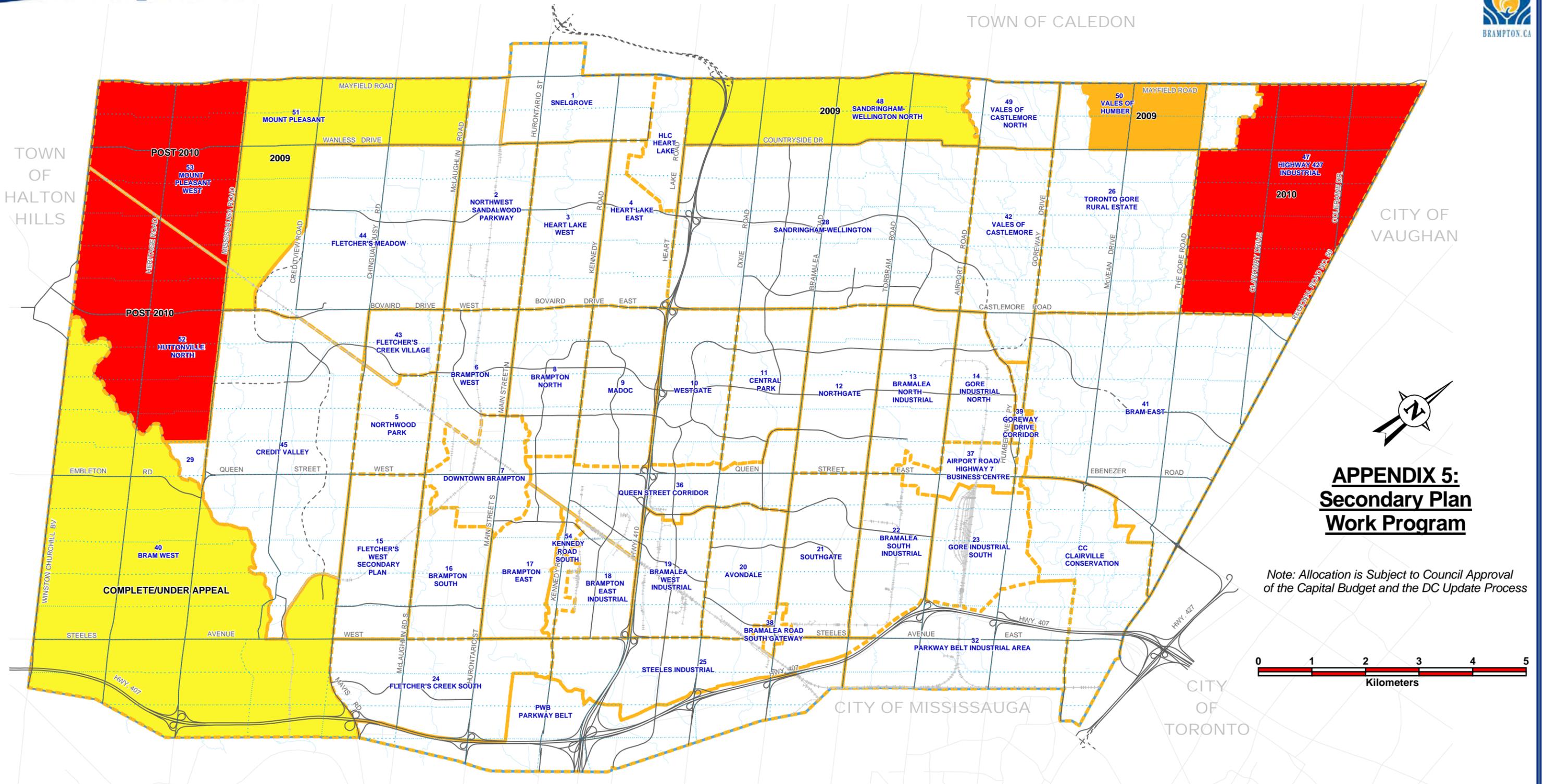
Priority	Block Plan	Secondary Plan	Block Plan Initiation	Date of Final Block Approval	First Year of Dev Allocation	Comment	Highlights of Residual Work Required & Outstanding Planning Matters
						Vision for Block Plan endorsed by council March 2009	<ul style="list-style-type: none"> Subwatershed Study
A	45-1	Credit Valley			2010	Final Block Plan Approval granted	<ul style="list-style-type: none"> Processing of Development Applications
B	4-1	Heart Lake East	Mid 2005	2009	2009	Formal Block Plan process for portion of Area 4-1 located north of Heart Lake Road to commence in 2009.	<ul style="list-style-type: none"> Review/Approval of background documentation, including: <ol style="list-style-type: none"> Community Design Plan/ Tertiary Plan; Master Environmental and Servicing Plan; Traffic Capacity Study; and, Growth Management Report.
B	41-2	Bram East	End 2006	2009	2009	Block Plan and OPA amendment to introduce Upscale Executive Housing subject of a public meeting in October 2008	<ul style="list-style-type: none"> Stage 1 approval of Block Plan expected in early 2009. Draft Plans of Subdivision submitted early 2009 Block Cost Sharing Agreement in process Staging and Sequencing Plan in process Traffic Impact Study, Environmental Implementation Report, Stage 1 Urban Design Vision not yet approved.
C	45-3	Credit Valley			2008	Final Block Plan Approval granted	<ul style="list-style-type: none"> Processing of Development Applications
C	40-3	Bram West	Fall 2006	Fall/Winter 2009	2009	<p>Expect OPA adopted in summer 2009 for Stage 1, with final approval by OMB in late 2009</p> <p>Initial Meetings took place in late 2006</p> <p>Approval to consolidate Block Plan and EA for Heritage Road and Financial Drive is no longer being considered. Planning and EA are again separate processes.</p>	<ul style="list-style-type: none"> Landowners Cost Sharing Agreement Staging and Sequencing Plan North-South Collector, Financial Drive & Heritage Road EA Stage 1 & 2 Block Plan Approval Environmental Impact Studies/Implementation Reports Functional Servicing Report Detailed Community Design Guidelines; Preliminary Noise Assessment; Transportation Impact Study Phase 1 Archaeological Study and Heritage Impact Statement Timing for land acquisition for Community Park; Amount and distribution of Upscale Executive housing;

Priority	Block Plan	Secondary Plan	Block Plan Initiation	Date of Final Block Approval	First Year of Dev Allocation	Comment	Highlights of Residual Work Required & Outstanding Planning Matters
							<ul style="list-style-type: none"> • Land use disposition on Ornstock & Ashley properties • Maple Lodge Farms request for sensitive land uses to be properly separated; • Buffer widths applied to woodlots, PSW and other environmental features; • A cost assessment for the enhanced public real items; • The feasibility for using round-a-bouts; • The opportunity for integrating Low Impact Development design features; • Contributions towards the North-South Transportation Corridor; • Impact of future Hydro Transmission Corridor to North-West Brampton;
C	28-2	Springdale – West of 410 Extension	2008	2009	2010	High Density designation	
D	45-6	Credit Valley – Steeles Ave and Creditview Rd	2008	2009	2010	Small Block Plan area to be serviced and surrounding lands under development by this time	Statutory Public meeting held on March 2, 2009
D	48-1	Springdale North	Fall 2009	2010	2010	Secondary Plan initiated in 2006 1 st Springdale North Block Plan includes employment lands	Secondary Plan in process
D	48-2	Springdale North	N/A	N/A	N/A	Secondary Plan initiated in 2006	Secondary Plan in process
D	45-4	Credit Valley	2009	2010	TBD		
B	51-1/2	Mount Pleasant	2009	2010	TBD	Secondary Plan initiated in 2007.	Secondary Plan in process

TOWN OF CALEDON

TOWN OF HALTON HILLS

CITY OF VAUGHAN



APPENDIX 5: Secondary Plan Work Program

Note: Allocation is Subject to Council Approval of the Capital Budget and the DC Update Process



Revised: May 27th, 2009

- | | | | | | |
|-------------|-------------------|--|--------------------------|--|----------------------|
| | A | | Secondary Planning Areas | | Major Roads |
| | B | | City Limit | | Major Proposed Roads |
| | C | | | | |
| 2009 | Target Completion | | | | |

Appendix 6:

Toronto Canada Mortgage and Housing Market Information

HOUSING NOW

Greater Toronto Area



Canada Mortgage and Housing Corporation

Date Released: January 2009

New Home Market

Record Number of Condominium Apartments

The Greater Toronto Area (GTA) recorded a total of 44,810 new home starts in 2008. While all low-rise home types such as single-detached, semis and rows produced a lower number of starts than in the previous year, a record breaking 22,634 condominium

apartment starts pushed total new home construction up by 24 per cent. Approximately 80 per cent of new high rise developments were concentrated in the City of Toronto.

A strong first-time buyer interest in the condominium apartment market, often an entry point into home ownership, was responsible for the soaring number of high rise

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- 1 **New Home Market**
Record Number of Condominium Apartments
- 2 **Resale Market**
Sales Moderate
- 3 **Local Economy**
- 4 **Maps**
- 7 **Tables**

Figure 1



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starts this year. The record high number was driven by 2007 market conditions when home buyers were able to take advantage of low mortgage rates and greater diversity of borrowing products. Investors were also very active. Condominium apartments could be easily rented out due to their low vacancy rate and offered investors a stable cash flow. Additionally, the average price appreciation for apartments was stronger than for other housing types.

Current demand for new homes is better measured through pre-construction sales. Sale of new homes for all housing types, including condominium apartments, moderated in 2008 due to several factors. Firstly, homeownership costs advanced to an all time high level. As a result, more potential home buyers who were on the edge in meeting an income or down payment criteria for housing financing, had to put off their purchasing decisions. Secondly, as worries about business and labour market conditions increased, potential buyers who were financially able to afford home ownership delayed home buying.

Finally, buyers who were shopping for a house in 2008 benefited from a better supplied existing home market. As a result, more households were able to find a home that met their needs and tastes from the existing stock. In 2008, the resale home market

shifted some of the homebuyer traffic away from the pre-construction sales offices and put a drag on new home sales.

Because for the most part condominium apartments remained the more affordable housing segment, their sales drop was not as strong as for low rise housing types. As a result, high rise sales as a portion of total sales advanced to above 50 per cent. The popularity of condominium apartments is expected to remain in place due to the strong immigration into the GTA, a relative affordability of this segment and changing demographic trends, such as shrinking size of an average family and increasing number of ageing baby boomers and empty nesters.

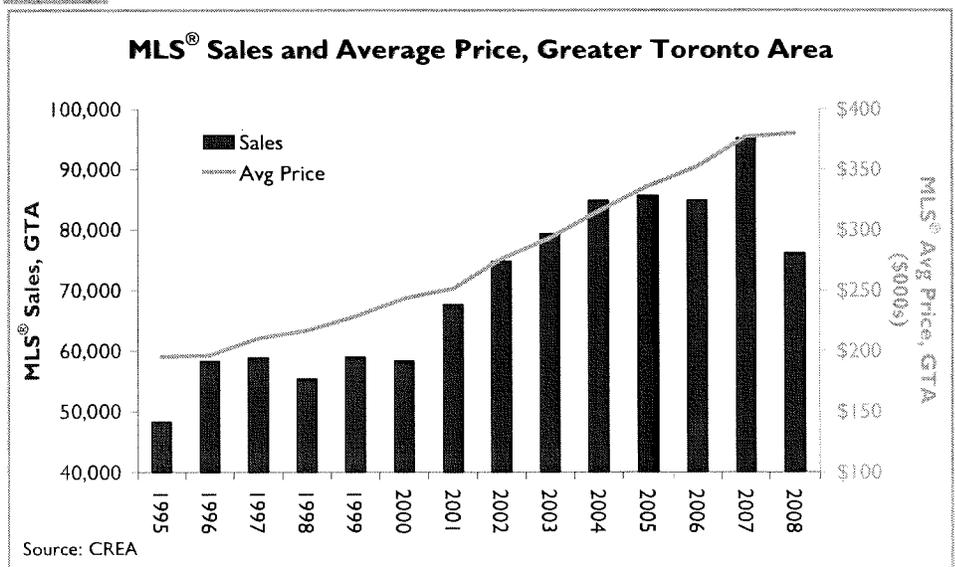
Resale Market

Sales Moderate

Softening housing demand during 2008 led to a decline in existing home sales in the GTA. Total sales reached 76,387 in 2008 – a decrease of almost 20 per cent from levels in 2007. Despite the strong decline, sales in 2008 were in line with the historical ten-year average of about 75,000 annual sales.

Global economic uncertainty which prevailed throughout 2008 played a great role in dampening home buying demand. According to CMHC's 2008 Renovation and Home Purchase Survey carried out during spring 2008, home buying intentions among renter households fell to 53 per cent from 60 per cent in the previous year. Some of these households decided to postpone their home buying decisions due to slow job

Figure 2



growth and high house prices. Despite an overall decline in sales, condominium apartments continued to gain popularity. The share of condominium apartment sales as a proportion of total sales rose to 24 per cent in 2008 from 22 per cent in the previous year. Condominium apartments are priced well below that of low rise homes in the GTA and often prove an attractive option for first-time home buyers who are looking to enter the ownership market.

Home buyers were offered a lot of choice in the housing market during 2008. The supply of new listings rose by more than five per cent in 2008 compared to the previous year. Increased supply coupled with slowing down sales meant less price pressure in the GTA housing market. Often home buyers were able to purchase a home below the asking price. The average resale home price in the GTA edged up by nearly one per cent to reach \$379,943 in 2008 from the previous year. This growth rate was significantly below the average growth of

seven per cent experienced in 2007. Tighter market conditions for condominium apartments resulted in a slightly stronger price growth rate of two per cent to reach an average price of \$269,500.

Local Economy

Toronto's total employment grew at two per cent in 2008. The unemployment level remained almost unchanged at 6.85 per cent. Despite respectable job growth, there was a softening in GTA labor market conditions. Job growth was mainly driven by part-time positions. In anticipation of an economic slow down, only a few companies were confident enough to expand their operations and their permanent labor force. As a result, the increase in Toronto's full-time positions was only marginal, at 0.9 per cent. The GTA labor market recorded a very strong average income growth of 4.4 per cent, partly due to employers having to pay higher

wages while hiring on a temporarily basis.

Despite a low unemployment rate and average wage growth above the general rate of inflation, households became less confident in the labor market and more cautious in purchasing big ticket items. It was even more so for potential first-time buyers, who were more subject to labor market turbulences due to their younger age and less work experience. Because the first-time buyers remain the most important factor driving sustained home ownership demand, a hold up on their part, slowed both resale and new home markets. Even the relatively affordable condominium apartments, which were proven to be a popular entry point into home ownership, saw sales decline following the lower buying intentions of would-be first-time buyers.

**Table 2.1: Starts by Submarket and by Dwelling Type
January - December 2008**

Submarket	Single		Semi		Row		Apt. & Other		Total		
	YTD 2008	YTD 2007	YTD 2008	YTD 2007	YTD 2008	YTD 2007	YTD 2008	YTD 2007	YTD 2008	YTD 2007	% Change
Toronto City	941	1,231	348	290	779	876	17,642	6,457	19,710	8,854	122.6
Toronto	148	146	62	46	124	95	14,762	3,221	15,096	3,508	**
East York	49	48	2	4	20	0	198	0	269	52	**
Etobicoke	170	143	12	12	86	176	127	600	395	931	-57.6
North York	414	590	46	184	60	273	2,005	1,563	2,525	2,610	-3.3
Scarborough	134	281	216	38	443	311	550	840	1,343	1,470	-8.6
York	26	23	10	6	28	21	0	0	64	50	28.0
York Region	4,827	5,557	786	1,042	1,141	1,775	2,430	2,768	9,184	11,142	-17.6
Aurora	355	263	14	0	17	55	0	0	386	318	21.4
East Gwillimbury	37	36	68	4	48	118	0	0	153	158	-3.2
Georgina Township	119	168	0	0	0	0	0	0	119	168	-29.2
King Township	21	21	0	0	0	0	0	0	21	21	0.0
Markham	1,554	1,038	366	206	324	364	893	2,267	3,137	3,875	-19.0
Newmarket	363	280	30	30	59	123	0	71	452	504	-10.3
Richmond Hill	263	683	14	44	55	251	679	205	1,011	1,183	-14.5
Vaughan	1,621	2,180	206	564	271	787	858	225	2,956	3,756	-21.3
Whitchurch-Stouffville	494	888	88	194	367	77	0	0	949	1,159	-18.1
Peel Region	2,074	4,871	662	1,114	1,204	971	3,402	942	7,342	7,898	-7.0
Brampton	1,408	3,933	380	808	369	575	1,475	0	3,632	5,316	-31.7
Caledon	69	48	12	14	3	0	72	25	156	87	79.3
Mississauga	597	890	270	292	832	396	1,855	917	3,554	2,495	42.4
Halton Region	2,815	2,317	542	278	1,363	1,570	769	301	5,489	4,466	22.9
Burlington	511	510	100	66	257	345	374	88	1,242	1,009	23.1
Halton Hills	87	196	0	2	0	121	0	0	87	319	-72.7
Milton	1,483	687	416	174	908	627	127	213	2,934	1,701	72.5
Oakville	734	924	26	36	198	477	268	0	1,226	1,437	-14.7
Durham Region	2,100	2,663	112	196	773	734	100	277	3,085	3,870	-20.3
Ajax	386	562	108	170	130	276	0	0	624	1,008	-38.1
Brock	23	18	0	0	8	0	0	0	31	18	72.2
Clarington	498	492	2	0	25	113	24	0	549	605	-9.3
Oshawa	496	701	2	4	149	46	27	6	674	757	-11.0
Pickering	67	110	0	10	193	57	0	0	260	177	46.9
Scugog	28	53	0	0	0	0	49	0	77	53	45.3
Uxbridge	96	173	0	2	10	50	0	0	106	225	-52.9
Whitby	506	554	0	10	258	192	0	271	764	1,027	-25.6
Remainder of Toronto CMA	613	458	16	24	49	50	61	0	739	532	38.9
Bradford West Gwillimbury	330	231	6	0	0	0	0	0	336	231	45.5
Town of Mono	38	60	0	0	0	0	0	0	38	60	-36.7
New Tecumseth	183	99	10	24	49	50	4	0	246	173	42.2
Orangeville	62	68	0	0	0	0	57	0	119	68	75.0
Toronto CMA	11,308	14,769	2,362	2,864	4,612	5,280	23,930	10,380	42,212	33,293	26.8
Oshawa CMA	1,500	1,747	4	14	432	351	51	277	1,987	2,389	-16.8
Greater Toronto Area (GTA)	12,757	16,639	2,450	2,920	5,260	5,926	24,343	10,745	44,810	36,230	23.7

Source: CMHC (Starts and Completions Survey)

Appendix 7:

Written Submissions from Block Plan Landowner Groups

From: Diarmuid Horgan [dhorgan@candevcon.com]
Sent: 2009/05/26 11:07 AM
To: Smith, Adrian
Cc: Corbett, John; Given, Janice; Goss, Natalie; Aldunate, Paul; 'Mark Yarranton'
Subject: Our File No. 209006

Adrian Smith

City of Brampton

Planning, Design and Development Department

Re: Block Plan 41-2, Bram East Area "H", City of Brampton, Our File No. 209006

Adrian. I note that Mark Yarranton is on vacation this week so I am corresponding concerning the subject Block Plan. We were pleased to see that an allocation of 393 units is included in the revised 2009 Development Allocation as presented at the Mayor's Roundtable yesterday. As noted, the allocation has been based on the Draft Plans of Subdivision that have been submitted to date.

As you may be aware, there are two Draft Plans that have not yet been submitted viz: Daniels Corporation and Ibrans Development. Both of these Owners are full participants in the Landowners Group. I understand that KLM will be submitting the Draft Plan in the immediate future for the Ibrans Plan and Daniels are contemplating revising their Plan with respect to the Commercial Block.

As previously noted it is critical that allocation and/or planning approvals be provided for the entire Block since:

- (a) Rights of way widenings are required from all of the property Owners (except for Bellissimo);
- (b) To facilitate the exchange of "Land for Land" pursuant to the Cost Sharing Agreement (e.g. sharing of the School Site) all of the subdivisions have to be Draft Approved.
- (c) Due to the location of the Ibrans subdivision (located near the south end) lands to the north cannot be developed unless the Ibrans subdivision is being developed.

In consideration of the above, we would appreciate the opportunity of discussing this matter further with you and Growth Management staff. Best regards

Diarmuid K. Horgan, P. Eng.

CANDEVCON LIMITED
Engineers & Planners
Tel: 905-794-0600 Fax: 905-794-0611



Established 1990

Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.E.S., M.C.I.P., R.P.P.

May 25, 2009

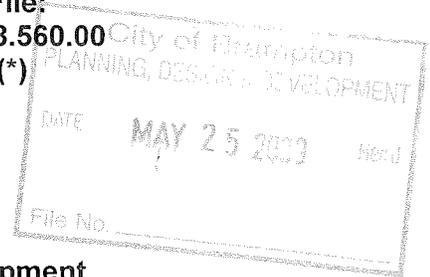
**The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

**Attention: Mayor Susan Fennell and Members of Council
John Corbett, Commissioner, Planning, Design & Development
Peter Fay, City Clerk**

**Re: Mayor Susan Fennell's Roundtable for the Development Industry
Development Allocation Cap**

Our File:

**PN.98.560.00
CAP (*)**



We represent the *North West Brampton Landowners Group Inc. (NWBLG)*. Since 2000, NWBLG have actively participated in various City of Brampton and Region of Peel planning and development related discussions.

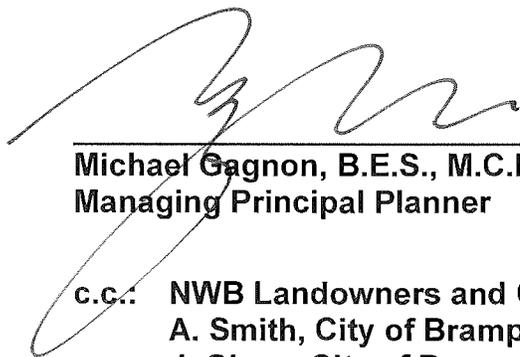
Further to the April 23, 2009 "Roundtable for the Development Industry" you hosted, we wish to offer the following comments and observations:

1. We appreciate that City staff and Council acknowledged the depth of the challenges facing the Development Industry during the current downturn in the economy.
2. We share the municipality's concern for the loss of building activity and the tremendous impact this is having on economic vitality on the City. As a municipality, it becomes increasingly difficult given diminished revenues and cash flow to provide required infrastructure.
3. We do believe that the municipality's senior management team is capable of managing the current crisis such that Brampton will be well positioned when the recession subsides to capitalize on any and all opportunities.
4. We encourage the municipality to continue to allow unused allocation to be utilized and that new allocations are granted as a means to ensuring that there is more than sufficient supply available to meet demand.

5. We promote the notion of streamlined municipal approvals as a means of ensuring that Brampton maintains a competitive advantage over its neighbours. Where efficiencies can be realized, they should be implemented on a permanent basis, not just as a temporary stimulus. The opportunities associated with a modified Block Plan process will ultimately benefit not only the Development Industry, but the municipality as well.
6. We believe that the advantages associated with development, be they increased employment, municipal revenue, or infrastructure delivery, ultimately benefit all Bramptonians.
7. We are concerned with the suggestion that the 2009 Development Allocation which is recommended be contingent upon the approval of the City's upcoming proposed revisions to the Development Charges By-law. There should be no direct linkage between Development Allocations and Development Charges.
8. We believe that it is inappropriate to link Development Allocation and Development Charges. Development Allocations should be based on the strategic consideration of the benefits that flow from the development of key neighbourhoods in the City and associated infrastructure. Discussions regarding the Development Charges By-law and the appropriateness of the rates to be established should be separate and distinct from those pertaining to the Development Allocation.

Thank you for allowing us this opportunity to provide input. We wish to be notified of all future Planning Committee and Council meetings where the issue of the Development Allocation is being dealt with.

Yours truly,



Michael Gagnon, B.E.S., M.C.I.P., R.P.P.
Managing Principal Planner

c.c.: NWB Landowners and Consultants
A. Smith, City of Brampton
J. Given, City of Brampton
N. Goss, City of Brampton

May 25, 2009

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Ms. Janice Given

Re: 2009 Development Allocation, Sandysore Property Development
One of the Great Gulf Group of Companies, Draft Plan 21T-04012B

Dear Ms. Given:

Great Gulf homes owns a property under the name of Sandysore Property Development, which is located at the south west corner of Creditview Road and James Potter Road. We would like to thank you for the proposed allocation of 172 units to the above noted property on the City's 2009 development allocation table dated April 22, 2009.

Nevertheless, the portion of the pond within Sandysore has been reduced from 7.413ha. to 5.328 ha. based on a reference plan prepared by Krcmar Surveyors Ltd.. Therefore, we have revised our draft plan to reflect the change of the pond. As a result, the lands will yield 219 units excluding part lots.

Accordingly, we would request that 219 units be allocated to Sandysore Property Development when the 2009 Growth Management Development Cap Report is finalized. A conceptual lotting plan which will form the basis of our draft plan has been attached for your reference.

If you require further information, please don't hesitate to contact the undersigned.

Yours truly,
Sandysore Property Development.

Elizabeth A Halpenny M.C.I.P
Senior vice president, Land Development

CONCEPTUAL LOTTING PLAN SANDYSHORE PROPERTY DEVELOPMENT

SCALE: 1:2000

Unit Yield (excluding part lots)	
12.2m (40ft) singles:	48 units (including corner lots)
10.4m (34ft) singles:	109 units
7.95m (26ft) semis:	62 units
Total	219 unit

JAMES POTTER PARKWAY



May 25, 2009



Established 1990

City of Brampton	
PLANNING, DESIGN & DEVELOPMENT	
DATE	MAY 15 2009
File No.	C03W02.005

Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.E.S., M.C.I.P., R.P.P.

May 14, 2009

Our File:

P.N.07.1384.00

CAP Allocation

The Corporation of the City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mrs. Natalie Goss, Growth Management Policy Planner

Re: 2009 Development CAP Allocation
C03W02.005
8245, 8253 and 8257 Walnut Road
Part of West Half Lot 2, Concession 3, W.H.S., Geographic Township
of South Chinguacousy, City of Brampton, Regional Municipality of
Peel
Sub-Area 6 of the Credit Valley Secondary Plan

Dear Natalie:

Further to our letter dated January 7, 2009 in which we submitted a formal request on behalf of Sequoia Grove Homes Ltd. (Sequoia) for a Development CAP Allocation of 102 units in 2009, we are writing to you today in response to the April 23rd Roundtable for the Development Industry Presentation and your request that that we provide the Municipality with a formal written submission. This will enable City staff to incorporate input into materials to be brought forward at the next Mayor's Roundtable.

We would like to reiterate that Gagnon Law Bozzo Urban Planners Ltd. (GLB) acts as Project Planner on behalf of Sequoia Groves Homes Ltd. GLB is providing land use planning consulting services in connection with a proposed residential development within the Credit Valley Secondary Plan Area (Sub-Area 6) of the City of Brampton. More specifically, we have been retained to process a modified Block Plan Application; including an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Condominium.

The Sequoia Grove Homes site is known legally as Part of West Half Lot 2, Concession 3, W.H.S., Geographic Township of South Chinguacousy, City of Brampton, Regional Municipality of Peel, known municipally as 8245, 8253 and 8257 Walnut Road.

According to the Roundtable for Development Industry Presentation, the Credit Valley Secondary Plan is the prime allocation area for 2009 allocation as it is currently substantially developed or is currently under development.

Notice of Completion for the Sequoia application was provided in December of 2008 and the application was presented at the Planning Design and Development Committee on March 2nd, 2009. While Sequoia proposes to redevelop 8245, 8253, and 8257 Walnut Road for a total of 102 single detached residential units, according to Table 5-Summary of 2009 Development Allocation by Secondary Plan and Block Plan Area, allocation was not provided as access to a public road was requested to be secured.

While the issue regarding Sequoia's "Use of the Right of Way Known as Walnut Road", a private road, has been raised, this matter has been reviewed by our office in addition Michael N. Durisin, Bratty and Partners, Solicitor to Sequoia, who has conducted a thorough investigation.

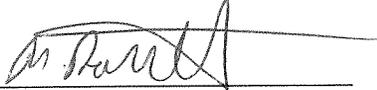
The issue regarding access to a public road is currently being reviewed and overseen by the Planning and Legal Departments. We are of the opinion that the issue of the use of Walnut Road is within the reasonable contemplation of the parties at the time the easement was created. The easement is a general grant, and an increase or change in use is within the scope of the easement. As the owner of the lots, he has the right to maintain and repair the easement. That being said, Sequoia via the private use of Walnut Road, will have access to Upper Churchville Road, a public road.

The access issue over Walnut Road represents a legal matter which does not influence development allocation. We are currently working in association with the Planning and Legal Departments so that we can further advance consideration of this matter such that it does not unnecessarily delay the processing and approval of the application which is meant to implement the municipality's Secondary Plan.

Please accept this letter as a formal request for a Development CAP Allocation of 102 units in 2009. It is anticipated that approval of the application will be in the fall of 2009.

Thank you for taking the proposed development under consideration and advisement. We look forward to hearing from you with respect to our request.

Yours truly,



Marc De Nardis B.U.R.PI
Associate Planner

- c.c:**
- J. Corbett, Commissioner of Planning & Development**
 - A. Smith, Director of Planning and Land Development Services**
 - C. Connor, Director of Real Property & Commercial Law, Legal Services**
 - B. Mallon, Legal Services**
 - K. Ash, Manager, Planning Design and Development**
 - J. Hogan, Development Planner**
 - G. Bianchi, Sequoia Grove Homes Ltd.**
 - B. Lackey, Development Consultant**
 - M. N. Durisin, Bratty and Partners, LLP**

BRAM EAST AREA H LANDOWNERS GROUP INC.

7501 Keele Street
Suite 200
Vaughan, Ontario
L4K 1Y2

May 7, 2009

City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

**Attention: Mr. John Corbett, MCIP, RPP
Commissioner**

Dear Sir:

**Re: 2009 Development Allocation Strategy
Proposed Community Block Plan Area 41-2
Bram East Secondary Plan Sub-Area 2**

We act on behalf of the Brameast Area "H" Landowners Group (the "Group"), as Trustee for the Group.

This letter is to advise of the Group's serious concerns with the Draft Brampton 2009 Development Allocation Strategy and the Detailed Tables presented at the Mayor's Roundtable, as no allocation is proposed for this Block Plan in 2009. Notwithstanding the efforts of this Group to co-operate with the City in all respects, it would appear that this Block has been forgotten in terms of allocation.

These lands were originally approved as a projected 2008 allocation as part of the 2007 Growth Management Development Cap Update Report. These lands were subsequently identified in the March 21, 2008 Development Allocation Strategy as a potential allocation of 240 units in 2009 with the potential to be considered for allocation for 2008 interim allocation on the basis that Block Plan was moving through the process with priority with draft approval potential early 2009 and for a potential allocation of 380 units in 2010.

The Block Plan and related Official Plan Amendment application were submitted in October of 2006 and have proceeded through the statutory public meeting in October 2008 with a very positive response. You have also approved the processing of draft plans of subdivisions for the Block. Applications for Draft Plans of Subdivisions and

applications for amendments to the zoning by-law have been submitted for the majority of the lands. Notices of Complete Applications have been issued for these lands and yet the draft tables with the proposed allocation report do not even acknowledge these. A Table is attached which identifies these applications.

The Group has co-operated in all respects in the preparation of the Block Plan and has dealt responsibly with all public interest issues including:

- Agreement to accommodate an additional Public Elementary School that serves a much greater area than the proposed Block Plan that was not identified in the Secondary Plan. Draft approval is required as soon as possible to meet the anticipated planned opening by the Board for September 2012;
- Agreement to pre-dedicate an additional planned right of way widening for McVean Drive from the original planned 33 metres to 36 metres (with additional widenings at intersections), which comes entirely from this Block since the City did not take sufficient right of way widening on the west side of McVean Drive. McVean Drive is identified for reconstruction in the City's Capital Program for 2009 and 2011 and Works and Transportation staff are currently trying to secure the land for the road widening and an easement for an overland flow route;
- Responsible and sensitive treatment of the Air Canada Crash site to ensure its commemoration in perpetuity above and beyond the requirements of the Cemetery Act;
- Provision of quality Executive Housing and commitments to exclude semi-detached and townhouses in an area where the majority of the underlying designation would support such use. The current market conditions would also strongly suggest higher density housing ;
- Approval of the limits of development and buffers through the approval of the MESP and conceptual trail location within and adjacent to the Valley from the TRCA.

All of the necessary infrastructure and community lands required to service this community are available, will be provided through the development of the plan or will be undertaken through the City's Capital Program so that the timing of expected occupancies will coincide with the estimated arrival of required infrastructure. A summary describing how the lands are to be provided with the required services and community facilities is attached.

While we understand that staff may process the subdivision applications without allocation in 2009, however, if the Group does not obtain a 2009 allocation we are concerned that this will delay draft approval until at least this time next year. Furthermore, the Group requires allocation in order to secure partial discharges for the conveyance of the road widenings.

The Group's requested allocation for 2009 has been reduced through the planning process and commitments referenced above from 690 units in previous years to 496 units. Currently the proposed draft allocation by Staff for 2009 is for 5295 units. The addition

of the proposed 496 units would result in an allocation of 5691 in 2009 which only marginally exceeds the annual growth target of approximately 5500 units per year as stated in the Official Plan by less than 200 units. In consideration of the facilities and infrastructure to be delivered through the implementation of this neighbourhood scale plan, allocation at this time is in the public interest and such increase in allocation is justifiable and permitted by the Official Plan.

We would therefore request, on behalf of the Group, that Staff and Council support allocation in 2009 for the subject Block Plan to ensure that draft approvals can be either issued this year or early next without further unnecessary delay and that the right of way widenings can be conveyed to the City prior to development.

If you have any questions, please do not hesitate to contact us.

Yours truly,

BRAM EAST AREA H LANDOWNERS GROUP INC.

Per:

Michael N. Durisin, A.S.O.

Encl.

cc: Mayor Susan Fennell and Members of Council
City of Brampton – Mr. Adrian Smith, Director of Planning
City of Brampton – Ms. Janice Given, Manager, Growth Management and
Special Policy
City of Brampton – Ms. Natalie Goss, Growth Management Policy Planner

City of Brampton – Mr. Paul Aldunate, Development Planner
Owners of Brameast Area “H” Landowners Group

Summary of Servicing/Community Facilities

Servicing: Water and sanitary services are readily available for connection to service the lands both on McVean Drive and through the existing development east of the Block Plan. A Stormwater management pond exists for the eastern neighbourhood and a pond will be constructed to serve the residential use on the west side of the valley.

Roads: The development will be largely serviced by existing roads and those to be delivered through the plans to provide access to the new residential community . A traffic impact study has confirmed that the reconstruction of McVean Drive is not required to facilitate the proposed development. Notwithstanding, it is anticipated that the McVean reconstruction to four lanes between Cottrelle Boulevard and Castlemore Road will be completed by the City in 2011, the completion of which will generally co-incide with occupancy. Our clients have committed to pre-dedicate the required widening of McVean Drive to facilitate the timely design and construction.

Parks: A neighbourhood park is proposed to be provided within each neighbourhood to serve local needs of future residents. We understand that the City has secured the required Community Park facility that was a constraint to development in Brameast. According to the 2008 Development Allocation Strategy funds for the construction of the Community Park facilities would be available in 2010 and 2011 which would be commensurate with our timing for registration and occupancy.

Schools: With respect to schools, as indicated the Block will deliver a public elementary school site and sufficient elementary schools exist within the host area for the Dufferin Peel Catholic School Board. The two anticipated Secondary schools required for Brameast are contained in plans that are draft approved and the respective Boards are currently proceeding with construction and site planning for their Secondary School sites.

May 1, 2009

Bram East Area “H” Draft Plan of Subdivision Applications

Owner	Applicant	Date Submitted	City File No.	21T-file No.	Notice of Complete Application Date	No. of Units
2073740 Ontario Inc. & 2073737 Ontario Inc.	2073740 Ontario Inc. & 2073737 Ontario Inc.	February 13, 2009	C09E09.005	09003B	March 13, 2009	97.5
2073913 Ontario Inc.	2073913 Ontario Inc.	March 3, 2009	C09E09.006	09006B	April 3, 2009	41
Florentine Design Corp., Starvilla Homes Corp., Applemoor Properties Ltd.	Florentine Design Corp., Starvilla Homes Corp., Applemoor Properties Ltd.	March 2, 2009	C09E10.004	09004B	April 1, 2009	116.5
Port Mark Investments Inc.	Port Mark Investments Inc.	February 10, 2009	C09E09.004	09002B	March 12, 2009	98
Vincenzo Bellissimo	Vincenzo Bellissimo	March 6, 2009	C09E10.005	09005B	April 7, 2009	40



BUILDING A GREATER GTA
Building Industry and Land
Development Association

May 7, 2009

Mayor Susan Fennell
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Your Worship:

RE: *ROUNDTABLE FOR THE DEVELOPMENT INDUSTRY*
THURSDAY APRIL 23, 2009

Thank you for hosting the 2009 Allocation Round Table meeting on April 23rd, and for extending an invitation to the Building Industry and Land Development Association and its Peel Chapter members. As discussed at the meeting, kindly accept this letter as commentary on the contents of the report from the perspective of the BILD Peel Chapter members.

We offer the following comments for your consideration on the *“Proposed Directions for Discussion”* prior to Council’s adoption:

Allocation Carry-over

We are encouraged that the City of Brampton has agreed to “carry-over” the 2007 and 2008 unused allocation and continue it through to 2010. BILD has always advocated for the carry-over to help facilitate development and to ensure that the City of Brampton meets the 5,500 units per year on an average basis. Anything less will disrupt the cash flow to the Development Charge reserves and the City’s Capital Program. BILD feels this is a step in the right direction and encourages the City to make this a standard practice.

Allocation and the Development Charge By-law

As you are aware, members of the BILD Peel Chapter and City staff have been thus far working cooperatively through the necessary steps to deliver an updated development charges by-law prior to August 2009. BILD does not agree with linking the approval of the allocation report to the development charge by-law.

We are of the opinion that the allocation report is entirely independent of the development charges by-law, and given the current economic circumstances, BILD’s efforts with development charges are focused on minimizing the financial impact on our business process while ensuring that the charge operates within the legislative parameters in place.

Furthermore, we cannot operate in the land development industry without each of the three critical components to our business plan being at a reasonable level – the three critical components being *ample*

20 Upjohn Rd, Suite 100
North York, ON M3B 2V9

Tel: 4163913445
Fax: 4163912118
www.bildgta.ca



BUILDING A GREATER GTA
Building Industry and Land
Development Association

allocation, acceptable development charge rates, and actual draft plan approvals. If each of these three components are not functioning appropriately, our industry and Brampton's growth initiatives will continue on a downward trend.

Priority Block Plan Areas

BILD supports logical Growth Management policies and we are pleased with the identification of priority areas in Brampton. Our membership will weigh in on each of the priority areas as necessary.

Facilitating a Development Recovery

BILD is pleased that Brampton has identified the need to become a partner with the industry in order to assist in facilitating a recovery to this sector. We have long envisioned depleted reserves because of the lack of actual draft approvals in a given year and now we are experiencing the compounded impact of the current economic reality. We are pleased that Brampton has identified areas that require improvements in the overall process such as the *Single Source delivery Agreements, Securities, Block Planning, expropriations, application fee reimbursement programs, and financial assistance.* BILD encourages these reviews to happen expeditiously as each revised step will help with the overall recovery.

Targeting the Employment areas and Downtown/ Central Areas.

Low rise residential building permits have and will continue to be the foundation that Brampton relies on for growth. As such, BILD encourages the City to expand the fiscal incentives noted to include low rise residential development. Without a strong low rise permit base, the downtown core and employment growth target will not be achieved. The single family dwelling units will continue to be the main contributor to Brampton's development charge reserve.

We thank you for the ability to provide comments and if you could kindly notify the undersigned prior to this matter being heard by Council and/or of the scheduling of any additional meetings on this matter, it would be greatly appreciated.

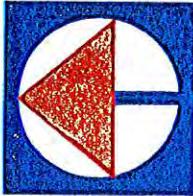
Yours truly,

Darren Steedman
BILD Peel Chapter Chair

C: Mr. Grant Gibson – Regional Councillor – Chair of Planning Committee
Mr. Paul Palleschi – Regional Councillor – Vice Chair of Planning Committee
Ms. Deborah Dubenofsky – City Manager
Mr. John Corbett – Commissioner of Planning, Design and Development
Mr. Mo Lewis – Commissioner of Finance
Mr. Tom Mulligan – Commissioner of Public Works
Members of the BILD Peel Chapter

20 Upjohn Rd, Suite 100
North York, ON M3B 2V9

Tel: 4163913445
Fax: 4163912118
www.bildgta.ca



Delta Urban Inc.

*Specialists in Land
Management & Development*

Wednesday May 6, 2009

Ms. Janice Given
Manager, Growth Management and Special Policy
City of Brampton
2 Wellington Street West
Brampton Ontario
L6Y 4R2

RE: Mayor's Roundtable discussion on the City's 2009 Allocation Strategy: Regarding Area 50 – Vales of the Humber Landowners' Group

Dear Ms. Given

I would like to take this opportunity to thank Mayor Susan Fennell and the City's Growth Management team for hosting the Mayor's Roundtable discussion on the City's 2009 Allocation Strategy on April 23 2009.

We have taken the time to review the material presented at this session and are very pleased that Area 50 (Vales of the Humber) has been identified as a priority area and on behalf of the Vales of the Humber Landowners' Group we support the allocation recommended for this area.

As you are aware we are presently working closely with the City of Brampton on a Secondary Plan/ Block Plan exercise for this area, which consists of approximately 267 hectares. Within the last year we have submitted the Part 1 Reports for the City review and comments. Most recently we submitted our Vision Document that included our proposed concept plan for the City's consideration; it is our understanding that the vision document will be presented for the Planning, Design and Development Committee's consideration at the May 20 2009 meeting.

We will continue to work diligently with the City's Growth Management and Community Development teams to ensure the project continues to move in a positive direction and is completed in a timely manner.

Kind Regards



Peter Campbell, P. Eng
Delta Urban Inc.



64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

P-1192

April 29, 2009

City of Brampton
Planning Design and Development Department
2 Wellington Street West
Brampton, Ontario, L6Y 4R2

City of Brampton
PLANNING, DESIGN & DEVELOPMENT
DATE: APR 30 2009 Rec'd
File No. C5W2.2

Handwritten initials: He AS

Attention: Mr. John Corbett
Commissioner, Planning Design and Development

Dear Sir:

**Re: Erin Mills Development Corporation
Draft Plan of Subdivision and Rezoning Applications (21T-99009B/C5W2.2)
Draft Brampton 2009 Development Allocation Strategy (Dated April 22, 2009)**

Upon a review of the of the Draft Brampton 2009 Development Allocation Strategy presented at the Mayor's Roundtable for the Development Industry , we noticed our client's applications for zoning by-law amendment and draft plan of subdivision were not reflected within Table 5 and the Detailed Tables of the 2009 Allocation Strategy.

The most recent formal submission by our client was a revised draft plan of subdivision dated December 11, 2006. Though no formal revisions have been submitted since that time, our client has been actively participating in the block plan process as part of the developers group for Sub-Area 40-3 coordinated through the offices of Malone Given Parsons Ltd.

Since our client has submitted applications for draft plan of subdivision and zoning by-law amendment as well as being within the 40-3 developer's group, we respectfully request that the 2009 Development Allocation Strategy tables be revised to reflect our client's applications.

Furthermore, we also noticed that the application status drawing at the front counter of your Department does not reflect our client's applications though we had advised City staff of the omission previously. We therefore also request that these status maps be updated as well.

For your reference, please find enclosed a copy of the latest submitted draft plan of subdivision dated December 11, 2006.

If you require any additional clarification, please do not hesitate to contact the undersigned.

Yours truly,

KLM PLANNING PARTNERS INC.

A handwritten signature in cursive script, appearing to read "James M. Kennedy".

James M. Kennedy, M.C.I.P., R.P.P.

President

cc: Randy Griffin, Erin Mills Development Corporation.



March 30, 2009

Mr. John Corbett
Commissioner of Planning, Design & Development
City of Brampton
Planning & Building Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Dear Mr. Corbett:

RE: Vales of Humber Secondary Plan/Block Plan – 2009 Growth Management Allocation

As you are aware, Trinison Management Corp's holdings comprise the majority of lands within The Vales of Humber Secondary Plan Area. The area is currently the subject of concurrent Secondary Plan and Block Plan processes that are scheduled to be brought before Planning, Design and Development Committee in May and anticipated to be approved later this year.

In 2007, our firm was instrumental in securing 2009 and 2010 allocation for The Vales of Humber in the City of Brampton's Growth Management program. A total of 750 units were allocated for 2009 and a further 1250 units for 2010. As a result of the on-going Secondary Plan and Block plan processes, the unit counts for the allocation request were revised upward in the fall of 2008 through the Vales of Humber landowners' group. A revised request was made for 2000 units through 2010 and a further 700 units in 2011. This request was approved in its entirety as part of the 2009 Growth Management Program.

It has been and continues to be our understanding that although, the 2009 Allocation Program indicates 2010 and 2011 allocation usage, that consistent with past City practice, the 750 units of allocation granted for 2009 remain 2009 allocation and while now nested within the 2000 units assigned for 2010, remain available for 2009 usage. It is our intent to seamlessly transition from the Secondary/Block Plan process into draft plan of subdivision applications and have retained a team of consultants to commence draft plan work once the Secondary/Block Plan concepts are sufficiently advanced. In addition to landowner group work, Trinison's individual draft plans which we anticipate will alone exceed the initial 750 units of allocation; we are also working towards securing funding for infrastructure improvements and negotiating with the City of Brampton for the early provision of a much needed fire station.

**Starlane**
HOME CORPORATION

Tel: 416.736.8854
Fax: 905.660.7650

**TRINISON**
MANAGEMENT CORP

Tel: 416.798.1127
Fax: 416.798.2159

**TRINISTAR** .../2
CORPORATION

Tel: 416.798.2420
Fax: 905.653.4074

We remain committed to the development of The Vales of Humber and wish to emphasize that assurance of allocation is critical to finalizing the above referenced processes. As stated above, it remains our understanding that The Vales of Humber has been allocated 750 units for 2009, a total of 2,000 units for 2009/2010 and an additional 700 units for 2011. To ensure that we are working within a common timeframe, we would appreciate your confirmation of The Vales of Humber allocation as described above.

Thank you for your consideration. Please feel free to contact Colin McGregor, or the undersigned should you wish to discuss this matter further.

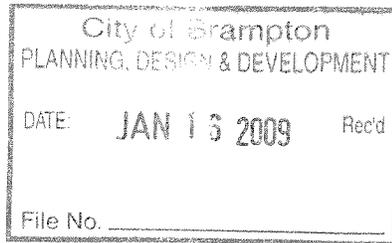
Yours truly,
TRINISON MANAGEMENT CORP.

A handwritten signature in black ink, appearing to read 'Michael W. Telawski', with a long horizontal flourish extending to the right.

Michael W. Telawski
Vice-President, Special Projects

MWT/mt

cc. Mr. Colin McGregor



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.E.S., M.C.I.P., R.P.P.

January 16, 2009

Our File:
P.N.05.1137.00
CAP Allocation

**The Corporation of the City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mrs. Natalie Goss, Growth Management Policy Planner

**Re: 2009 Development CAP Allocation
RG's Group Inc.
30 McLaughlin Road South
Part of Lot 5, Concession 1, W.H.S.,
City of Brampton, Regional Municipality of Peel**

Dear Natalie:

Gagnon Law Bozzo Urban Planners Ltd. (GLB) acts as Project Planner on behalf of RG's Group Inc. GLB is providing land use planning consulting services in connection with a proposed seniors' retirement and assisted living residential development within the Brampton South Secondary Plan Area of the City of Brampton. More specifically, we have been retained to prepare and process an Official Plan and Zoning By-law Amendment Application for this proposed development located at 30 McLaughlin Road South. The Formal Amendment Application will be filed by RG's Group Inc. for these lands very shortly.

The proposed development consists of 30 McLaughlin Road South as well as a small remnant block (Block 42) left over during the development of the "Country Glen Homes" subdivision to the south of the subject site (City File 21T-00010B & 21T-00012B). The site area totals 0.80 hectares (1.98 acres).

RG's Group Inc. proposes to redevelop the subject site for a fourteen (14) storey apartment building. It will contain a total of 324 seniors' oriented units, which consists of 168 retirement condominium residences and 156 assisted living rental units.

The condominium units will be traditional self contained units. The assisted living units will only contain basic living arrangements with a small kitchenette (sink, mini-fridge, hotplate and microwave – not a full kitchen).

The ground floor of the proposed building will be reserved for communal amenities including: a health spa, pub, theater, worship room, dining facilities, library and tuck shop.

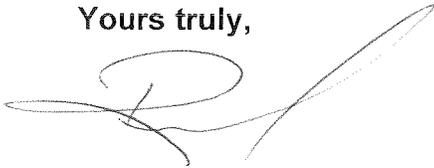
The proposed building will act as a gateway feature to the City's historic Downtown and Central Area. Attached is a preliminary Site Plan concept depicting how the subject site is to be developed and integrated with its host community.

Given the City of Brampton's general timelines for processing Amendment and Site Plan Approval Applications we anticipate that a Building Permit could potentially be pursued by RG's Group Inc. at the end of 2009. Please accept this letter as a formal request for a Development CAP Allocation of 324 units in 2009.

We respectfully request to be provided with copies on any reports regarding 2008/2009 CAP Allocations. In addition, we wish to participate in future Development CAP Allocation stakeholder meetings.

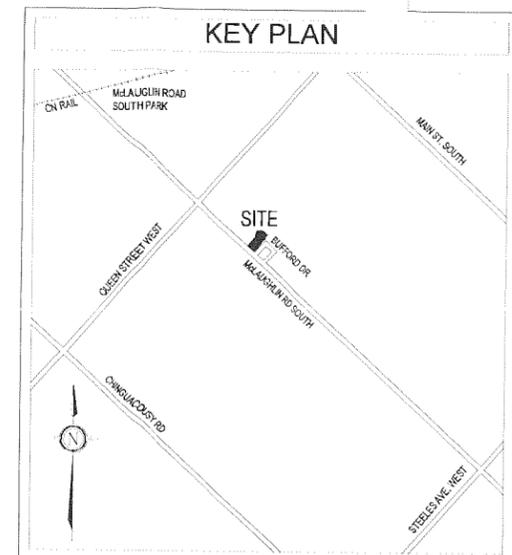
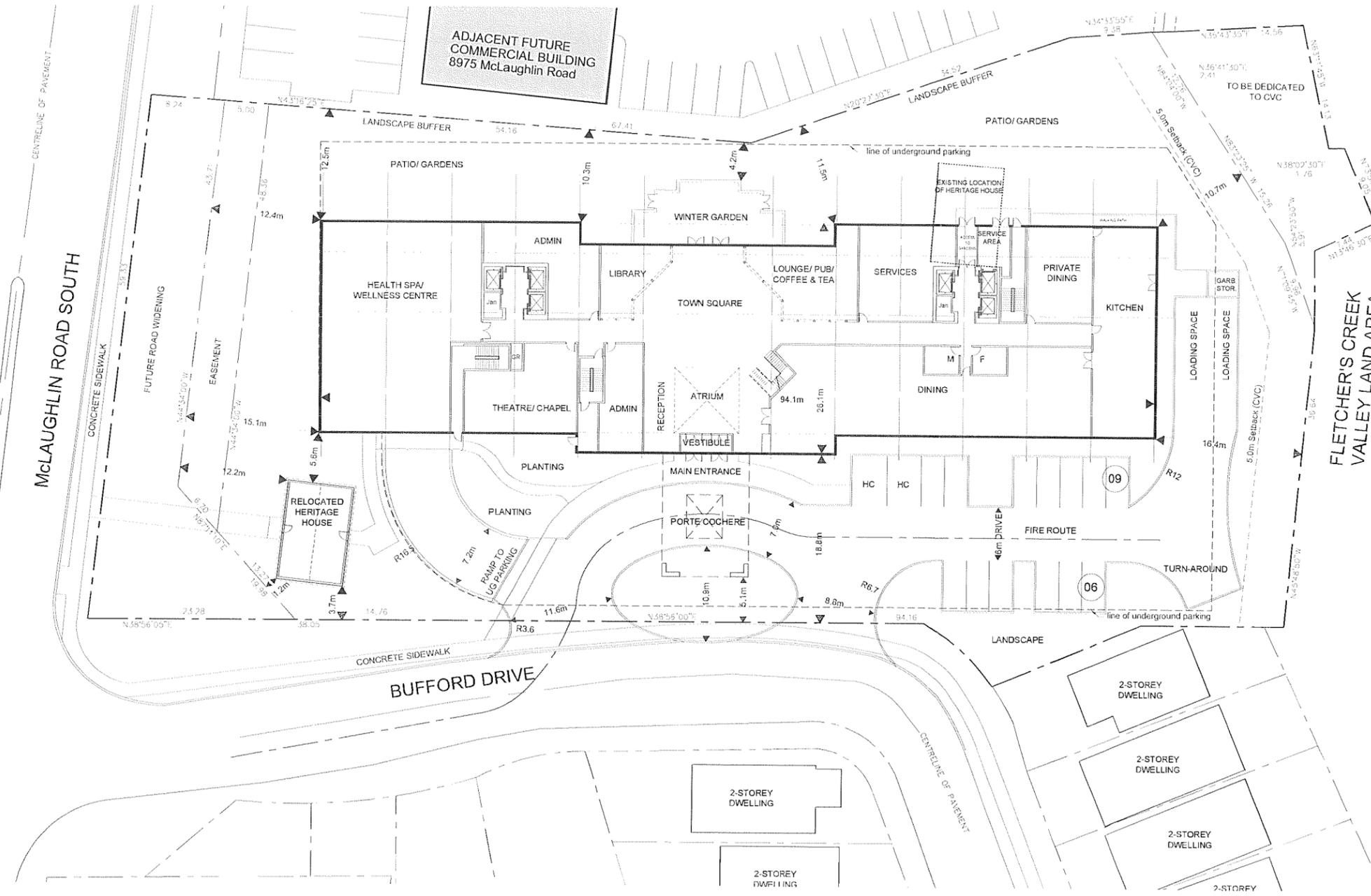
Thank you for taking the proposed development under consideration and advisement. We look forward to hearing from you with respect to our request.

Yours truly,



**Richard Domes
Associate Planner**

**c.c.: R. Kumar RG's Group Inc.
J. Hogan, City of Brampton
K. Ash, Manager, City of Brampton
M. Gagnon, Gagnon Law Bozzo Urban Planners Ltd.**



SITE STATISTICS

MUNICIPAL ADDRESS:	30 McLAUGHLIN ROAD SOUTH, BRAMPTON ONTARIO		
LEGAL DESCRIPTION:	PART OF LOT 5, CONCESSION 1 WEST OF HURONTARIO STREET, CITY OF BRAMPTON		
NEL SITE AREA:	7148.5 SM	0.71 HA	1.77 ACRES
GROSS SITE AREA:	7968.5 SM	0.80 HA	1.96 ACRES
BUILDING FOOTPRINT:	2362 SM	25,425.2 SF	
GROSS FLOOR AREAS:			
GROUND FLOOR:	2362 SM	25,415 SF	
LEVEL 2 TO LEVEL 10:	2236 SM	24,058 SF	
LEVEL 11:	1191 SM	12,851 SF	
LEVEL 12-14:	1005 SM	10,814 SF	
TOTAL GROSS FLOOR AREA:	6805 SM	73,138 SF	
RESIDENTIAL UNITS:			
CONDOMINIUM:	158		
ASSISTED LIVING:	156		
TOTAL UNITS PROVIDED:	314		
PARKING STATISTICS:			
PROPOSED PARKING RATIOS:		Ratio	Total
No. of Condominium Units:	158	1	158
No. of Assisted Living Units:	156	0.5	78
Total:			236
PARKING PROVIDED:			
UNDERGROUND PARKING P1:			04 spaces
UNDERGROUND PARKING P2:			84 spaces
UNDERGROUND PARKING P3:			78 spaces
ABOVE GROUND PARKING:			15 spaces
Total:			281 spaces
LOADING SPACES PROVIDED:	2 SPACES (3.5 M X 10 M)		
SETBACKS:		PROVIDED:	
FRONT YARD - McLAUGHLIN RD SOUTH:		12.4 M	
REAR YARD - FLETCHERS CREEK:		10.7 M	
SIDE YARD (INTERIOR):		4.2 M	
SIDE YARD (EXTERIOR):		18.6 M	
PAVED AREA:	1141.6 SM	12,268.5 SF	(16%)
LANDSCAPED AREA:	3644.9 SM	39,234.7 SF	(50%)
COVERAGE:	2362 SM	25,425.2 SF	(34%)
FLOOR SPACE INDEX:	3.73		
HERITAGE HOUSE GROSS FLOOR AREA:	165.7 SM	1764 SF	
SETBACKS:		PROVIDED:	
FRONT YARD - McLAUGHLIN RD SOUTH:		12.2 M	
SIDE YARD (EXTERIOR):		1.2 M	

CONTRACTOR TO VERIFY ALL DIMENSIONS ON THE SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT BEFORE PROCEEDING WITH THE WORK.
 ALL DIMENSIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETAINED AT THE COMPLETION OF WORK.
 THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNTIL COUNTERSIGNED.

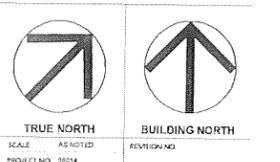
DATE	REVISION

12 JAN 09
 DATE ISSUED FOR OPA RE-ZONING
 ARCHITECTS
MW HALL CORPORATION
 Toronto Office:
 2 CROYDON ROAD
 TORONTO, ON M9C 1S7
 TEL: 416-920-8105
 FAX: 416-901-0630



PROJECT NAME
RETIREMENT RESIDENCE
 30 McLaughlin Road South
 Brampton, ON

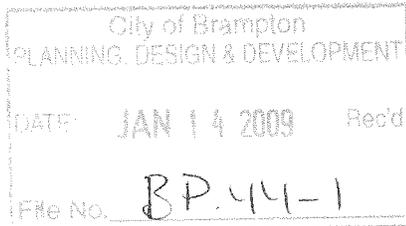
SITE PLAN & GROUND FLOOR PLAN



SCALE: AS NOTED
 PROJECT NO: 88214
 DATE: NOV 2008
 DRAWN: JCS
 CHECKED: MSH



Established 1990



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.A., M.C.I.P., R.P.P.

January 14, 2009

**Our File:
P.N.07.1314.00
CAP Allocation**

**The Corporation of the City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mrs. Natalie Goss, Growth Management Policy Planner

**Re: 2009 Development CAP Allocation
BP.44-1 - Mount Pleasant Mobility Hub
Part of Lots 11 and 12, Concession 4, W.H.S., Geographic Township
of Chinguacousy, City of Brampton, Regional Municipality of Peel
Block Plan Area 44-1 of the Fletchers Meadow Secondary Plan**

Dear Natalie:

Gagnon Law Bozzo Urban Planners Ltd. (GLB) acts as Project Planner on behalf of Mattamy Homes (Credit River) Limited. GLB is providing land use planning consulting services in connection with a proposed residential development within the Fletchers Meadow Secondary Plan Area (Sub-Area 1) of the City of Brampton. More specifically, we have been retained to process a Block Plan Application; including an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision.

The Mattamy Homes site is known legally as Part of Lots 11 and 12, Concession 4, W.H.S., Geographic Township of Chinguacousy, City of Brampton, Regional Municipality of Peel. The Block Plan 44-1 is bounded by James Potter Road on the west and north, Bovaird Drive on the south, and the "Old" Creditview Road on the east, however the Draft Plan of Subdivision is bounded by the extension of James Potter Road to the west and north, C.N.R. Tracks on the south, and the "Old" Creditview Road on the east.

Mattamy Homes (Credit River) Limited proposes to redevelop total of 950 single detached and townhouse residential units, plus as of yet an undetermined number units in a mixed use block that will be subject to a hold provision. The overall density proposed will help create a denser community to help achieve the goals of the Mount Pleasant Mobility Hub which is adjacent to the Mount Pleasant GO Station. Attached is

a preliminary Block Plan concept depicting how the subject site and surrounding lands are to be developed.

We filed our Formal Amendment Application on August 5, 2007 and the application has been subject to a Public Meeting on April 7, 2008 where the Information report was presented.

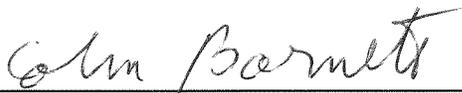
The Mount Pleasant Village Mobility Hub has been granted a "potential exemption" from the Development Cap due to urban design, the provision of transit and principles of environmental sustainability. However, Mattamy Homes wants to ensure that in case this exemption is not granted they want a back up option by also applying for allocation of 950 units in 2009.

Please accept this letter as a formal request for a Development CAP Allocation of 950 units in 2009. It is anticipated that approval of their application will be in the early spring of 2009.

We respectfully request to be provided with copies on any reports regarding 2008/2009 CAP Allocations. In addition, we wish to participate in future Development CAP Allocation stakeholder meetings.

Thank you for taking the proposed development under consideration and advisement. We look forward to hearing from you with respect to our request.

Yours truly,

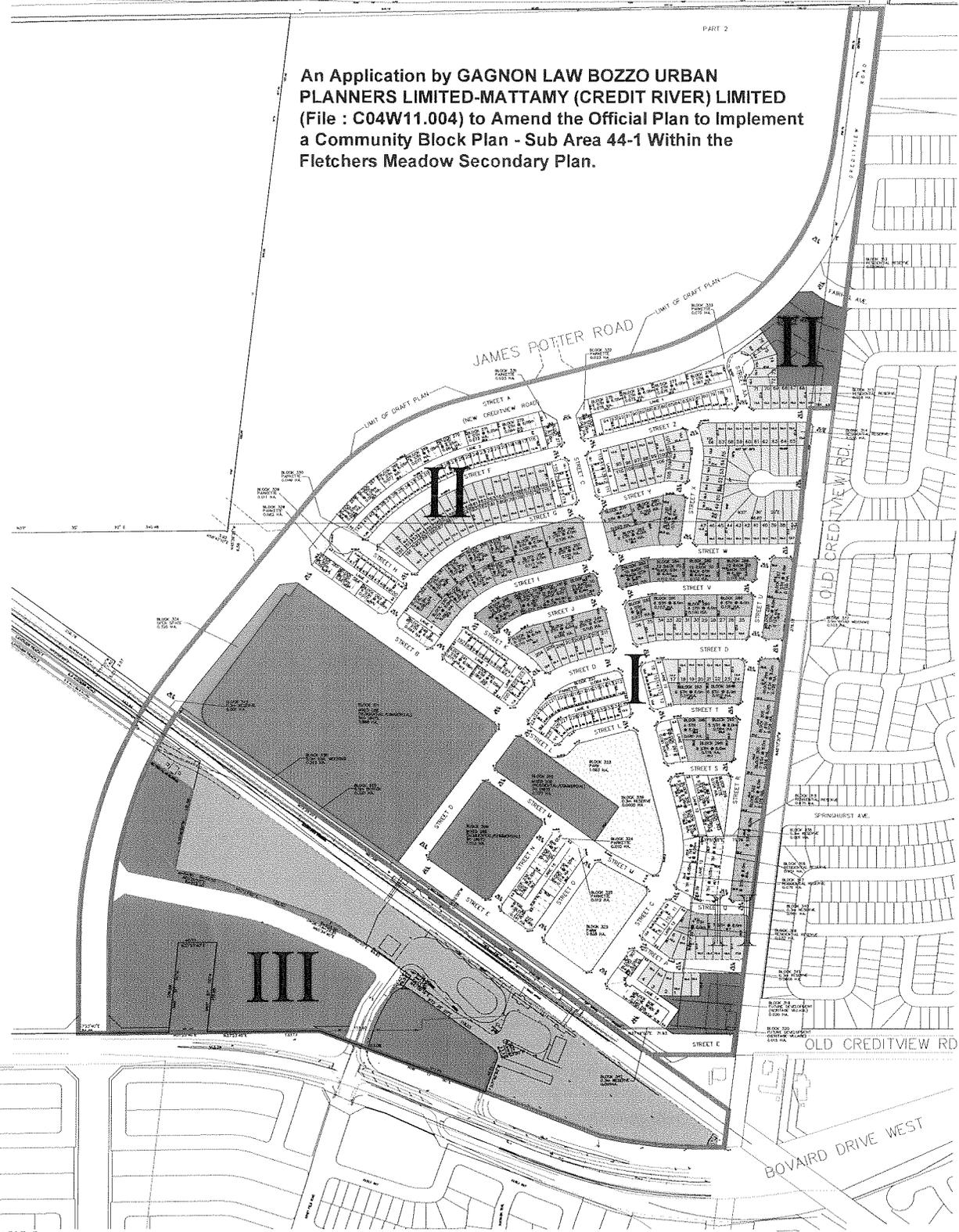


John Barnett, C.P.T.
Designer III

c.c **Frank Dorcian, Mattamy Homes Credit River) Limited**
Fabio Mazzocco, Mattamy Homes Credit River) Limited
Craig Scarlet, Mattamy Homes Credit River) Limited
Anthony Lamoton, Mattamy Homes Credit River) Limited
Michael Gagnon, GLB Urban Planners Ltd.
Neal Grady, Planning Project Manager
John Corbett, Commissioner, Planning and Land Development Services



An Application by GAGNON LAW BOZZO URBAN PLANNERS LIMITED-MATTAMY (CREDIT RIVER) LIMITED
 (File : C04W11.004) to Amend the Official Plan to Implement
 a Community Block Plan - Sub Area 44-1 Within the
 Fletchers Meadow Secondary Plan.



	SINGLE DETACHED 10.4m 8.55m	TOWNHOUSES 7.01m (LIVE WORK) 6.40m (BACK TO BACK) 6.05m 6.00m	Future Development Mixed Use (Commercial/Residential)	Place of Worship Parks & Parkettes Open Space & Buffers GO Transit Associated Lands
	I PHASE NUMBER			

MOUNT PLEASANT VILLAGE AND BLOCK PLAN AREA CITY OF BRAMPTON

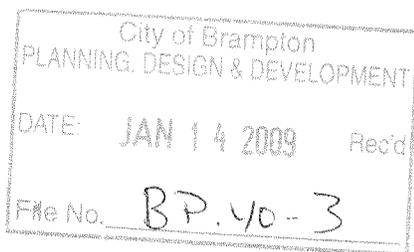
P.N.: 06.1314.00	April 2, 2008
File No. 1314 FIGURE 4	Scale: 1:2000



21 Queen Street East,
 Suite 500
 Brampton, Ontario,
 Canada L6W 3P1
 Phone: (905) 796-5790
 Fax: (905) 796-5792
 E-mail: gagnon@ldirect.com



Established 1990



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.A., M.C.I.P., R.P.P.

January 14, 2009

**Our File:
P.N.02.914.00
CAP Allocation**

**The Corporation of the City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2**

Attention: Mrs. Natalie Goss, Growth Management Policy Planner

**Re: 2009 Development CAP Allocation
BP.40-3
Part of East Half Lot 1, Concession 5, W.H.S., Geographic Township
Chinguacousy, City of Brampton, Regional Municipality of Peel
Sub-Area 3 of the Bramwest Secondary Plan**

Dear Natalie:

Gagnon Law Bozzo Urban Planners Ltd. (GLB) acts as Project Planner on behalf of Ornstock Developments Ltd. GLB is providing land use planning consulting services in connection with a proposed residential, commercial development within the Bramwest Secondary Plan Area (Sub-Area 3) of the City of Brampton. More specifically, we have been retained to process an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision. GLB is assisting Ornstock as a participating member of the Block 40-3 Landowners Group which is pursuing Block Plan approval.

The Ornstock Developments Ltd. site is known legally as Part of East Half Lot 1, Concession 5, W.H.S., Geographic Township of Chinguacousy, City of Brampton, Regional Municipality of Peel. The subject site is located on the northwest quadrant of Mississauga Road and Steeles Avenue West.

Ornstock proposes to redevelop a total of 52 single detached residential units and 95 townhouse units. Attached is a preliminary Block Plan concept depicting how the subject site and surrounding lands are to be developed.

Please accept this letter as a formal request for a Development CAP Allocation of 147 units in 2009. We expect Stage 1 Block Plan Approval in early spring 2009 and Stage 2 Block Plan Approval and Draft Plan Approval in late 2009.

We respectfully request to be provided with copies on any reports regarding 2008/2009 CAP Allocations. In addition, we wish to participate in future Development CAP Allocation stakeholder meetings.

Thank you for taking the proposed development under consideration and advisement. We look forward to hearing from you with respect to our request.

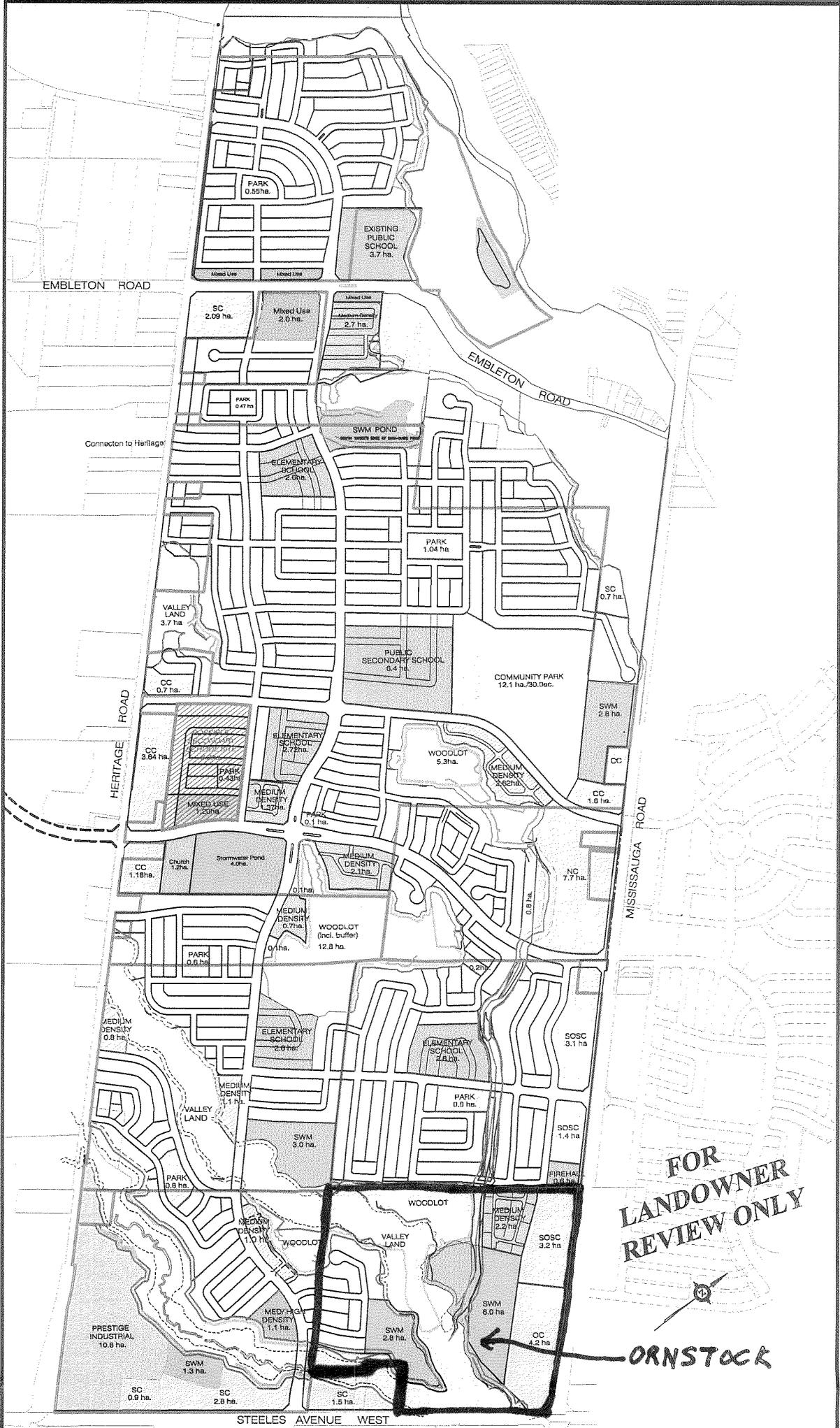
Yours truly,



John Barnett
Designer III

c.c Michael Tlyman, Ornstock Developments Ltd.
Michael Gagnon, GLB Urban Planners Ltd.
Rob Nykyforchyn, Development Planner
John Corbett, Commissioner, Planning and Development Services

PRELIMINARY BLOCK PLAN



VILLAGES OF RIVERVIEW HEIGHTS City of Brampton

LEGEND

	EXECUTIVE RESIDENTIAL (25.6 ha)		SC SERVICE COMMERCIAL (8.0 ha)		PARKS/PARKETTES & VISTAS (17.1 ha)
	VILLAGE RESIDENTIAL (4.3 ha)		SOSC SPECIALTY OFFICE AND SERVICE COMM. (7.7 ha)		INSTITUTIONAL & SCHOOLS (22.6 ha)
	LOW DENSITY RESIDENTIAL (8.4 ha)		CC CONVENIENCE COMMERCIAL (8.3 ha)		OPEN SPACE/WOODLOTS (125.4 ha)
	LOW/MEDIUM DENSITY RESIDENTIAL (97.6 ha)		NC NEIGHBOURHOOD COMMERCIAL (6.5 ha)		SWM POND (19.9 ha)
	MEDIUM DENSITY RESIDENTIAL (14.6 ha)		OC OFFICE CENTRE (4.2 ha)		ROADS/ WIDENINGS (78.3 ha)
	HIGH DENSITY RESIDENTIAL (1.1 ha)		PRESTIGE INDUSTRIAL (10.8 ha)		TOTAL AREA 465 ha
	MIXED USE (4.6 ha)		RESERVED SCHOOL SITE (6.3 ha)		

PRELIMINARY DEVELOPMENT LIMIT

- Proposed Limit of Development
 - Approximate Limit of Development
 - Staked Dripline of Mature Forest
 - Staked Edge of Wetland (MNR July 2008)
 - Staked Top of Bank
- Surveyed Limits prepared by: MMM
 10m Buffer applied to dripline of mature forest & top of bank
 15m Buffer applied to staked wetland & centreline of creek
 Date: January 8, 2009
 Prepared by: Malone Given Parsons Ltd.
 Scale:



Principals

Michael Gagnon, B.E.S., M.C.I.P., R.P.P.

Lily Law, B.E.S.

Jennifer Bozzo, B.E.S., M.C.I.P., R.P.P.

January 7, 2009

The Corporation of the City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Our File:
P.N. 07.1384.00
City of Brampton
CAP Allocation
PLANNING, DESIGN & DEVELOPMENT
DATE: JAN 08 2009 Rec'd
File No. _____

Attention: Mrs. Natalie Goss, Growth Management Policy Planner

**Re: 2009 Development CAP Allocation
BP.45-06.01
8245, 8253 and 8257 Walnut Road
Part of West Half Lot 2, Concession 3, W.H.S., Geographic Township
of South Chinguacousy, City of Brampton, Regional Municipality of
Peel
Sub-Area 6 of the Credit Valley Secondary Plan**

Dear Natalie:

Gagnon Law Bozzo Urban Planners Ltd. (GLB) acts as Project Planner on behalf of Sequoia Groves Homes Ltd. GLB is providing land use planning consulting services in connection with a proposed residential development within the Credit Valley Secondary Plan Area (Sub-Area 6) of the City of Brampton. More specifically, we have been retained to process a Block Plan Application; including an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Condominium.

The Sequoia Grove Homes site is known legally as Part of West Half Lot 2, Concession 3, W.H.S., Geographic Township of South Chinguacousy, City of Brampton, Regional Municipality of Peel. The site consists of 8245, 8253 and 8257 Walnut Road. The subject site is bounded by Walnut Road to the West, Churchville Road to the south, and the Orangeville Brampton Railway (OBRY), formerly the Canadian Pacific Railway, to the southeast.

Sequoia Grove Homes Ltd. proposes to redevelop 8245, 8253, and 8257 Walnut Road for a total of 102 single detached residential units which will look to reflect the existing upscale executive community. Attached is a preliminary Block Plan concept depicting how the subject site and surrounding lands are to be developed.

We filed our Formal Amendment Application in March of 2008 and received Notice of Completion in December of 2008. The application is expected to be presented at the Planning Design and Development Committee in early February 2009.

Please accept this letter as a formal request for a Development CAP Allocation of 102 units in 2009. It is anticipated that approval of the application will be in the summer of 2009

We respectfully request to be provided with copies on any reports regarding 2008/2009 CAP Allocations. In addition, we wish to participate in future Development CAP Allocation stakeholder meetings.

Thank you for taking the proposed development under consideration and advisement. We look forward to hearing from you with respect to our request.

Yours truly,



Marc De Nardis, B.U.R.PI
Associate Planner

c.c **G. Bianchi, Sequoia Grove Homes Ltd.**
 B. Lackey, Development Manager
 M. Gagnon, GLB Urban Planners Ltd.
 J. Hogan, Development Planner
 K. Ash, Manager, Land Development Services

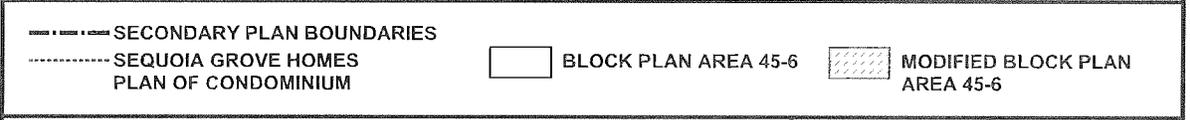
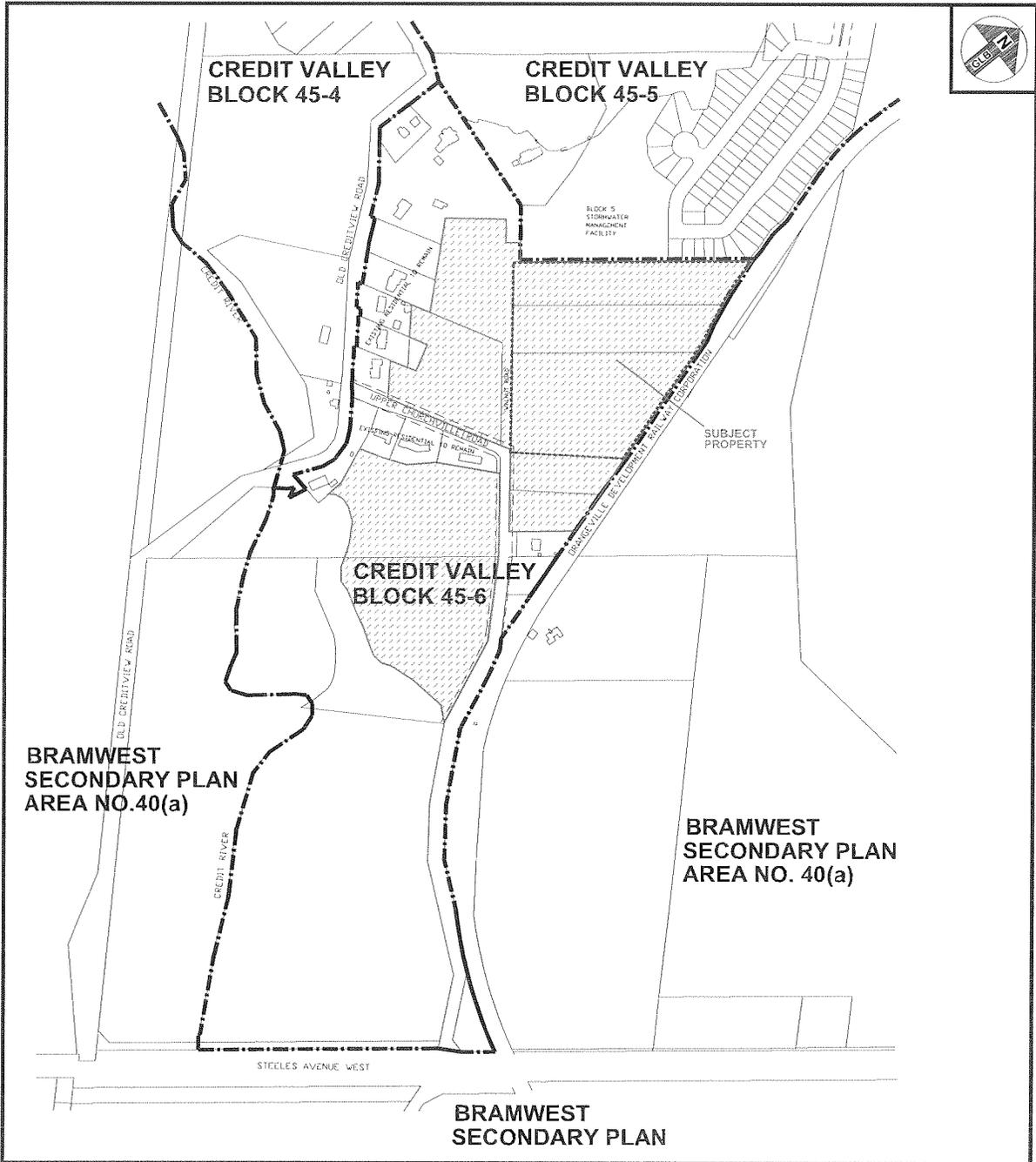
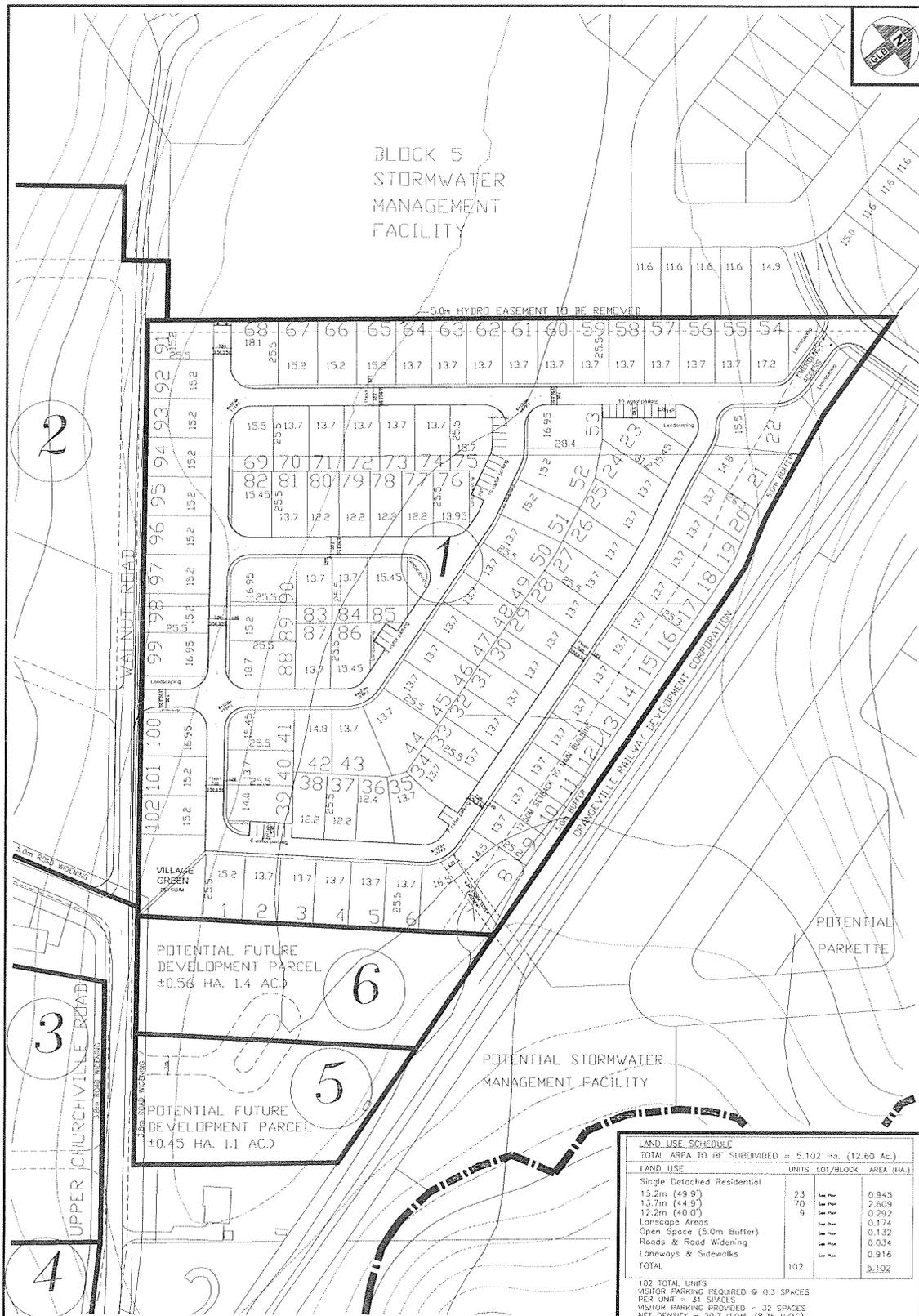


FIGURE 1
LOCATION PLAN
TAHOE MILLS
BLOCK PLAN AREA 45-6
CITY OF BRAMPTON

P.N.: 07.1384.00	October 21, 2008
File No. 1384BLOCK6_MAR6	Scale: 1:500
	
21 Queen Street East, Suite 502 Brampton, Ontario, Canada L6W 3P1 Phone (905) 796-5750 Fax (905) 796-5752	



BLOCK 5
STORMWATER
MANAGEMENT
FACILITY



LAND USE SCHEDULE

TOTAL AREA TO BE SUBDIVIDED = 5,102 Ha. (12.60 Ac.)

LAND USE	UNITS	LOT/BLOCK	AREA (HA)
Single Detached Residential			
15.2m (49'9")	23	Lot Area	0.945
13.7m (44'9")	70	Lot Area	2.609
12.2m (40'0")	9	Lot Area	0.292
Landscape Areas	9	Lot Area	0.174
Open Space (5.0m Buffer)		Lot Area	0.132
Roads & Road Widening		Lot Area	0.034
Laneways & Sidewalks		Lot Area	0.916
TOTAL	102		5.102

102 TOTAL UNITS
VISITOR PARKING REQUIRED @ 0.3 SPACES
PER UNIT = 31 SPACES
VISITOR PARKING PROVIDED = 32 SPACES
NET DENSITY = 20.7 U/HA. (8.36 U/AC)

P.N.: 07.1384.00 July 25, 2008

File No. 1384CP_072208 Scale: 1:150

**CONCEPT PLAN
BLOCK PLAN - AREA 45-6
CITY OF BRAMPTON**



21 Queen Street East,
Suite 500
Brampton, Ontario,
Canada L6M 3P1
Phone (905) 796-5799
Fax (905) 796-5792
E-mail: gagnon@direct.com



64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

January 24, 2008

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mrs. Janice Given

**Re: Neighbourhoods of Castlemore Crossing (Brameast Sub Area 1) Block Plan
Area 41-1 – Proposed Phasing Plan and Allocation**

Dear Janice:

On behalf of the Neighbourhoods of Castlemore Crossing Landowners Group, we would like to thank you for meeting with Richard Hahn, myself and other landowners and their representatives from the above noted Block Plan in preparation of your Growth Management Development Cap Update Report for 2009.

To assist, enclosed is a copy of the Neighbourhoods of Castlemore Crossing Proposed Phasing Plan and a Status Table indicating the applicable subdivision files by phase, units and status at the time of writing.

As part of the March 31, 2008 Development Allocation Strategy, Brameast Sub Area 1 was allocated a total of 2098 units from the 2007 Allocation available for Draft Approval in 2008 and the 2008 Additional Recommended Allocation. An additional 156 units are being considered for draft approval as they represent a moderate change to the allocation of units as authorized by the March 31, 2008 report for a total of approximately 2254 units. Currently, of those units with allocation from the 2008 report, approximately 1178 units have been draft approved and we anticipate the additional 1078 will be draft approved before the end of January 2009.

Based on the foregoing, this letter is to confirm that as part of the 2009 allocation we request an additional allocation of approximately 1048 units for those plans identified in phase 2. In the event that any of the phase 1A or 1B lands are not draft approved when the 2009 Development Allocation Report proceeds to Council, we would also request that these be allocated and identified as units with 2008 allocation available for draft approval in 2009.

As you are aware, the allocation of units in Block Plan 41-1 of Brameast was conditional on the comprehensive parkland strategy to accommodate the delivery of a Community

Park and the land required for the extension of Cottrelle Boulevard between the Gore Road and Regional Road 50 being secured. At great front end expense, our clients have met both of these requirements. In addition, to ensure the delivery of services, our clients have agreed to enter into Sole Source Agreements for the early delivery of the Cottrelle Boulevard Bridge to allow the linkage between the Gore Road and Highway 50 and for the realignment and reconstruction of Clarkway Drive. In addition, our clients have worked diligently with both school boards to deliver much needed Secondary School sites that like the park, serve the greater community. These commitments were based on an understanding that the resolution of these remaining issues would allow a continual allocation through to completion of phase 2 with allocation in 2009 to enable the owners to meet their financial obligations in delivering the park and necessary roads. Additional allocation is required to help finance these expenditures and to complete the necessary infrastructure for the entire Block Plan.

The requested additional allocation for 2009 should also be supported by staff as it will allow for the reconstruction of Clarkway Road up to Castlemore Road and will facilitate the land acquisition for land required to widen Castlemore Road for 2- 4 lanes which is forecasted by the City for construction in 2009. The owners of lands with frontage on Castlemore Road are prepared to pre-convey the lands required to complete this widening subject to allocation. In addition, this allocation will result in draft approval of all plans which contain the balance of the required community facilities for the completion of Neighbourhoods 7 and 8 including:

- one (1) Elementary School Site in Neighbourhood 7 for the Peel Board of Education which is anticipated to serve the greater area;
- two neighbourhood parks (one for each of Neighbourhood 7 and 8); and
- completion of required local roads;

The lands west of Clarkway Drive are fully serviceable with the completion of the Gore Road sanitary sewer constructed by the Region. Additionally, lands west of Highway 50 will be in a position to be fully serviced with the completion of the sanitary sewer to be constructed by the Region with the reconstruction of Highway No. 50 anticipated to be completed in 2009. The balance of the community and infrastructure are delivered as part of Phase 1.

Three of the eight draft plans we are requesting a 2009 allocation have already received public meetings and recommendation reports and no issues have been identified. Accordingly, they are in a position to proceed to draft approval subject to allocation. We anticipate that the balance of the plans can proceed to a public meeting in the winter of 2009, with a recommendation report in the spring of 2009 and draft approval in the summer of 2009.

We trust the foregoing is in order. Should you have any questions, please do not hesitate to contact the undersigned at your convenience.

Yours truly,

KLM PLANNING PARTNERS INC.



Mark Yarranton, B.E.S., M.C.I.P., R.P.P.

Encl.

cc: Mr. John Corbett – Commissioner of Planning, Design & Development
Mr. Adrian Smith-Director of Planning, Design & Development
NatalieGoss, BES,MCIP,RPP Growth Management Policy Planner III
Mr. Paul Snape – City of Brampton
Alan Parsons – City of Brampton
Neighbourhoods of Castlemore Crossing Owners Group

Draft Approval Status Block Plan 41-1 As of December 22/08.

PHASE 1

City File #	City 21T #	Owner	Phase	Dwelling Units Within Draft Plan/or Estimated	2007 Council Allocation for DA 2008	2008 Council Allocation for DA 2008	Total 2007/2008 Council Allocation for DA 2008	2008 Commissioner Allocation for DA 2008(Difference between Actual and	STATUS	draft approved units under 2008 allocation strategy to date
<u>Participating Owners</u>										
C10E10.9	05010	Helena Beach Homes Inc. (N)	1A	152	152	0	152	0	Draft Approved	152
C10E10.8	05009	Helena Beach Homes Inc. (S)	1A	87	87	0	87	0	Draft Approved	87
C10E0.14	05027	Mattamy (Clarkway) West	1A	202	202	0	202	0	Draft Approved	202
C10E9.5	03013	Criterion Dev Corp. ⁷	1A	60	0	60	60	0	Draft Approved	60
C10E9.2	03005	Tonlu Holdings Ltd.	1A	246	177	69	246	0	Draft Approved	246
C10E8.14	06014	Forestside Estates Inc.	1A	61	78	0	78	-17	Draft Approved	61
C10E8.13	06012	Lidia Lands Dev. Corp.	1A	57	17	0	17	40	Draft Approved	57
C10E8.15	07001	Democrat Homes	1A	79	63	0	63	16	Rec. Report scheduled for PD&D January 12/09- DA anticipated by end of January 09	
C10E8.8	03009	Berkshire/Bay-Yonge	1A	306	282	0	282	24	Rec.Report approved- DA anticipated early January 09	
Sub-Total			1A	1250	1058	129	1187	63		
C10E8.12	06002	Lyngate Dev. Inc.	1B	64	0	64	64	0	Rec.Report approved- DA anticipated mid January 09	
C10E8.11	03014	Lyngate Dev. Inc.	1B	251	0	251	251	0	Rec.Report approved- DA anticipated mid January 09	
C11E8.4	05036	1329343 Ontario Limited(Great Gulf)	1B	338	0	348	348	-10	Rec.Report approved- DA anticipated December 08	
C10E9.2	03005	Tonlu Holdings Ltd.	1B	244	0	201	201	43	Draft Approved	244
C10E9.6	06015	1428849 Ont. Ltd.	1B	38	0	38	38	0	Rec.Report approved- DA anticipated mid January 09	
C10E9.5	03013	Criterion Dev Corp.	1B	69	0	9	9	60	Draft Approved	69
Sub-Total			1B	1004	0	911	911	93		
TOTAL 2008				2254	1058	1040	2098	156		1178

PHASE 2 2009

City File #	City 21T #	Owner	Phase & Allocation Year	Dwelling Units Within Draft Plan/or Estimated	2007 Council Allocation for DA 2008	2008 Council Allocation for DA 2008	Total 2007/2008 Council Allocation for DA 2008	2008 Commissioner Allocation for DA 2008(Difference between Actual and
<u>Unallocated Participating Owners</u>								
C10E0.14	05027	Mattamy (Clarkway) Centre	2	74				Public Hearing and Recommendation Report Complete - Requires allocation for DA
C10E10.8	05009	Helena Beach Homes Inc. (South)	2	20				Public Hearing and Recommendation Report Complete - Requires allocation for DA
C10E10.11	05012	Lyngate Dev. Inc. (Royal Pine) North	2	157				Requires Public Meeting and Recommendation Report
C10E10.10	05011	Winter Maple (Springtown)	2	168				Requires Public Meeting and Recommendation Report
C11E9.2	06001	Lyngate Dev. Inc. (Royal Pine) East	2	149				Requires Public Meeting and Recommendation Report
C11E10.4	05022	Yellow Park Mgmt. Inc.	2	106				Requires Public Meeting and Recommendation Report
C11E10.5	06009	Mattamy (Clarkway) East	2	171				Requires Public Meeting and Recommendation Report
C10E9.5	03013	Criterion Dev Corp.	2	203				Public Hearing and Recommendation Report Complete - Requires allocation for DA
Sub-Total Unallocated Participating Owners				1048				
<u>Non Participating Owners</u>								
		Di Pieromico	2	55				
		Rubino	2	10				
		Chiaravalloti	2	6				
		D'ambrosio	2	11				
		DiSanto	2	168				
Sub-Total Non Participants				250				
TOTAL				3552				

December 24, 2008

Mr. Adrian Smith, MCIP, RPP
Director of Planning and Land Development Services
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Fax: 1-905-874-2099
07:1686

Dear Mr. Smith:

Re: Re Development Allocation for Block 40-3

The BramWest Community Block 40-3 Landowners have asked me to request on their behalf that your growth allocation strategy for 2009 assign 1,500 units to Block 40-3 with an allocation of 1500 units in 2010 as well. This request would be an increase of 600 units per year over the 900 units previously assigned to the Block for 2009 and 2010. The reasons for the request are:

1. Draft Plans of Subdivision are anticipated to be approved for the majority of the lands in 2009 with construction starting in 2010. In order for this draft plan approval to occur there must be sufficient capacity available to allow the participating landowners whose plans will generate approximately 3000 units to proceed.
2. This block has the unusual advantage of having the external services ready for development before the planning approvals will be in place and will require minimal Regional and City funds. Specifically, the external sewer and water systems will be available to service the lands in 2009 and Mississauga Road is programmed for widening in 2009.
3. Approval of the participating owners draft plans will allow the City to secure the right-of-way for the extension of Financial Drive from Mississauga Road to Heritage and the right-of-way for the northern and southern sections of the north-south collector. Construction of Financial Drive from Mississauga Road to Heritage Road could then be coordinated with the construction of the same road east of Mississauga Road.
4. The North-South collector road through Block 40-3 is intended to minimize traffic on Heritage Road. This objective could be realized from the outset by building the northern section of the collector from Heritage Road to Financial Drive on lands controlled by participating landowners.
5. The cost of building Financial Drive and the northern section of the N/S collector to Heritage Road is estimated by R. J. Burnside to be over \$11.5 million. This is a significant burden for the community that the landowners anticipate to be problematic unless there is an initial commitment of 1,500 units in 2009 and the same commitment in 2010 to enable the financing of these works.

6. The commitment by the City to provide additional allocation in 2009 and 2010 would facilitate completion of the community including the delivery of several priority lands including the executive housing area, a community park and lands for a public and a Catholic high school if required by the school boards.

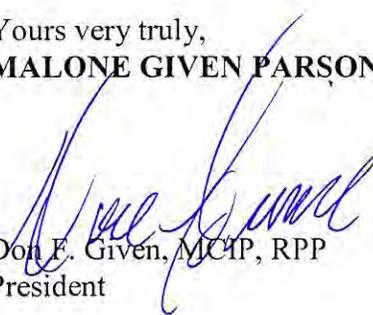
SUMMARY

The landowners of Block 40-3 have, with the support of City staff, worked to resolve the transportation, environmental and land use issues of the block and anticipate that the City will be in a position to issue draft plan approval for the participating landowners in 2009. This would result in the approval of approximately 3,000 units. Allocation of 1,500 units in 2009 and another 1,500 units in 2010 could allow the community to proceed in accordance with this timetable and would result in the City and the Region receiving development charge revenues that could be invested elsewhere in Brampton as most of the infrastructure required for this area is in place. The City would also have the benefit of creating lands for employment use, executive housing and a community park with a collector road system that serve larger City interests.

I trust that you will find this request to be reasonable and thank you and the rest of the City staff for your efforts to advance the Stage 1 Block Plan approval.

Yours very truly,

MALONE GIVEN PARSONS LTD.



Don E. Given, MCIP, RPP
President

- cc. Janice Given, Manager of Growth Management and Special Policy, City of Brampton Fax: 1-905-874-2099
John Corbett, Commissioner of Planning, Design and Development City of Brampton
Dan Kraszewski, Manager, Planning, Design and Development, City of Brampton
Rob Nykyforchy, Development Planner, Planning, Design and Development, City of Brampton
Bramwest Landowners & Consultants

December 23, 2008

The City of Brampton
Planning, Design and Development Department
2 Wellington Street
Brampton, Ontario
L6Y 4R2

Attn: Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III

**Re: 2009 Development Allocation
2086758 Ontario Inc. (Eaglebay Estates Inc.)
Proposed Residential Subdivision
Part of Lot 12, Concession 7, N.D.
(East Side of Airport Road/
North of Humberwest Parkway)
City of Brampton
File Nos. 21T-06 005B & C7E12.13
Our File No. 205129**

Dear Madam:

Further to our meeting on December 17th 2008 regarding the 2009 Development Allocation Strategy and the status of the subject application, we advise as follows.

- 1) The subject application was submitted in 2005 and was included into the 2007 and 2008 Development Allocation Schedules. This infill subdivision proposes twenty-nine (29) dwelling units, a park, the retention of an existing heritage house, and a section of the West Humber River valleylands. A Recommendation Report dated March 25, 2008 recommending the subject application for draft approval was approved by City Council on April 9, 2008. Recently, the applicant was advised by the Planning Department that the Draft Approval is scheduled to be received in January 2009.
- 2) Notwithstanding the above, we request that the 2009 Development Allocation be granted for a total of twenty-nine (29) units being proposed for the subject development application.

We trust that the foregoing is satisfactory, however if you have questions or require any further information, please call me.

Yours truly,

CANDEVCON LIMITED



Vladimir Rudenko, MCIP, RPP
Project Planner

cc Dana Jenkins, City of Brampton
John Patullo, 2086758 Ontario Inc.
Michael Patullo, 2086758 Ontario Inc.
Carlo Salvadori, 2086758 Ontario Inc.



December 23, 2008

The City of Brampton
Planning, Design and Development Department
2 Wellington Street
Brampton, Ontario
L6Y 4R2

Attn: Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III

**Re: 2009 Development Allocation
Fanshore Investments Inc.
Proposed Residential Subdivision
Valcs of Castlemore East
City of Brampton
City File Nos. 21T-07014B & C07E12.014
Our File No. 206064**

Dear Madam:

Further to our meeting on December 17th 2008 regarding the 2009 Development Allocation Strategy and the status of the subject application, we advise as follows.

- 1) The subject application was submitted in July 2007 and was included into the 2008 Development Allocation Schedule. The subdivision proposes eight (8) units on full residential lots as well as four (4) units on future residential Blocks that will be combined with residential Blocks on the adjacent registered subdivision to the north. In addition, the subdivision includes a Parkette and Open Space Blocks. We have been advised by the Planning Department that the application will be draft approved early in 2009.
- 2) We confirm our request for a 2009 allocation for a total of twelve (12) units as indicated in the subject development application.

We trust that the foregoing is satisfactory, however if you have questions or require any further information, please call me.

Yours truly,

CANDEVCON LIMITED



Vladimir Rudenko, MCIP, RPP
Project Planner

cc Dana Jenkins, City of Brampton
Eddy Chan, Gold Park Group



December 23, 2008

The City of Brampton
Planning, Design and Development Department
2 Wellington Street
Brampton, Ontario
L6Y 4R2

Attn: Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III

**Re: 2009 Development Allocation
Rock Valley / Fernbrook Homes (Castlemore) Limited
Proposed Residential Subdivision
East of Airport Road & North of Castlemore Road
City of Brampton
City File Nos. 21T-07 003B & C7E11.14
Our File No. 206078**

Dear Madam:

Further to our meeting on December 17th 2008 regarding the 2009 Development Allocation Strategy and the status of the subject application, we advise as follows.

- 1) The subject application was submitted in 2007 and was previously included into the 2008 Development Allocation Schedule. This infill subdivision proposes 76 units on full residential lots as well as 13 units on future residential Blocks that will be combined with residential Blocks in the adjacent subdivision. In addition, the subdivision includes a portion of a Park Block (previously conveyed to the City), Stormwater Management Pond, as well as provides for completion of Humberwest Parkway and construction of the Mistymorning Drive bridge. We were advised by the Planning Department that the application will proceed to a formal Public Meeting in January 2009. We expect that draft approval will be issued early in 2009.
- 2) Accordingly, we request that the 2009 Development Allocation be granted for a total of eighty-nine (89) units included into the subject development application.

We trust that the foregoing is satisfactory, however if you have questions or require any further information, please call me.

Yours truly,

CANDEVCON LIMITED



Vladimir Rudenko, MCIP, RPP
Project Planner

cc Dana Jenkins, City of Brampton
Danny Salvatore, Fernbrook Homes



December 23, 2008

The City of Brampton
Planning, Design and Development Department
2 Wellington Street
Brampton, Ontario
L6Y 4R2

Attn: Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III

**Re: 2009 Development Allocation
1281216 Ontario Inc. (Intracorp, Phases 5 & 6)
Proposed Residential Subdivision
Part of Lots 14 & 15, Concession 7 N.D.
Vales of Castlemore
City of Brampton
File No. 21T-05 041B & C7E15.9
Our File No. 207165**

Dear Madam:

Further to our meeting on December 17th 2008 regarding the 2009 Development Allocation Strategy and the status of the subject application, we advise as follows.

- 1) The subject application was submitted in 2005 to facilitate the development of a part of the Castlemore Golf & Country Club lands for an Upscale Executive residential subdivision. In April 2008, the applicant requested that the allocation be granted to the subject subdivision pursuant to the environmental sustainability exemption of the 2008 Development Allocation Strategy as approved by City Council (see letter attached).
- 2) The proposed plan of subdivision will create 188 single detached residential dwelling units along with blocks for parkland, stormwater management ponds and open space uses. The applicant referred the application to the Ontario Municipal Board in 2008. A pre-hearing is scheduled for January 17th 2009, and the OMB hearing is expected in April –May 2009.
- 3) We confirm our request for a 2009 allocation for a total of one hundred and eighty eight (188) units being proposed by the subject development application.



Page 2
December 23, 2008

The City of Brampton
Planning, Design and Development Department
Attn: Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III
Re: 2009 Development Allocation
1281216 Ontario Inc. (Intracorp, Phases 5 & 6)
Proposed Residential Subdivision
Part of Lots 14 & 15, Concession 7 N.D.
Vales of Castlemore
City of Brampton
File No. 21T-05 041B & C7E15.9
Our File No. 207165

We trust that the foregoing is satisfactory, however if you have questions or require any further information, please call me.

Yours truly,

CANDEVCON LIMITED



Vladimir Rudenko, MCIP, RPP
Project Planner

cc Paul Aldunate, City of Brampton
Frank Filippo, Intracorp Projects Ltd.



April 28, 2008

The City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attn: Mr. John Corbett, MCIP RPP
Commissioner

Re: 1281216 Ontario Inc. (Intracorp Developments)
Proposed Residential Subdivision
Vales of Castlemore East
City of Brampton
City File No. 21T-05-041B
Our File No. 207165

Dear Sir:

Further to our meeting on March 25th 2008, along with Frank Filippo of Intracorp, we hereby request that allocation be granted to the subject subdivision pursuant to the environmental sustainability exemption of the 2008 Development Allocation Strategy as approved by City Council.

As you are aware, the subject Draft Plan (as revised) has been designed as a Low Impact Development (LID) subdivision, and incorporates exemplary environmental sustainability principles above and beyond those currently established in the Official Plan and the City's other Plans and Policies.

We further note the subject subdivision comprises infill development where key infrastructure already exists. Furthermore, the subdivision will be developed for Upscale Executive housing and will also provide two (2) Parks to serve not only future residents but also existing residents.

We trust that you will find the foregoing to be self explanatory, however, if you have any questions please contact us. We thank you for your consideration of our request and look forward to receiving a positive response. Thanking you, we remain.

Yours truly,

CANDEVCON LIMITED



Diarmuid K. Horgan, P.Eng.
DKH/kb

cc Frank Filippo
Vladimir Rudenko





64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
kimplanning.com

File: P-1687

December 22, 2008

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

**Attention: Ms. Janice Given, MCIP, RPP
Manager of Growth Management and Special Policy**

**Re: 2009 Development Allocation Strategy
Proposed Community Block Plan Area 41-2
Bram East Secondary Plan Sub-Area 2**

Dear Ms. Given:

On behalf of the Participating Owners of Brameast Area "H" Landowners Group, we would like to thank you for meeting with us and the landowner representative in preparation of your Growth Management Development Cap Update Report.

This letter is to confirm our request for a 2009 allocation for approximately 496 units based on the enclosed latest plan. These lands were originally approved as a projected 2008 allocation as part of the 2007 Growth Management Development Cap Update Report. These lands were subsequently identified in the March 21, 2008 Development Allocation Strategy as a potential allocation of 240 units in 2009 with the potential to be considered for allocation for 2008 interim allocation on the basis that Block Plan is moving through the process with priority with draft approval potential early 2009 and for a potential allocation of 380 units in 2010.

In this regard, we have been making progress with the processing of our proposed Block Plan submitted in October of 2006 in working through City and Agency review. Ongoing public consultation has been positive, which culminated in a public meeting October 2008. As a result, of this progress made, we have been advised that it is the intention of your department to proceed with stage 1 Block Plan approval and the associated executive housing Official Plan Amendment early in the new year. In addition, The City has agreed to the concurrent processing of the draft plans with the completion of Block Plan. Accordingly, we have undergone pre-consultation with the City on the proposed draft plans of subdivisions and zoning applications for individual draft plans of subdivisions and applications for amendment to the zoning by-law will be submitted in

early January 2009. We anticipate public meetings on the draft plans and zoning in early spring of 2009, recommendation report prior to the summer Council break, with Draft Approval in early fall 2009.

The allocation requested and draft approval of the plans are required to deliver the land for an additional Public Elementary School site within this Block Plan that was not provided for in the Secondary Plan to accommodate the unanticipated student enrollment within Brameast. We have been advised by the Peel Public School Board that they anticipate a September 2012 opening. To achieve a September 2012 opening date, plans have to be draft approved in 2009, servicing to be completed in 2010 and registrations in the spring of 2011.

Our clients have agreed to provide the land for the school on the basis of a cost sharing agreement that trades land for land. Accordingly, due to the ownership pattern and allocation of community use land it is anticipated that the owners that require compensation will have to accept lands on the east side of the valley and therefore it is critical to the delivery that they can receive land that is ready for building construction without delays associated with possible phasing of the east and west neighbourhoods.

It should be noted that we believe that all of the necessary infrastructure and community lands required to service this community is available, will be provided through the development of the plan or will be undertaken through the City's Capital Program so that the timing of expected occupancies will co-incide with the estimated arrival of required infrastructure. The following provides a summary describing how the lands are to be provided with the required services and community facilities:

Servicing: Water and sanitary services are readily available for connection to service the lands both on McVean Drive and through the existing development east of the block plan. A Stormwater management pond exists for the eastern neighbourhood and a pond will be constructed to serve the residential use on the west side of the valley.

Roads: The development will be largely serviced by existing roads and those to be delivered through the plans to provide access to the new residential and community use. A traffic impact study has confirmed that the reconstruction of McVean Drive is not required to facilitate the proposed development. Notwithstanding, it is anticipated that McVean reconstruction to four lanes between Cottrelle Boulevard and Countryside Drive is forecasted by the City in 2011, the completion of which will generally co-incide with occupancy. Our clients have committed to pre-dedicate the required widening of McVean Drive subject to draft approval to facilitate the timely design and construction.

Parks: A neighbourhood park is proposed to be provided within each neighbourhood to serve local needs of future residents. We understand that the City has secured the required Community Park facility that was a constraint to development in Brameast. According to the 2008 Development Allocation Strategy funds for the construction of the community park facilities would be available in 2010 and 2011 which would be commensurate with our timing for registration and occupancy.

Schools: With respect to schools, as indicated the block will deliver a public elementary school site and sufficient elementary schools exist within the host area for the Dufferin Peel Catholic School Board. The two anticipated Secondary schools required for Brameast are contained in plans that are draft approved and the respective Boards are currently proceeding with construction and site planning for their Secondary School sites.

Our request for allocation in 2009 has been reduced from 620 units in previous years to 496 units which is a considerably reduction through the fine tuning of the limits of development, the introduction of a Public Elementary School site requested by the Peel Board of Education and a commitment to exclude semi-detached housing and townhouses; notwithstanding the underlying Low/Medium Density underlying land use designations on a large portion of the land.

In consideration of the unique nature of this Block Plan, we would request that your 2009 Development Allocation Strategy allocate 496 units for draft approval in 2009 in order to complete the Development within the entire block in one phase and accommodate the delivery of the school in a timely manner.

If you have any questions, please do not hesitate to contact us.

Yours truly,

KLM PLANNING PARTNERS INC.



Mark Yarranton, M.C.I.P., R.P.P.

MY:
Encl.

cc: City of Brampton – Mrs. Adrian Smith, Director of Planning
City of Brampton – Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III
City of Brampton – Mr. Paul Aldunate
Owners of Brameast Area “H” Landowners Group

Anne E. McCauley, MCIP, RPP
Planning Consultant
119 Clappison Blvd, Toronto, ON M1C 2H3
416-284-6545

December 22, 2008

Planning, Design & Development Department
City of Brampton
2 Wellington Street West,
Brampton, ON L6Y 4R2

Attention: Ms. Natalie Goss

Dear Ms Goss:

Re: Development Cap for 2009
Bluegrass Valley Properties Ltd.
Draft Plan of Subdivision 21T-05037B,
Credit Valley Secondary Plan, Blocks 1 & 3
Brampton

I represent Bluegrass Valley Properties Ltd. Bluegrass Valley Properties Ltd own a 39 ha parcel of land on the east side of Mississauga Rd immediately north of Williams Parkway and immediately south of the city owned community park at the southeast corner of Mississauga Rd and Bovaird Drive, formerly highway 7.

Bluegrass Valley Properties Ltd is located in Block 1 of the Credit Valley Secondary Plan. The owners have participated in the landowners meetings and in the preparation of the block plan. The Credit Valley Block Plan Sub areas 1 & 3 plan was approved in September 2004. Together with Jim Kennedy, block plan captain and other major landowners I attended the 2009 development allocation strategy meeting on November 24, 2008. At that time, a copy of the approved Growth Management and Sequencing Strategy, was again submitted. Sub Area 1, Phase 2W is contained on pages 33 to 40.

KLM Planning Partners Inc letter of November 4, 2008 states that all necessary infrastructure, roads and Williams Parkway on the lands to the south of Block 1 will be built by mid 2009. In fact construction continues to take place now. Some 100m south of Bluegrass property, Williams Parkway is being constructed to intersect with Mississauga Rd. The north/south collector road Royal West Way from Queen Street north is under construction. Royal West Way will continue through the Bluegrass Valley lands to intersect with Mississauga Rd at the north end of Bluegrass's property.

Bluegrass Valley Properties contain a significant section of the Huttonville Creek valleylands. On the west side of the creek within Bluegrass's ownership is a stormwater management pond which will serve Bluegrass, its neighbouring lands, the city owned secondary school site and drainage from the extension of James Potter Road to Bovaird. KLM's letter states that in order to complete James Potter road from its northerly terminus to Bovarid Drive and to build other road connections including road access to the secondary school as well as the community park it is necessary to build all infrastructure east of Huttonville creek, northerly from Williams Parkway to Bovaird.

Anne E. McCauley, MCIP, RPP
Planning Consultant
119 Clappison Blvd, Toronto, ON M1C 2H3
416-284-6545

The Bluegrass Valley Properties Ltd plan of subdivision was submitted in August 2005. After reviewing comments from the agency circulation and increasing the size of the school site to 2.79 ha in accordance with Peel Region School Board's request, the draft plan was revised and resubmitted in November 2006. The Bluegrass Valley Properties plan of subdivision includes the public elementary school site which will provide school accommodation for all residents north of Queen Street , west of Huttonville valley in Blocks 1 and 2.

A Public Meeting for Bluegrass Valley Properties Ltd plan of subdivision and zoning by-law was held in April 2007.

The Bluegrass Valley plan of subdivision contains 411 residential units including part lots. We are requesting allocation in 2009 for all 411 units in order to proceed to draft plan approval and initiate the engineering design, surveying and construction and registration to take place in 2009 to be in a position to connect to the currently under construction Credit Valley Sub Trunk and complete the infrastructure under construction in Block 2 as detailed above.

I look forward to participating in the Mayor's roundtable on Growth Allocation in early 2009 and receiving a copy of your draft report when it is available.

If you have any questions, please do not hesitate to contact me at 416-284-6545.

Yours truly,

Anne McCauley, MCIP, RPP

c. Bluegrass Valley Properties Limited
c. KLM Planning Partners

December 22, 2008

City of Brampton
Planning Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

ATTN: Janice Given, Manager, Growth Management Section

Dear Madam:

RE: **2009 DEVELOPMENT ALLOCATION PROJECTS
METRUS DEVELOPMENT INC.**

Thank you for taking the time to meet with us to better understand our needs associated with the upcoming 2009 development allocation program. As discussed during these meetings this letter will identify our requirements for both 2009 and 2010.

	<u>Project</u>	<u>Required Allocation</u>	<u>Units</u>
<u>2009</u>	Rosedale Village (BP28-1) Phase 6	2009*	310
	Neighbourhood 702(BP28-1) 21T-07006B/ 21CDM-07003	2009*	474
	BramWest (BP40-1) Credit Manor 21T-07007B	2009*	798
	Bram West (BP40-2)	2009*	75
	Timberbank Construction (BP45-3) 21T-04009B	2009*	163
	Neighbourhood 703/Bezco (BP28-1)	2009	500
<u>2010</u>	Neighbourhood 601 (BP28-2)	2010	1400
	Countryside Villages (BP48-2)	2010	1000

.../2

** These projects were originally allocated for 2008 allocation but did not receive draft plan approval in 2008.*

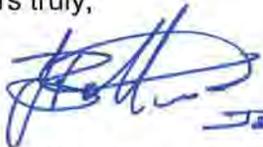
Almost all our 2009 allocation requests are carry over from allocation granted in 2008. The reason behind these delays range from large OMB hearings, noise issues, staff time constraints, and difficulty resolving prior to conditions. Nonetheless, all these matters are to be resolved in early 2009 and we anticipate utilizing all our allocation in 2009.

Our 2010 projects are a logical extension of the community and the higher order Secondary Plans are either in place or on pace to be secured in time for the 2010 allocation program.

As a general comment, I'd like to offer that the economic times have challenged all developers to meet the requirements of the various policies and procedures necessary to secure approval. We feel it is appropriate to review some of these policies and make the planning approval process more efficient.

We look forward to confirmation that the above noted projects will be granted allocation in your 2009 report.

Yours truly,



Jason Bottani

for: Darren Steedman
Vice President

DS:dw

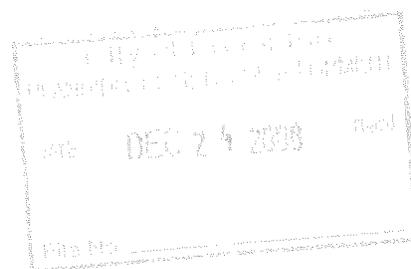
File: DS/GEN/BRAMPTON re 2008 ALLOCATION REQUEST

- C. Fred DeGasperis – Con-Drain
- Adrian Smith – Brampton, Director of Planning
- John Corbett – Brampton, Commissioner of Planning
- Natalie Goss – Brampton, Planner

Templeton Planning Ltd.
Land Use Planning and Development Consultants

December 19, 2008

The City of Brampton
Planning and Land Development Services
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2



(Attention: Natalie Goss)

Dear Ms. Goss:

**Re: Applications for Draft Plan of Subdivision and
Zoning By-law Amendment
Subdivision File Number: 21T-07008B
City File Number: C07E11.015
Ibrans Developments Ltd.
Part of Lot 11, Concession 7 N.D.**

This letter is being written in response to your email message dated December 18, 2008 in regard to the files referenced above and the need to request development allocation. We act, as planning consultants and agents to the applicant Ibrans Developments Ltd. Attached to this letter is an up to date plan of the Cottrelle Community showing the location of the subject lands (labeled "F").

The City of Brampton received the subject applications on June 7, 2007. Since that time various studies and reports have been undertaken as required by the City and those have been submitted. The planner that we have been dealing with at the City is Dana Jenkins and we understand that the submission requirements have now all been met. A Public Meeting is expected to occur on January 12, 2009.

The applicant's goal is to achieve Draft Plan of Subdivision and Zoning By-law Amendment approvals by May/June 2009. Thereafter the work programme would immediately shift to the preparation of a draft MPlan, engineering design, negotiation of a Subdivision Agreement with the City, clearance of conditions of Draft Approval and registration of the Plan of Subdivision by October/November 2009. The applicant hopes to begin site servicing in the fall of 2009 so that house construction can get underway at the start of the building season in 2010. The number of units associated with the subject proposed Plan of Subdivision is relatively small such that no need for phasing is foreseen.

Notwithstanding that the subject proposed Draft Plan of Subdivision is small, it provides an important link for the completion of Humberwest Parkway within the Cottrelle Community and a substantial amount of development has already occurred within that planning area. The completion of Humberwest Parkway is important in terms of connectivity and the efficient movement of traffic, both pedestrian and vehicular. In view of that and of the applicant's interest in proceeding expeditiously we submit that there is a strong rationale for assigning development allocation on a priority basis.

On the basis of the foregoing we respectfully request the City to assign 2009 residential development allocation to the subject proposed Draft Plan of Subdivision in the amount of 41 full lots/units and 31 part lots/units. If any additional information is required please contact the undersigned.

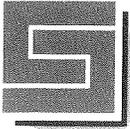
Yours truly,



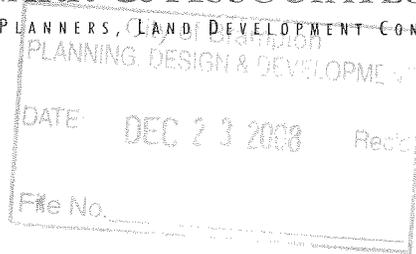
Gary Templeton MCIP, RPP

Enc.

Cc: Mr. B. Ismail



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS



PRINCIPAL:
GLEN SCHNARR, M.C.I.P., R.P.P.

ASSOCIATES:
CARL BRAWLEY, M.C.I.P., R.P.P.
GLEN W. BROLL, M.C.I.P., R.P.P.
JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.
COLIN CHUNG, M.C.I.P., R.P.P.

December 18, 2008

Refer to file: 288-002

City of Brampton
Planning Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Natalie Goss, MCIP, RPP
Growth Management

Dear Ms. Goss,

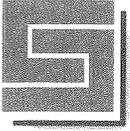
RE: 2009 Development Allocations
Snelgrove Secondary Plan Area 1

Further to your correspondence of December 12 and our discussion, we are writing to request the reinstatement of 202 units within the above noted secondary plan area to the 2009 development allocation assignments. A figure showing the subject Franceschini property at the southwest corner of Mayfield and Kennedy Roads is attached hereto. The site is designated for Executive Residential purposes.

There are zoning by-law amendment and draft plan of subdivision applications on the site under the name of E. L. Franceschini which carry City file numbers C1E17.021 and 21T-01037B. The active processing of the proposed plan of subdivision has been somewhat dormant the last 2 years but it has been to a formal public meeting (March 2005) and the supporting technical studies, particularly the EIS, FSR and community design brief were essentially in a near final state. If we do reactivate the processing of this subdivision plan it is conceivable that a recommendation report could come forward during the first half of 2009 and subsequently obtain draft plan and zoning by-law approvals later in the year.

Therefore we are asking to reinstate the 202 units development allocation for this executive residential subdivision plan in 2009 under the rationale of the potential timing for approvals and that the project is an infill site within a mature area of the City where all other essential services are available.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca

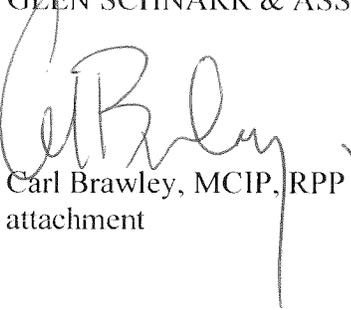


GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Trust that the above is satisfactory. If you wish to discuss this development project or require anything further please call the undersigned.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Carl Brawley, MCIP, RPP
attachment

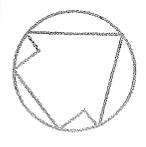
Copy: Janice Given
R. Webb
J. Deighton

DI-5



CITY OF BRAMPTON

Date: 2005 02 04 Drawn By: CJK
File no. C1E17.21 Map no. 7-39C



MAP 1 - DRAFT PLAN OF SUBDIVISION
GLEN SCHNARR & ASSOCIATES
Eva Louise Franceschini

PLANNING, DESIGN & DEVELOPMENT DEPARTMENT



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PRINCIPAL:

GLEN SCHNARR, M.C.I.P., R.P.P.

ASSOCIATES:

CARL BRAWLEY, M.C.I.P., R.P.P.

GLEN W. BROLL, M.C.I.P., R.P.P.

JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.

COLIN CHUNG, M.C.I.P., R.P.P.

December 18, 2008

Our File: 369-001

City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Ms. Natalie Goss, Policy Planner, Growth Management and Special Study

Dear Natalie:

RE: City's Annual Development Cap Update for 2009
CVSP Sub-Area 45-5 Block Plan Area

We appreciate your invitation and our meeting with you, Janice and Michelle on November 24th to discuss development trends in the GTA over the next 3 to 5 years and our expectation of the City's annual development cap allocation for the CVSP Sub-area 45-5 for 2009. As requested in your email dated December 12th, we reiterate the rationale for requesting the 2009 development cap allocation of 1,900 residential units for the CVSP Sub-area 45-5 block plan area. It is our opinion that it is good planning and proper growth management for the City to strongly consider the allocation of 1,900 units of draft approval units for this block plan area in 2009.

Sub-Area 45-4 Block Plan and Draft Plan Processes:

As you are aware, the City granted Stage 1 Block Plan Approval in June 2007 and this provided the basis and the rationale for the City to grant 1,800 units of allocation for the Block 45-5 Plan area in 2008. The City approved the Block 45-5 Growth Management and Development Staging Strategy Report (dated July 4, 2008) on July 9, 2008 along with the Stage 2 Approval of the Block 45-4 Plan on July 11, 2008 (see attached). As well, City Council at its meeting on September 10, 2008 approved the staff recommendations to advance the issuance of Draft Approval for draft plans in Block 45-5 subject to the clearance of "prior to" conditions. Since then, we have been working diligently to clear the required "prior to" conditions. Although we are close to satisfying the "prior to" conditions, it is unlikely that we will be in a position to obtain the issuance of Draft Approval before the year-end 2008. We are confident, however, that we will be in a position to obtain Draft Approval in 2009.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca



For your reference, the table below provides a summary of the proposed unit yield for each draft plans of subdivision currently in process and two new applications to be processed that reflect the basis for determining the 1,900 unit allocation request. Also attached is a copy of the Block 45-5 Plan that highlights the location of these subdivisions.

TABLE 1
 Proposed Draft Plans of Subdivision Unit Yield
 CVSP Block 45-5 Plan Area

Landowner Name	City File #'s	Proposed Unit Yield
Paradise Homes Creditview Inc.	21T-05004B C3W5.10	159 units
Creditview Conthree Investments Limited	21T-05028B C3W5.11	120 units
Helpport Developments Inc.	21T-05030B C3W3.5	215 units
Credit Valley Estates Limited	21T-05033B C3W3.6	135 units
1624882 Ontario Inc.	21T-05034B C3W5.12	68 units
DiBlasio Corporation	21T-07005B C3W3.7	163 units
1297226 Ontario Limited Honeywood Hills Home Corp. Bram Queen Developments Limited Jasmine Falls Estates Inc. Bramchin Developments Limited	21T-05042B C3W5.13	940 units
Bram Credit Green Limited	File # Pending	32 units
Quintessa Developments Inc.	File # Pending	66 units
TOTAL		1,898 units

Timing of Municipal Infrastructure and Servicing Affecting Block Plan 45-5 Area:

As you are well aware, the Region of Peel is currently advancing the northerly extension of Credit Valley Sanitary Sewer Trunk to service the planned communities in the west Brampton area. It is targeted that the Region will have the extension of this trunk sewer to service the Block Plan 45-5 area by early 2009.



Page 3

Coincident with the timing of Credit Valley Sanitary Sewer Trunk extension, the following municipal works are also being advanced by the Region and the City, which relates to the development of the Block Plan 45-5 area:

- a) The Region is advancing the local sanitary sewer extension to service the existing and future residences along Creditview Road within the Block Plan 45-5 area by early 2009, coincident with the improvement of the existing Creditview Road;
- b) The Region has completed the Class Environmental Assessment process for the widening of Queen Street West, which is planned for 4-lane widening by 2009;
- c) The Region is currently advancing the Class Environmental Assessment process for the widening of Mississauga Road to Queen Street West, which is planned for 4-lane widening by 2009;
- d) The Region has completed the widening of Steeles Avenue from Mississauga Road to McLaughlin Road, which will address traffic on Chinguacousy Road north of Steeles Avenue West;
- e) The City has completed the Class Environmental Assessment process for the widening of Chinguacousy Road, which is planned for 6-lane widening by 2009; and,
- f) The Region has recently announced the Class Environmental Assessment process for the improvement to Mavis Road from Steeles Avenue to Highway 407, which will also review improvements to the Mavis Road/Steeles Avenue intersection.

The municipal work program as outlined above indicates that key municipal infrastructure and servicing will be made available and the Draft Approval in the Block Plan 45-5 area for 2009 will not be impeded.

In closing, we trust that our submission noted herein clearly articulates the rationale for granting the 1,900 units of development cap allocation to the Block Plan 45-5 area in 2009. Given that the build-out of the Block 45-5 Plan area is approximately 2,600 units, we anticipate that an additional 700 units of allocation may be required in 2010 to facilitate the full build-out of this block plan area.



Page 4

We look forward to the continued to dialogue with the City in confirming our request and we would be pleased to meet with you again to further elaborate and clarify our request, as necessary. In the meantime, please call us if you have any questions or require additional information.

Yours truly,

GLEN SCHNARR & ASSOCIATES INC.

Colin Chung, M.C.I.P., R.P.P.
Partner

cc: Adrian Smith, Brampton Planning (email only)
Janice Given, Brampton Planning (email only)
Michelle Gervais, Brampton Planning (email only)
CVSP Sub-Area 5 Landowners Group



CITY OF BRAMPTON
 Planning, Design & Development Department
 BLOCK PLAN APPROVED
 PHASE 2 APPROVAL
 JUN 11 2008
 John B. Corbett, M.S.P., R.P.P.
 Commissioner

LEGEND

- H HERITAGE FEATURE
- G GATEWAY
- 1 LIV/WORK BUILDING
- 2 3 to 4 STOREY APARTMENT
- 3 TOWNHOUSE - END CAP
- REGIONAL CONTROL SWMP EXPANSION
- SUBJECT TO FURTHER ASSESSMENT OF THE LIMIT OF DEVELOPMENT
- LIMIT OF DEVELOPMENT
- LIMIT OF GRADING



CVSP SUB AREA 5 - BLOCK DESIGN PLAN

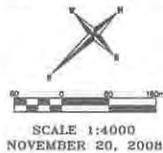
GLEN SCHNARR & ASSOCIATES INC.
 1000 KENNEDY ROAD, SUITE 100
 MARKHAM, ONTARIO L3R 9W7
 TEL: 905.477.1111 FAX: 905.477.1112



BLOCK 5 DRAFT PLANS OF SUBDIVISION/FILE NUMBERS/UNIT TOTALS

1) PARADISE HOMES CREDITVIEW INC (21T-05004B, C3W5.10).....	159
2) CREDITVIEW CONTHREE INVESTMENTS LTD. (21T-05028B, C3W5.11).....	120
3) FIELDGATE DEVELOPMENTS (21T-05042B, C3W5.13).....	940
4) HELPORT DEVELOPMENTS INC. (21T-05030B, C3W3.5).....	215
5) CREDIT VALLEY ESTATES LIMITED (formerly Blue Crown) (21T-05033B, C3W3.6).....	135
6) QUEENS POINTE (21T-05034B, C3W5.12).....	66
7) DIBLASIO CORPORATION (21T-07005B, C3W3.7).....	163
8) QUINTESSA DEVELOPMENTS INC.....	66
9) BROWNBRIDGE FARM.....	32
1698 Total Units	

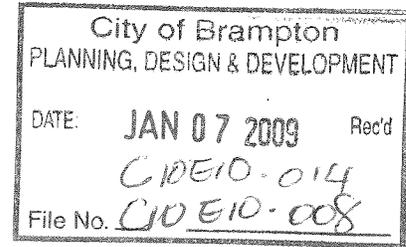
*Note: Lot line and road locations subject to change



CVSP SUB AREA 5 - DRAFT PLANS OF SUBDIVISION



December 18, 2008



Ms. Natalie Goss, BES, MCIP, RPP
Growth Management Policy Planner III
Planning, Design and Development Department
City of Brampton
Works and Transportation Department
2 Wellington Street
Brampton, ON L6Y 4R2

**Re: City of Brampton 2009 Development Allocation Strategy
Allocation Request for Mattamy (Clarkway) Limited 21T-05027B
(Phase II) and 21T-05009B**

Dear Natalie:

Mattamy (Clarkway) Limited is pleased to be invited to participate in the discussions relating to the 2009 Development Allocation Strategy. As you know, many successful initiatives were realized in 2008 based on the availability of allocation in the Neighbourhoods of Castlemore Crossing as outlined in the 2008 Development Allocation Strategy. This would include the delivery of the 146 acre Community Park, the extension of Cottrelle Boulevard (bridge and road) from Gore Rd. to Hwy. 50, and the delivery of two high school sites. To complete the initiatives put in place this year and to deliver the additional projects that need to be advanced to complete this community we would like to request that allocation continue to be granted to:

C10E10.014 (21T-05027B) - Phase II – 85 units

C11E10.005 (21T-06009B) – 170 units

These draft plans were submitted to the City of Brampton in 2005 and 2006 respectively and form part of the final phase of Block 41-1 in Neighbourhoods of Castlemore Crossing. Accordingly, both draft plans were identified in the 2008 Development Allocation Strategy as applications that are eligible to receive allocation in 2009. Lastly, it would be assumed that all the remaining plans in Block 41-1 that were not draft approved in 2008 would have allocation in 2009 such as to complete the initiatives put in place this year and to allow for the necessary remaining community elements to be put in place, as well as the reconstruction of Clarkway Rd. from Cottrelle Blvd. to Castlemore Rd. and the widening of Castlemore Rd east to Hwy. 50.

We welcome the continued collaboration of the City of Brampton as we work towards Draft Plan Approval and together with the Block 41-1- landowners group we look forward to realizing the timely delivery of the elements that are essential for this successful community.

Yours truly,



Craig Scarlett
Project Manager
Mattamy (Clarkway) Limited
2360 Bristol Circle
Oakville, Ontario
L6H 6M5
(t) 905-829-7858
(e) craig.scarlett@mattamycorp.com

DRAFT PLAN 21T-05027B
CITY FILE C10E10.14
MATTAMY (CLARKWAY) LIMITED
 PART OF LOT 10,
 CONCESSION 10, NORTHERN DIVISION
 GEOGRAPHIC TOWNSHIP OF TORONTO GORE
 NOW IN THE
CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEEL



OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE KORSIAK & COMPANY LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED: *[Signature]* DATE: June 20, 2005
 Frank Dirschin (Vice President)
 Mattamy (Clarkway) Limited

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: *[Signature]* DATE: June 10, 2005
 David A. Black, O.L.S.

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

- A) SHOWN ON PLAN
- B) SHOWN ON PLAN
- C) SHOWN ON PLAN
- D) SHOWN ON PLAN
- E) SHOWN ON PLAN
- F) SHOWN ON PLAN
- G) SHOWN ON PLAN
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) CLEAR EASEMENT
- J) SHOWN ON PLAN
- K) SANITARY AND STORM SEWERS TO BE PROVIDED
- L) SHOWN ON PLAN

LAND USE SCHEDULE

Phase I

Land Use	Lots/Blocks	Area (ha)	Units
Single Detached 11.6m (S4)	4-17, 24, 25, 33-38, 44-50, 57-71, 80-93, 98-109, 114-116, 120, 121, 128, 134, 142-167, 187-191, 193	3.61	100
Single Detached 10.4m (S4)	3, 16-23, 26-32, 30-43, 51-56, 72-80, 94-97, 110-113, 117-119, 122-127, 129-133, 135-140, 188-186, 192, 194	2.80	92
Semi Detached 16.5m (S4)	1, 2	0.11	4
Residential Reserves	195-207	0.21	
Park	213	0.32	
Vista	208, 220	0.11	
Buffer Blocks	209-212, 214	0.11	
Valley Lands	215	4.17	
Future Development	220	3.98	
Commercial	219	0.77	
Road Widening	221	0.85	
Entry Feature	216-218	0.01	
0.3m Reserve	222-228	0.00	
Road 17m (109m Length)		1.85	
Road 20m (205m Length)		0.41	
Road 23m (422m Length) (and portion of Academy Dr. - daylight extension)		1.15	
Totals	229	20.66	196

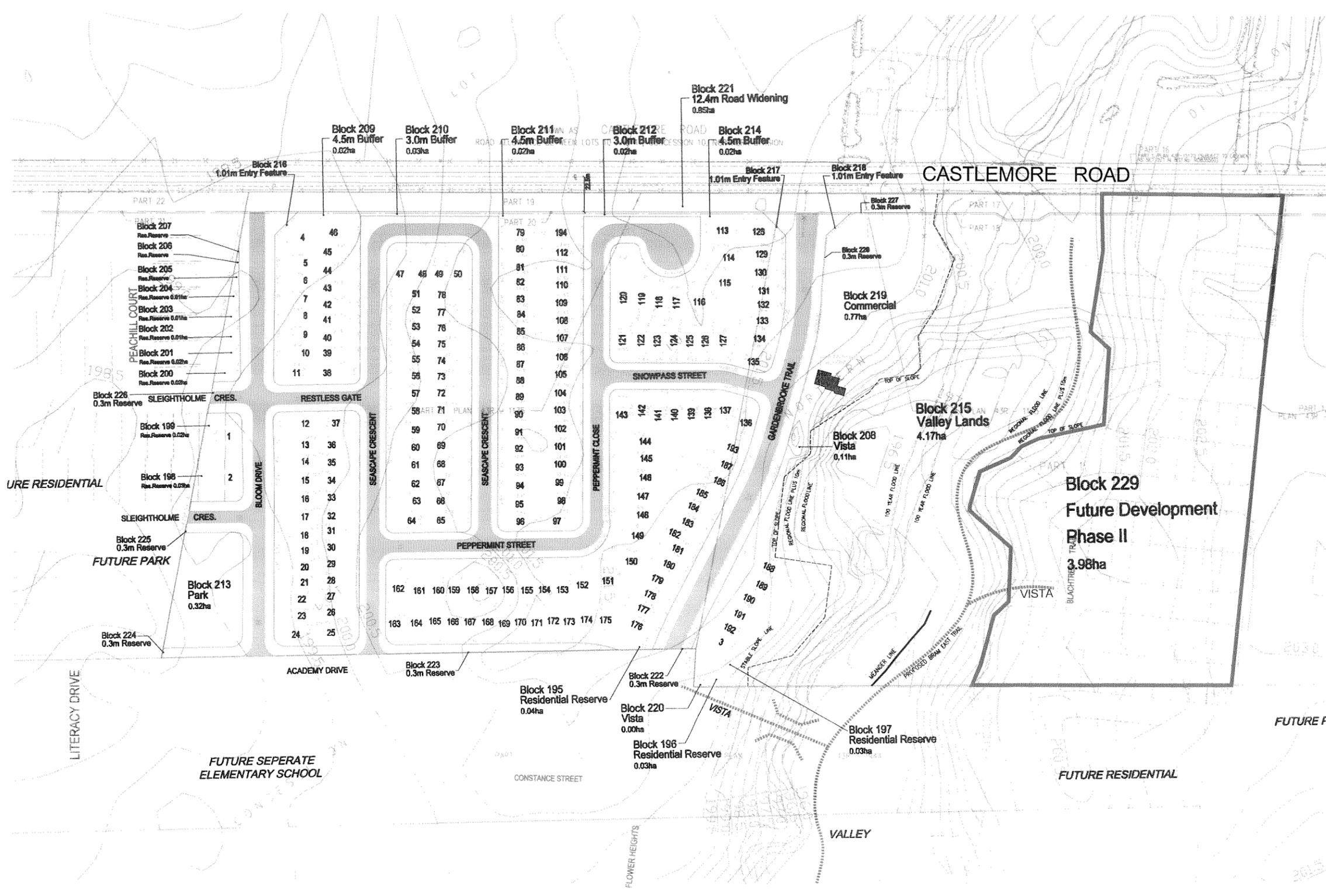
09.11.08	General Revisions (Redlined November 3, 2008)	H	MP
09.11.08	General Revisions (Redlined October 22, 2008)	H	MP
02.21.08	Revised Road Widening - Lot 78	G	JP
07.24.07	Revised Lot pattern	F	JP
06.01.07	Revised Lot pattern	E	JP
09.20.06	Revised Street pattern	D	JA/JP
08.31.06	Lot Depth Increase, General Revisions	C	JA
05.25.05	Created Phases 1 & 2	B	JP/MP
12.16.05	Regional Storm Floodline	A	JP/MP
DATE	REVISION	DWG	BY

- NOTES:**
- * Local/Local corner radii = 5m
 - * Local/Collector corner radii = 7.5m
 - * Pavement illustration is diagrammatic
 - * All buildings to be removed unless otherwise noted



SCALE: 1:1500 September 11, 2008

Files: WestDraft PlanNov 09Files DP Sept 11 08 Redline.dwg



PEACHILL COURT
 SLEIGHTHOLME CRES.
 RESTLESS GATE
 SEASCAPE CRESCENT
 PEPPERMINT STREET
 ACADAMY DRIVE
 CONSTANCE STREET
 VALLEY
 FUTURE SEPERATE ELEMENTARY SCHOOL
 FUTURE PARK
 FUTURE RESIDENTIAL
 FUTURE PART I

DRAFT PLAN 21T-06009B
CITY FILE C11E10.005

**PART OF LOT 10, CONCESSION 11,
 NORTHERN DIVISION**
GEOGRAPHIC TOWNSHIP OF TORONTO GORE

**NOW IN THE
 CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEEL**

OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE KORSIAK & COMPANY LTD. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED _____ DATE _____
 Mattamy (Clarkway) Limited
 Frank Doracin, Vice President

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE _____
 Thomas J. Salib O.L.S.
 J. D. Barnes Limited
 401 Sheppard Ave. E., Suite A
 Willowdale, Ontario, M2H 3C1
 Tel: (905) 875-9955 Fax: (905) 875-9956

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

- A) SHOWN ON PLAN
- B) SHOWN ON PLAN
- C) SHOWN ON PLAN
- D) SHOWN ON PLAN
- E) SHOWN ON PLAN
- F) SHOWN ON PLAN
- G) SHOWN ON PLAN
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) CLAY LOAM
- J) SHOWN ON PLAN
- K) SANITARY AND STORM SEWERS TO BE PROVIDED
- L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Lots/Blocks	No. Blocks	Area (ha)	Units
Semi-Detached 14.5m	1-73	73	3.76	146
Single Family (Existing)	74	1	0.18	1
Residential Reserves	75-99	25	0.77	
Visits	100	1	0.39	
Open Space	101	1	1.63	
Commercial / Industrial	102	1	1.09	
Buffer Blocks	103-105	3	0.07	
Road Widening	106, 107	2	0.16	
Entry Feature	108-110	3	0.00	
0.3m Reserve	111-115	5	0.00	
Road 17m (562m Length)			0.96	
Road 20m (250m Length)			0.50	
Road 23m (135m Length)			0.31	
Road 28m (101m Length)			0.28	
Totals	115	115	10.10	147

22/03/06	Draft Plan Submission	JP/ME
DATE (D.M.Y)	REVISION	BY

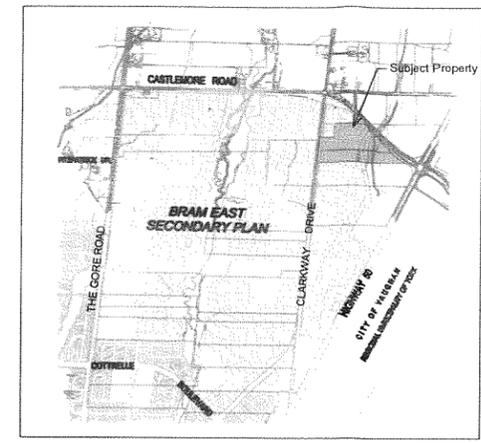
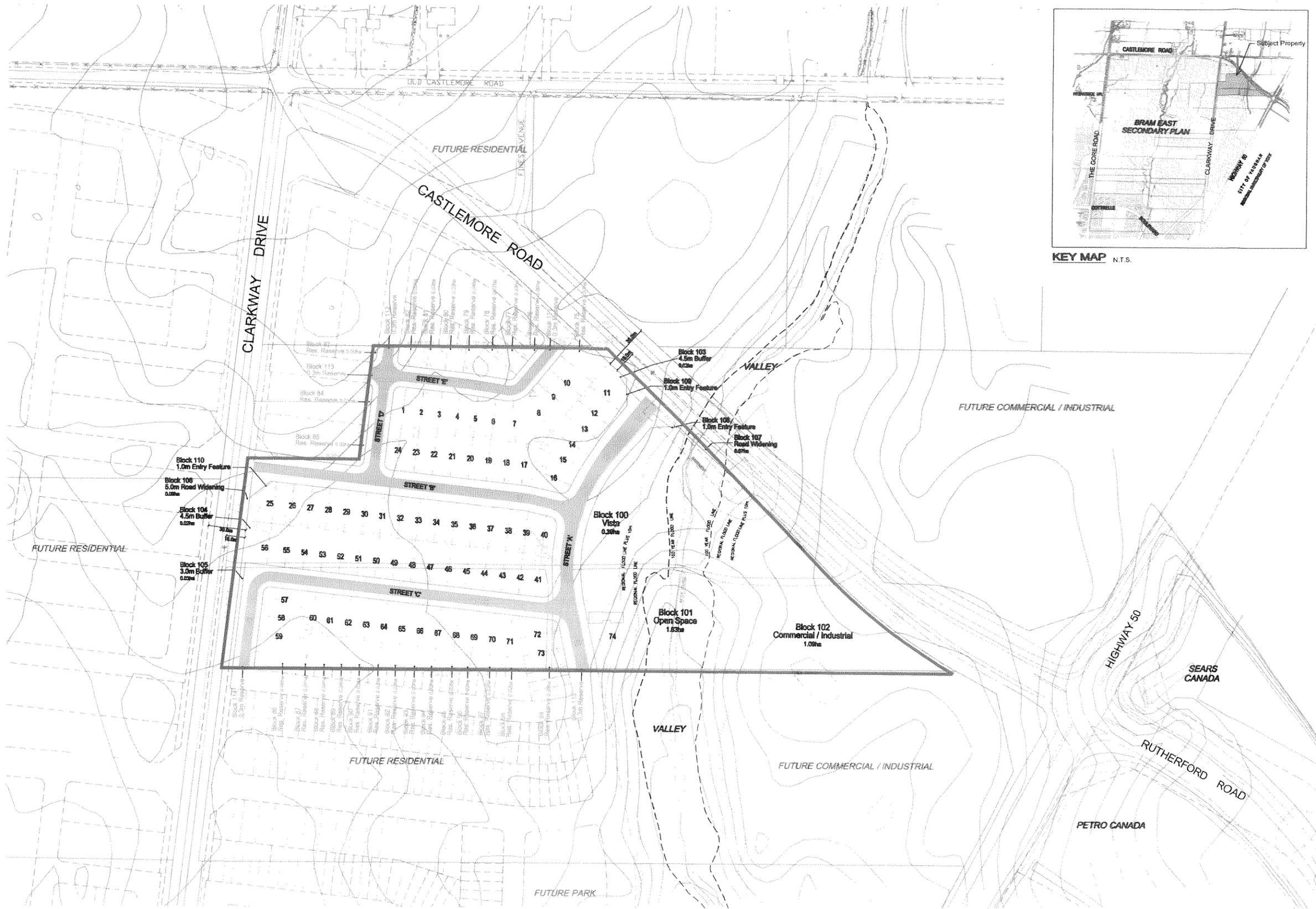
NOTES:
 * Local/Local corner radii = 5m
 * Local/Collector corner radii = 7.5m
 * Collector/Arterial corner Triangle = 15.0m
 * Pavement illustration is diagrammatic.



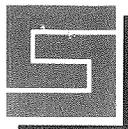
SCALE 1:1500 March 22, 2006



Fines East/Draft Plan/March 09/Fines East OP March 22 06.dwg



KEY MAP N.T.S.



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PRINCIPAL:
GLEN SCHNARR, M.C.I.P., R.P.P.

ASSOCIATES:
CARL BRAWLEY, M.C.I.P., R.P.P.
GLEN W. BROLL, M.C.I.P., R.P.P.
JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.
COLIN CHUNG, M.C.I.P., R.P.P.

December 17, 2008

Refer to file: 397-001

City of Brampton
Planning Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Natalie Goss, MCIP, RPP
Growth Management

Dear Ms. Goss,

RE: 2009 Development Allocations
Snelgrove Secondary Plan Area 1

Further to your correspondence of December 12 and our discussion, we are writing to request the carry over an existing 2008 development allocation within the above noted secondary plan area to the 2009 allocation assignments. A figure showing the subject St. Tekla Church site is attached hereto.

There are official plan and zoning by-law amendment applications on the site under then name of 'Church of Archangel Michael & Saint Tekla' and the file number C1E18.010. The OPA & ZBA for the development of a new Coptic Church (development allocation not required) on the northerly portion of the site came into force in September 2007 and site plan approval for the new church is pending immediately. The southerly portion of the site is to be developed as a 'turn-key' 94 unit seniors' residence to be built by Martinway Contracting and ultimately owned & operated by Peel Region Housing. The seniors' residence application was approved in principle by Committee & City Council in November 2008 and it is anticipated the implementing OPA & ZBA will be enacted in late January 2009. Final site plan approval is anticipated in late Spring 2009 with construction commencing immediately thereafter.

Therefore we are asking to retain the 94 unit development allocation for this important project in 2009 under the rationale of the timing for the development per above, the fact that it will serve to deliver a needed community service in the context of 94 Region of Peel Housing units and that the project is an infill/redevelopment site within a mature area of the City where other essential services are available.



10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca

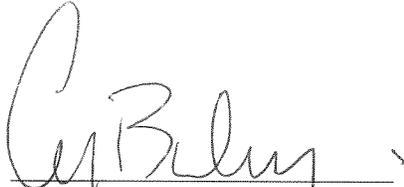


GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

Trust that the above is satisfactory. If you wish to discuss this development project or require anything further please call the undersigned.

Yours very truly,

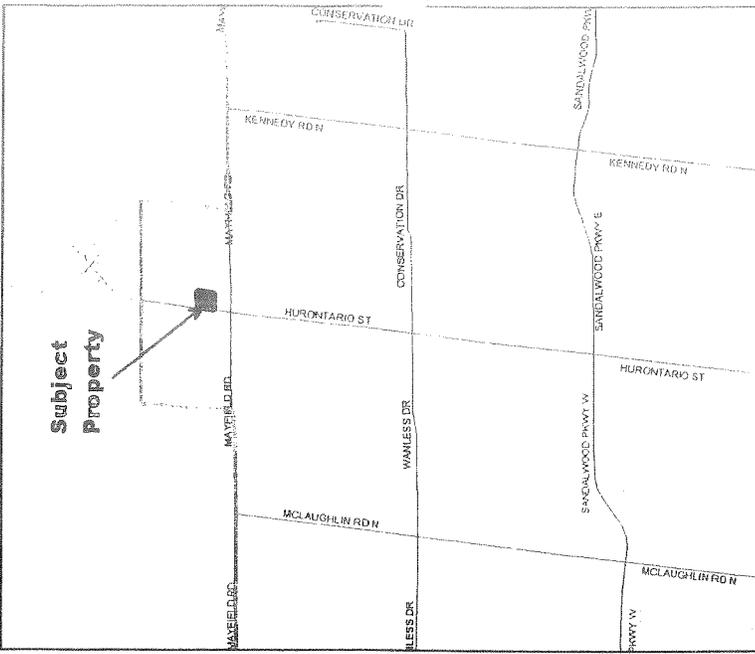
GLEN SCHNARR & ASSOCIATES INC.



Carl Brawley, MCIP, RPP
attachment

Copy: Janice Given
Michelle Gervais
Father M. Hanna
Nabih Youssef
Martinway Contracting

LOCATION MAP



AERIAL SCALE : 5,000
AERIAL DATE: SPRING 2008

MAP 2 - AERIAL AND LOCATION MAP
THE CHURCH OF ARCHANGEL
MICHAEL AND SAINT TEKLA
CITY FILE : CO1E18.010(B)



FLOWER CITY
PLANNING,
DESIGN &
DEVELOPMENT

Date: 2008/10/15

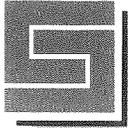
Map No.: 7-41

Drawn By: CJK

BRAMPTON, CA



F3-9



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PRINCIPAL:
GLEN SCHNARR, M.C.I.P., R.P.P.

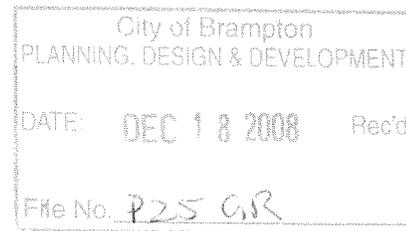
ASSOCIATES:
CARL BRAWLEY, M.C.I.P., R.P.P.
GLEN W. BROLL, M.C.I.P., R.P.P.
JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.
COLIN CHUNG, M.C.I.P., R.P.P.

December 17, 2008

Refer to file: 380-003

City of Brampton
Planning Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Natalie Goss, MCIP, RPP
Growth Management



Dear Ms. Goss,

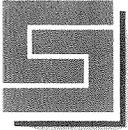
RE: 2009 Development Allocations
Heart Lake West Secondary Plan Area 3

Further to your correspondence of December 12 and our discussion, we are writing to request the carry-over an existing 2008 development allocation within the above noted secondary plan area to the 2009 allocation assignments. A figure showing the subject 5177737 Ontario Limited site is attached hereto. The site is a redevelopment/infill opportunity in an established neighbourhood where all essential services are available.

The site is situated at the northwest corner of Seville Court and Sunforest Drive. There is a related zoning by-law amendment application under file number C1E12.013. The ZBA application is to rezone the lands in accordance with adjacent residential neighbourhood and subsequently sever the lands for 8 new lots (and 1 retained) for a total of 9 lots. It is anticipated that the staff recommendation report for the zoning application will come forward in January 2009, the enactment of the implementing by-law and the approval of the consent applications are anticipated by March/April 2009. Building permits will be sought following the fulfillment of the consent conditions and the legal creation of the 9 lots.

Trust that the above is satisfactory. If you wish to discuss this development project or require anything further please call the undersigned.

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca



2

GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

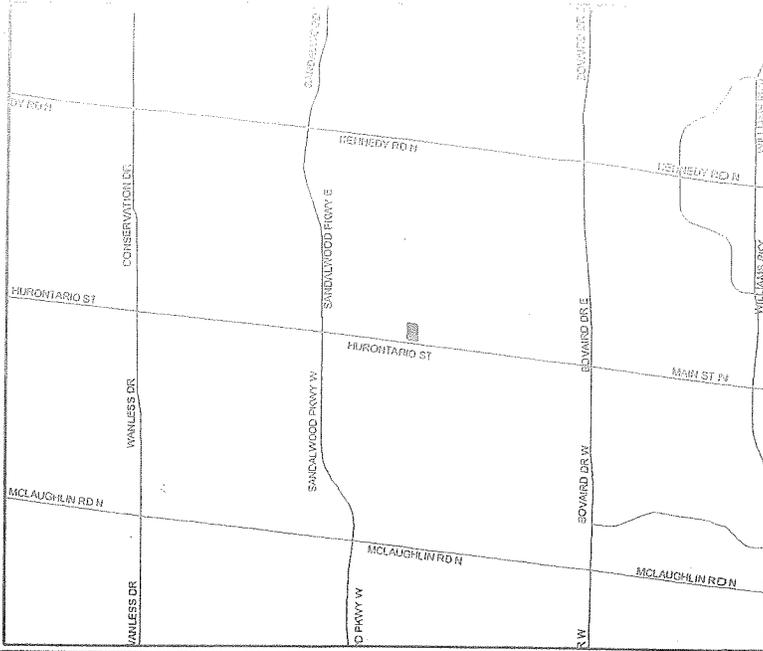
Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Carl Brawley, MCIP, RPP
attachment

Copy: Janice Given
Jill Hogan
J. Sheldon

LOCATION MAP



AERIAL SCALE 1:10,000
AERIAL DATE: SPRING 2008

D4-4

MAP 2 - AERIAL AND LOCATION MAP
GLEN SCHNARR & ASSOCIATES INC.
 517737 Ontario Limited
 CITY FILE: C01E12.013



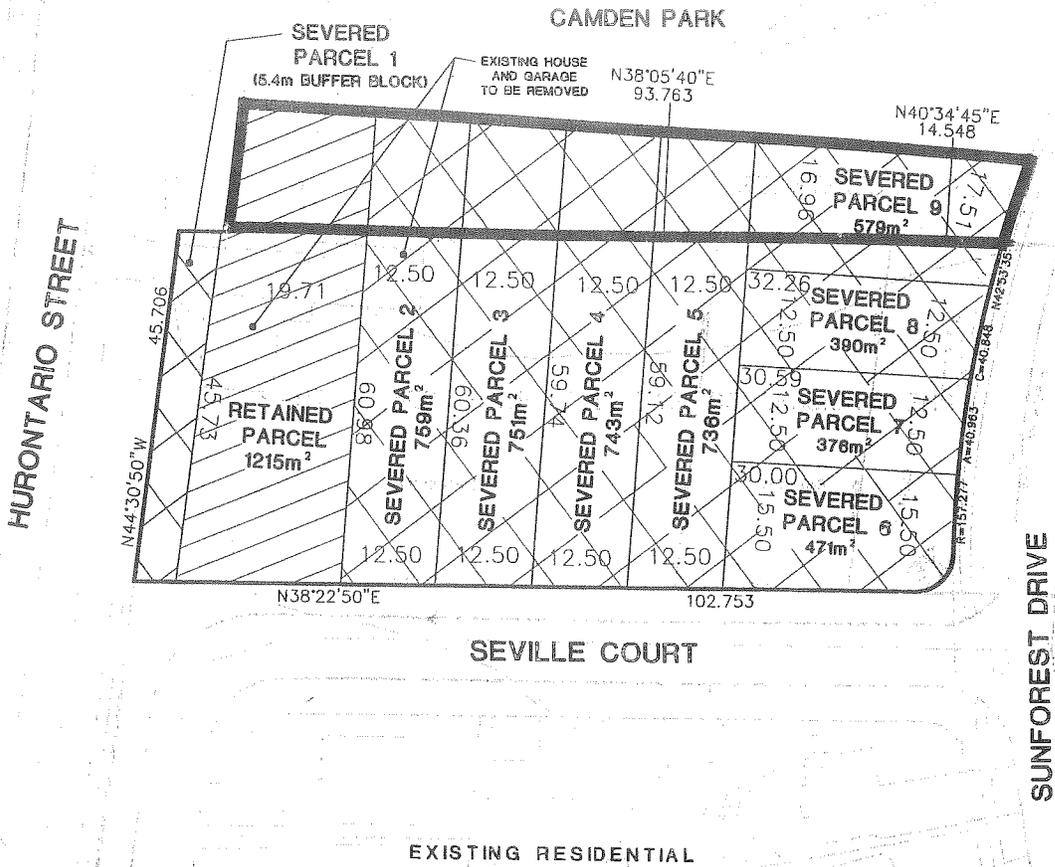
Date: 2008/09/08
 Map No.: 25-75

BRAMPTON, ONT.

Drawn By: JLS



D4-3



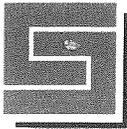
LEGEND

-  SEVERED PARCEL 1 - 0.02ha. (0.05ac)
-  SEVERED PARCEL 2 - 0.08ha. (0.20ac)
-  SEVERED PARCEL 3 - 0.08ha. (0.20ac)
-  SEVERED PARCEL 4 - 0.07ha. (0.17ac)
-  SEVERED PARCEL 5 - 0.07ha. (0.17ac)
-  SEVERED PARCEL 6 - 0.05ha. (0.12ac)
-  SEVERED PARCEL 7 - 0.04ha. (0.10ac)
-  SEVERED PARCEL 8 - 0.04ha. (0.10ac)
-  SEVERED PARCEL 9 - 0.06ha. (0.15ac)
-  RETAINED PARCEL - 0.12ha. (0.30ac)

TOTAL AREA = 0.63ha. (1.56ac)

 ADDITIONAL LANDS OBTAINED BY APPLICANT





GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

PRINCIPAL:
GLEN SCHNARR, M.C.I.P., R.P.P.

ASSOCIATES:
CARL BRAWLEY, M.C.I.P., R.P.P.
GLEN W. BROLL, M.C.I.P., R.P.P.
JEFF R. DUNCAN, A.C.S.T.(A), C.P.T.
COLIN CHUNG, M.C.I.P., R.P.P.

December 17, 2008

Refer to file: 001-017E
377-001

City of Brampton
Planning Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Natalie Goss, MCIP, RPP
Growth Management

Dear Ms. Goss

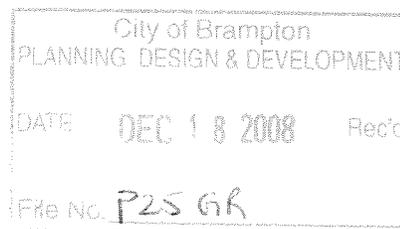
RE: 2009 Development Allocations
Bram West Block Plan 40-2

Further to our meeting of December 8 and your correspondence of December 12, we are writing to request the carry over and assignment of a 2009 residential development allocation in Bram West Block Plan area 40-2, located south and east of Steeles Avenue and Mississauga Road. A copy of the Stage 2 (approved in principle) Block 40-2 Plan is attached hereto.

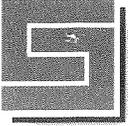
There are 2 residential subdivision plans in Block 40-2, those being Kaneff Properties Limited (file: T4W14.12/21T-04005B) and 2146836 Ontario Limited—Emery and Metrus (formerly Mantelia Developments) (file: T4W15.15/21T-04003B). The Block 40-2 Plan obtained conditional Stage 2 Block Plan approval, along with the conditional draft approvals of the 2 draft plans in June 2008. We anticipate that draft approvals will be formally issued for these 2 draft plans within Block 40-2 in Spring 2009.

The Kaneff and 2146836 draft plans were recently reconfigured, revised and just resubmitted to the City for the anticipated issuance of draft approval in the Spring. The two revised plans have the following unit yields:

Kaneff Properties Limited (21T-04005B)	152 Units
<u>2146836 Ontario Limited (21T-04003B)</u>	<u>175 Units</u>
Total	327 Units



10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
WEBSITE www.gsai.ca



GLEN SCHNARR & ASSOCIATES INC.
URBAN & REGIONAL PLANNERS, LAND DEVELOPMENT CONSULTANTS

The rationale for this renewed development allocation is that the block plan and draft plans have been conditionally approved, the draft plans will be draft approved early in 2009, are situated in an area that has been developing over the past several years and all essential services are immediately available within the general vicinity.

Trust that the above is satisfactory and will be reviewed favourably by the City. If you wish to discuss or require anything further please call to the undersigned.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Carl Brawley, MCIP, RPP
attachment

- Copy: Janice Given
Jill Hogan
E. McKnight (Kaneff)
M. Somermaa (Emery)
J. Laudadio (Metrus)

BRAMWEST SECONDARY PLAN SUB AREA 40-2 BLOCK CONCEPT



LEGEND

- | | |
|---------------------------------|---------------------------|
| LOW DENSITY RESIDENTIAL | SCHOOL |
| EXISTING DEVELOPMENT | OFFICE AND RETAIL |
| POTENTIAL STORMWATER MANAGEMENT | OFFICE CENTRE |
| OPEN SPACE | HIGHWAY COMMERCIAL |
| PARK | FUTURE SWM EXPANSION AREA |
| HIGHWAY 407 PARKWAY BELT | LIMIT OF SUB AREA 40-2 |
| PRESTIGE INDUSTRIAL | |



Planning • Design • Development

95 SHEPPARD AVENUE EAST, SUITE 100, SCARBOROUGH, ONTARIO M1S 1T7
 PHONE: (416) 291-0000 FAX: (416) 291-0001 WWW: WWW.KLMPP.COM

December 16, 2008

Job: 0514

Ms. Natalie Goss
Growth Management Policy Planner III
Planning, Design and Development Department
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

To Ms. Goss:

**Re: Request for Development Allocation in 2009
Under the Development Allocation Strategy
City of Brampton
Joint Bezco/Metrus Development
South side of Countryside Drive
East of Highway 410**

We are writing this letter to you on behalf of our clients Bezco Holdings Limited and Metrus Developments, through Sandringham Place Inc. (Neighbourhood 703).

The purpose of this letter is to formally request 468 units of Development Allocation under the City of Brampton's Development Allocation Strategy for 2009.

Bezco & Metrus are substantially close to completing a joint application for Official Plan Amendment, Zoning By-Law Amendment, and Draft Plan of Subdivision for their landholdings as shown on the attached Context Plan and Preliminary Draft Plan of Subdivision. Formal, complete applications for these lands are anticipated to be submitted in January 2009.

In support of our request we have attached a potential Draft Plan of Subdivision, a context plan showing the subject lands, and we have the following additional information to offer:

- complete applications for OPA/Rezoning/Draft Plan are imminent;
- the landowners have made considerable efforts to meet with the respective Presidents of the Rosedale Village community, directly to the south of the subject lands, and have incorporated their comments and concerns into the plan we will be presenting with the applications;
- the applications will incorporate proposals for various lot/housing types and sizes. This will provide a variety of options for future residents and due to variable market demands we cannot anticipate at this time which styles/sizes of lots will be most in demand in the future, hence our request for development allocation for the entire plan;
- the landowners have engaged the local residents associations, through their respective Presidents, and the City of Brampton, in advance of making formal application to attempt to minimize issues or concerns that will arise during the processing of the respective applications;
- the landowners, and their consultants, have made considerable efforts prior to making the formal applications to attempt to minimize any issues that may delay the application process or any approvals;
- a cost sharing agreement has been executed by the two landowners;
- although the application will include an Official Plan Amendment we are not proposing any new land uses or substantive policy changes. The OPA will simply rearrange existing designations within the subject lands and will include commensurate policy adjustments to permit the proposed residential plan of subdivision;
- the proposed development is the logical geographical extension of existing and proposed residential developments;
- the applications, and proposed development, will be consistent with the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and all other applicable Matters of Provincial Interest;
- we fully anticipate the ability to secure approvals within the 2009 calendar year;

We would also request that you add the undersigned to any notification lists for any future notice of reports or meetings pertaining to the 2009 Development Allocation Strategy and it's progress.

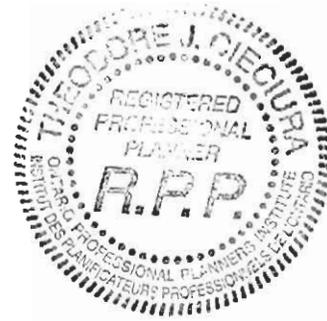
Should you have any questions or concerns please do not hesitate to contact the undersigned.

Sincerely,

DESIGN PLAN SERVICES INC.



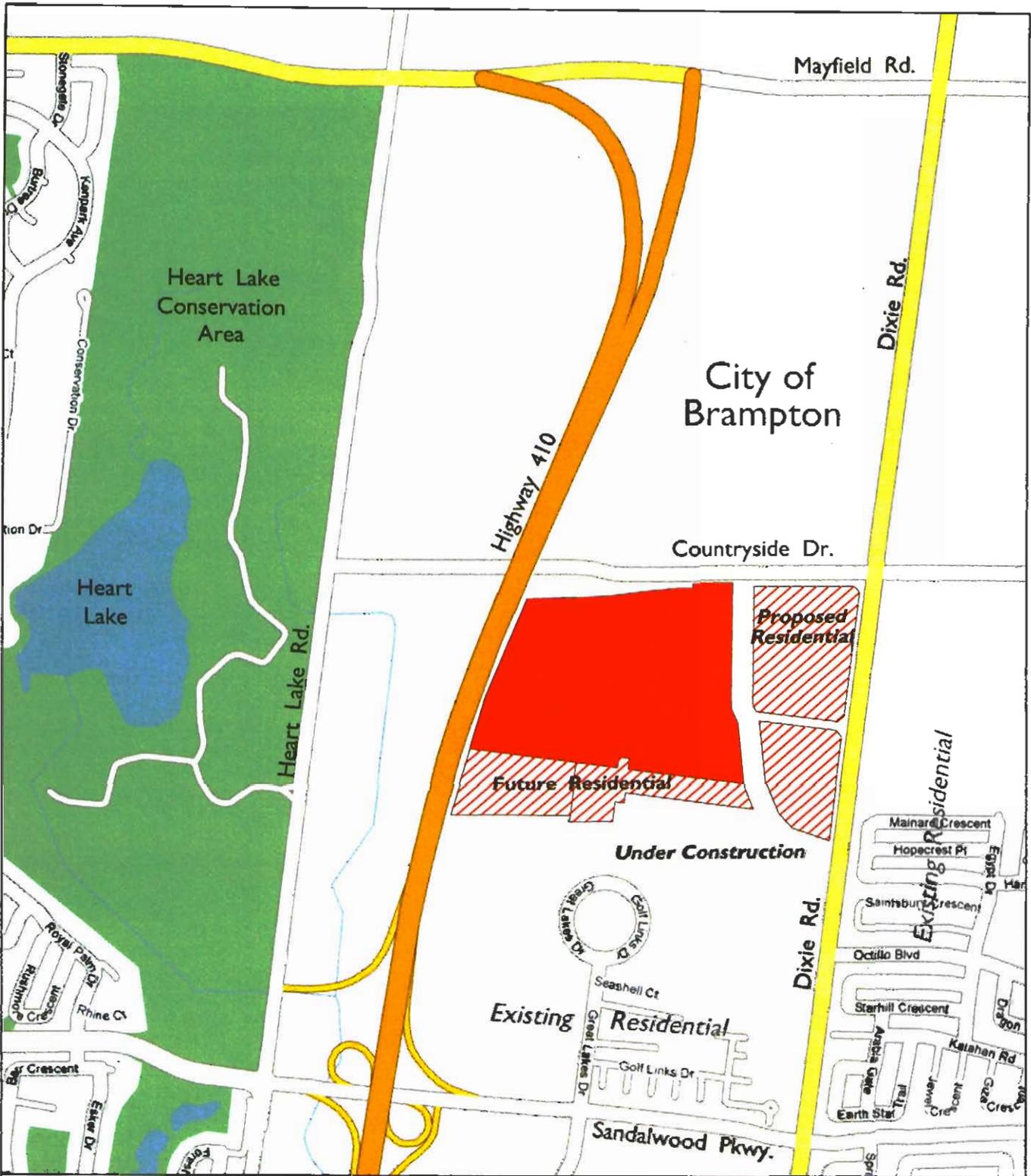
Theodore J. (T.J.) Cieciura
HBA MSc MCIP RPP PLE



Encl.

TJC/ilc

cc. Ms. J. Laudadio, Sandringham Place Inc. (Neighbourhood 703)
c/o Metrus Developments Inc.
Mr. V. Bezic, Bezco Holdings Limited
Mr. P. Aldunate, Planner, City of Brampton



CONTEXT MAP



Subject Property

Additional lands in which the applicants have an interest





DRAFT PLAN of PROPOSED SUBDIVISION PART OF LOT 15, CONCESSION 3, EAST OF HURONTARIO ST. REGIONAL MUNICIPALITY OF PEEL

DESIGN PLAN SERVICES INC.
 1000 Sheppard Ave. E. Unit 101
 Scarborough, Ontario M1S 1T5
 Tel: (416) 291-1111
 Fax: (416) 291-1112
 www.designplanservices.com

OWNERS AUTHORIZATION
 WILSON HOLDINGS LIMITED and
 SHERBROOK PLACE INC. (through Woodloch LLC)
 authorize the undersigned to prepare and submit to the
 Municipality of Peel a Draft Plan of Subdivision for
 approval for registration.

SURVEYOR'S CERTIFICATE
 I hereby certify that the boundaries of the land
 shown on this plan were surveyed and that the
 same are in accordance with the provisions of the
 Survey Act and the regulations thereunder.

ADDITIONAL INFORMATION REQUIRED UNDER THE PLANNING ACT
 1. Neighboring lots, streets, easements, or other
 features shown on the plan.
 2. Neighboring streets, easements, or other
 features shown on the plan.
 3. Neighboring streets, easements, or other
 features shown on the plan.

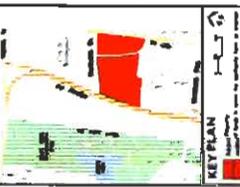
ROAD LENGTH
 21.0m on P.O.W. 4.0m
 17.0m on P.O.W. 3.325
 3.0m on P.O.W. 0.020m

AREA TABLE

Single Detached Units	18,880.27
On-Street Townhomes	4.51
Elementary School	2.82
Neighborhood Park	0.64
Streets and Walkways	0.64
Total	22,432.88

UNIT COUNT

Single Detached Units	659
On-Street Townhomes	217
Elementary School	1
Neighborhood Park	1
Streets and Walkways	1
Total	879



PRELIMINARY DRAFT PLAN

NOTES
 1. All measurements are in meters.
 2. All measurements are to the center of the road.
 3. All measurements are to the center of the lot.
 4. All measurements are to the center of the street.



December 15, 2008
File No. 4069

City of Brampton
Planning, Design and Development Department
2 Wellington St W, 3rd Floor,
Brampton, ON, L6Y 4R2

ATTENTION: Natafie Goss

Dear Ms. Goss:

**Re: City of Brampton 2009 Development Allocation Strategy
9499 The Gore Road
Bram East Secondary Plan Sub-Area 1
City of Brampton**

Weston Consulting Group Inc. (WCGI) is the planning consultant representing Democrat Homes Ltd, the owner of the property municipally known as 9499 The Gore Road, City of Brampton and legally described as Part of Lot 8, Concession 10 N.D. The subject property is located on the east side of The Gore Road, north of Cottrelle Boulevard.

The property is located in the Bram East Secondary Plan Area and is part the approved Bram East Sub-Area 1 Block Plan. A Draft Plan of Subdivision (File No: 21T-07001B) and Zoning By-law Amendment Application (File No: C10E8.15) were submitted for the subject property in December 2006 and Public Meeting was held in May 2007. The application has been circulated and the comments addressed accordingly.

The proposed development consists of 30 single detached and 10 semi-detached lots. There are also a number of part lots. The east side of the site accommodates a portion of a stormwater pond and the existing valley lands.

A Recommendation Report for the application is scheduled to go to the Planning, Design and Development Committee in January 2009 and we tentatively anticipate draft approval by March 2009.

As part of the Bram East Sub-Area 1 Block Plan, the subject property currently has servicing allocation. We request that this allocation be rolled over as part of the City's 2009 Development Allocation Strategy, in order to maintain the property's current status.

We trust that the above information is in order. Please contact Vasuhi Ganeswaran (ext 244) or the undersigned should you have any questions.

Yours truly,
Weston Consulting Group Inc.

Per:



Alan Young, BES, MSc, MCIP, RPP
Associate

cc. Allan Parsons, City of Brampton
Enzo Palumbo, Democrat Homes Ltd.



Delta Urban Inc.

*Specialists in Land
Management & Development*

Monday December 15th 2008

Ms. Janice Given
Manager, Growth Management and Special Policy
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Dear Ms. Given

Thank you for the opportunity to meet with you and Natalie Goss on Friday November 14th 2008 to discuss the required allocation for the Vales of the Humber Secondary Plan Area 50, see attached figure.

As you are aware we represent the Vales of the Humber Landowners' Group, which includes a number of participating landowners that own lands in north east Brampton's Secondary Plan Area 50. Area 50 consists of approximately 267 hectares and is bounded to the west by a tributary of the West Humber River, to the north by Mayfield Road, to the east by The Gore Road, and to the south by Countryside Drive.

Within the last year the Vales of the Humber Group has been working closely with the City of Brampton to prepare the Secondary Plan & Block Plan for Area 50. In order to meet the Provincial Growth Plan target of 50 jobs and people per hectare (assuming 3.7 people/unit), the study area would need to accommodate 2,700 units, 1000 of which are upscale executive housing as stipulated in the Official Plan. Once completed the Vales community will provide a range of housing types from single family residential to upscale executive large lots with supporting institutional, recreational and commercial uses

As the project continues to move in a positive direction we are confident that the integrated Secondary Plan & Block Plan program will be completed by late 2009, with draft plan approval to follow in 2010. To accommodate the Vales of the Humber community, allocation for 2700 units for the entire community would be required. We require 2000 units to be allocated in 2010 and the balance, 700 units, to be distributed in 2011 for the remaining lands.



From a Regional water and waste water infrastructure perspective Area 50 is in an opportune position to be serviced by 2010/2011 in accordance with the Region's Capital Works program and Landowner front-ending arrangements.

A preliminary review of the existing road infrastructure has concluded that at this point no road improvements need to be advanced to accommodate the development of the Vales Community. The Regional Gore Road is to be widened up to Countryside Drive in 2009. This is sufficient for the Vales of the Humber community to proceed to draft approval in 2010.

Again, we appreciated the opportunity to speak with you and discuss the needs for the Vales community. We look forward to continue working with both the City of Brampton's Growth Management and Community Development teams on this very exciting project.

Kind Regards

Carmela Liggio, B. Urban Planning
Project Coordinator
Delta Urban Inc.

Jordon Enterprises Inc.
45 Lobraico Lane, RR#4
Stouffville Ontario L4A 7X5
Ph. (905) 764-0804 Fax (905) 764-1831

December 12, 2008

City of Brampton
2 Wellington Street West
Brampton Ontario

Attention: Natalie Goss

Dear Ms. Goss

Re: Jordon lands, Bovaird and Heart Lake Road Bypass.

As per our recent meeting I am writing to confirm our development intentions for the aforementioned lands. It is our goal to submit our development applications within the next six months. Our plans will include application for 1200 to 1500 units in a high density residential format with some ancillary commercial.

Currently we are in discussions with the TRCA to deal with the rehabilitation of the wetland that is partially located on the north end of our property and primarily located on our neighbours land. Once we are certain as to the requirements and time frames with respect to this process we will be able to advise with more clarity what our specific application submission dates might be.

Please do not hesitate to call if you have any questions or concerns. I would further ask that you keep us advised of all development progress in the former Heart Lake Road Developers Group area so that we can appropriately phase our development.

I look forward to our continued communications.

Yours truly,

David Jordon
President
Jordon Enterprises Inc.



ANDRIN (HEART LAKE PROPERTIES) LIMITED

December 8th, 2008

John Corbett MCIP RPP
Commissioner of Planning, Design & Development
City of Brampton
2 Wellington Street West
BRAMPTON Ontario
L6Y 4R2

Attention: Natalie Goss, Planner
Growth Management

Dear Natalie

RE: Andrin (Heart Lake Properties Limited)
Part of Lot 11, Concession 2 E.H.S.
Heart Lake Secondary Plan Block 4-1
Request for 2009 Cap Allocation

Further to our recent meeting, this is our formal request for a 2009 cap allocation for 133 condominium townhouse units as per our application submitted on September 5, 2008 which is currently being processed.

The Heart Lake Road Diversion property acquisitions from the Peel Country Game & Fish Protection Association were facilitated by a clean up of lands initiated by the applicant otherwise corporately constituted. The remnant lands owned by PCG & FP northerly of the Diversion road allowance were acquired simultaneously by Andrin (Heart Lake) Properties. The lands that are the subject of this application were cleaned up by the applicant concurrently with the construction of Heart Lake Road Diversion by the City of Brampton and a Record of Site Conditions filed and posted on the Ministry of the Environment EBR web site.

It is our submission that the applicant and the applicant otherwise corporately constituted were instrumental in the delivery of the much needed Heart Lake Road Diversion, having worked co-operatively with City staff throughout the Class EA Amendment and the actual road construction to everyone's benefit.

The Growth Management Report and the Land Use Planning Justification Report, both prepared by Gagnon Law Bozzo Urban Planners Ltd in support of the subject application provide an appropriate planning/growth management justification for the development as proposed. Attached is a Concept Plan dated August 29, 2008 submitted in support of the application filed with the City.

KERBEL GROUP INC.

26 Lesmill Road, Unit 3, Toronto, Ontario M3B 2T5
Telephone: 416-733-2202 Fax: 416-733-3129

Briefly, the proposal justifies a condominium townhouse development of 133 units and is supported by a planning justification by GBL Urban Planners as follows:

The proposed re-development is supportable and desirable from a land use planning perspective. More specifically, the proposal:

- Promotes efficient development and land use patterns, healthy and active communities, efficient use of infrastructure and public service facilities, wise use and management of resources and the protection of public health and safety consistent with the goals and objectives of the Provincial Policy Statement;
- Supports the intensification policies of the Province's Growth Plan
- Enhances the quality of life in Peel Region by promoting the concept of sustainable development while maintaining service levels for new and existing residents in keeping with the City of Brampton Growth Management objectives;
- Compliments existing public and private open space and recreational opportunities and facilitates open space linkages and provides an appropriate and attractive form of residential intensification in keeping with the policies of the City of Brampton Official Plan

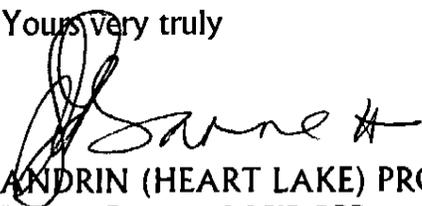
The applicant has purchased a strip of land along the western edge of its holdings to facilitate the construction of a public walkway to connect to White Spruce Park which is a stated Secondary Plan objective.

This development is in the nature of an urban infill opportunity that represents good planning practices and offers many public benefits.

In short, all infrastructure is in place to support this development as proposed and a 2009 cap allocation of 133 units is respectfully requested on this basis.

We expect to be working closely with Planning Design and Development Staff to respond to your timely review of our application. We look forward to a Public Meeting early in the new year. If anything further is required, please contact the undersigned.

Yours very truly



ANDRIN (HEART LAKE) PROPERTIES LTD
Joanne Barnett MCIP RPP
Vice President – Planning Operations

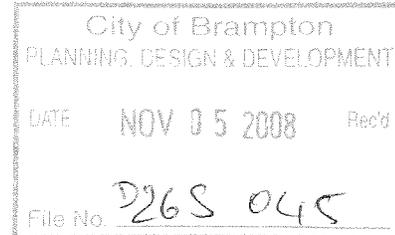


64 Jardin Drive, Unit 1B
Concord, Ontario
L4K 3P3
T. 905.669.4055
F. 905.669.0097
klmplanning.com

File: P-1550

November 4, 2008

City of Brampton
Planning and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2



**Attention: Ms. Natalie Goss
Policy Planner**

P20BP45-1-3.001

**Re: Development Cap Update for 2009
Credit Valley Secondary Plan Sub-Area 1-3 Block Plan**

Dear Ms Goss:

I understand that you are embarking on the 2009 Development Allocation Strategy and that you intend to meet with Block Plan captains and major landowners during November and December.

I am sure you are aware that the Block Plan for Credit Valley Secondary Plan, Sub Areas 1 & 3 was approved in September 2004. At the same time, the Growth Management Phasing and Sequencing Strategy was also approved for the Phase 1 Area. I have previously made that document available to Paul Aldunate, however to facilitate your review and understanding I am enclosing an additional copy of that document together with a memo from Adrian Smith to Michelle Gervais dated September 27, 2004.

The Phase 1 lands were draft approved by the Ontario Municipal Board (OMB) and all four draft plans are now registered.

The remaining portion of Sub Area 3 is referred to in the Phasing and Sequencing Strategy as Phase 2S (Pages 24 to 32) while Sub Area 1 is referred to as Phase 2W (Pages 33 to 40).

PHASE 2S – SUB AREA 3 (REMAINDER)

Draft Plans of Subdivision have been submitted in the remaining portion of Sub Area 3 as follows:

Helpport Developments Inc. –	21T-06016B –	235 units;
Denford Estates Inc. –	21T-05018B –	855 units;

SUBTOTAL 1090 Units

The following landowners have not yet submitted draft plans of subdivision although both are completed and awaiting the Owners final instructions:

Cherry Lawn Estates Inc. –	123 units;
Loteight Confour Investments Limited	239 units

SUBTOTAL 362 Units

TOTAL REQUIRED FOR PHASE 2S 1452 Units

Pages 25 to 32 of the Phasing and Sequencing Plan details the public infrastructure and timing of delivery relative to draft plan approval.

In order to complete James Potter Road from its present southern terminus to Queen Street East and to build the other road connections and services for public facilities including the second Secondary School site and Community Park sufficient unit allocation to allow release of all 1452 units is required. This would enable engineering design, surveying, construction and registration to take place in mid 2009 to be in a position to connect to the currently under construction Credit Valley Sub Trunk.

PHASE 2W – SUB AREA 1

Draft Plans of Subdivision have been submitted in Sub Area 1 as follows:

Helpport Developments Inc. -	21T-06019B	283 Units
Sandyshore Property Development Corp. -	21T-04012B	172 Units
Tanyaville North Holdings Inc. -	21T-05035B	400 Units
Bluegrass Valley Developments Inc. -	21T-05037B	<u>412 Units</u>

TOTAL 1267 Units

The following landowner has not yet submitted a draft plan of subdivision:

Royal West Developments Inc. –	32 units
--------------------------------	----------

TOTAL REQUIRED FOR PHASE 2W 1299 Units

Pages 33 to 40 of the Phasing and Sequencing Plan details the public infrastructure and timing of delivery relative to draft approval.

It is anticipated that Sub Area 2 will have built all necessary infrastructure up to and including Williams Parkway by mid 2009 at which time infrastructure in Phase 2W could be connected.

In order to complete James Potter Road, from its northerly terminus to Bovaird Drive and to build other road connections including road access to the third Secondary School in Credit Valley Secondary Plan as well as the Community Park, it is necessary to build all infrastructure east of Huttonville Creek, northerly from Williams Parkway to Bovaird.

The Owners in Sub Area 1 believe that an allocation and draft approval of 1,299 units in early 2009 would enable engineering design, surveying, construction and registration to take place late in 2009.

In summary:

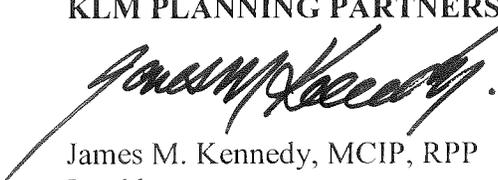
	TOTAL
Phase 2S	1452
Phase 2W	1299
Total	2751

Allocation of these units in 2009 will enable the Owners in Phase 2W and Phase 2S to install a servicing scheme that would complete all necessary road infrastructure in Sub Areas 1 & 3 and would provide roads and servicing for all public lands and facilities including two Secondary Schools, two Community Parks, five Elementary Schools and the essential north/south completion of James Potter Road.

I trust this clarifies the timetable anticipated by the Owners and look forward to your favourable consideration of this request.

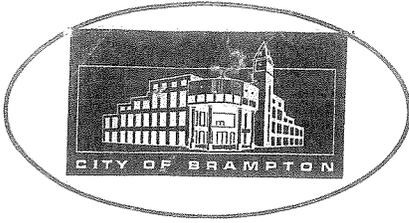
Yours very truly,

KLM PLANNING PARTNERS INC.



James M. Kennedy, MCIP, RPP
President

c: Mr. Adrian Smith
Ms. Michelle Gervais
Landowners



Inter-Office Memorandum

Planning Design and Development

September 27, 2004

To: Michelle Gervais, Development Services

From: Adrian Smith, Manager of Growth Management and Special Policy

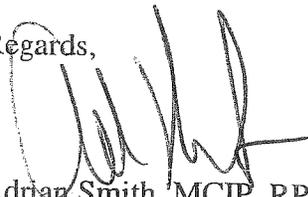
Re: Credit Valley Sub-Areas 1 and 3
Growth Management Phasing and Sequencing Strategy
September, 2004

This is to advise that Planning Policy and Growth Management staff have completed our review of the Growth Management Staging and Sequencing Strategy, Revised September 1, 2004, and the replacement pages (pages 17, 24, 25, 28, 29, 33, 36, & 37 as well as in Figures 11 and Table 1 - see attached) provided by KLM Planning to address the issues raised in my letter of September 14th

Based on our review, we have approved this Staging and Sequencing Strategy for use in the preparation of Draft Plan of Subdivision conditions for the Block 1 & 3 - Phase 1 area of the Credit Valley Secondary Plan.

Please note that additional growth management staging and sequencing details will also be addressed prior to draft plan approval through the Financial Mitigation Agreement currently being dealt with by the City's Legal Department.

Regards,



Adrian Smith, MCIP, RPP
Manager of Growth Management

Copy Jim Kennedy
Penny Wyger
John Corbett
Rick Bino
Steve Hare
Beth Bjarnason

Appendix 8:

**City of Brampton Building Division 2008 Year End Report and City of
Brampton 2008 Construction Values**

Flower City



brampton.ca

Planning, Design & Development

Building Division 2008 Year – End Report

John Corbett,
Commissioner, Planning,
Design and Development
Tel: (905) 874-2066 Fax: (905) 874-2099
john.corbett@brampton.ca

Brenda Campbell,
Director of Building and
Chief Building Official
Tel: (905) 874-2440 Fax: (905) 874-2499
brenda.campbell@brampton.ca

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 - Industrial Construction \$
 - Commercial Construction \$
 - Institutional Construction \$
9. Residential Activity Profile

2008 Building Division Staff

John Corbett
Commissioner of Planning, Design and Development

Brenda Campbell
Director of Building and Chief Building Official

Nickie Furtado
Administrative Assistant to the Director of Building

Anthony Magnone
Regulatory Co-ordinator

ADMINISTRATIVE SERVICES

Deanna Bremner Supervisor of Administration

Patricia Whynot (LTD)	Addressing Clerk
Darlene Ormston	Permit Application Clerk
Anne Marie Schinkel	Permit Application Clerk
Cheryl Scott	Permit Application Clerk
Ana Eres	Recording Clerk
Shelley Inscio	Recording Clerk
Francis De-Souza	Amanda System Administrator
Herschell Go	Permit Administration Analyst
Mary Caruso	File Clerk
Lisa Crane	File Clerk
Beverly Michelin (C)	File Clerk
Elisabeth Ferreira	Zoning Services Clerk
Lexi Sensicle	Inspections Clerk
Anna Sousa	Inspections Clerk
Janice Stewart-Ouellette	Inspections Clerk
Tanya Squire	Inspections Clerk
Sue Vorstadt	Inspections Clerk
Jo-Anne Macijewych (C)	Addressing Clerk
Pam Thomson (P/T)	Clerk
Pam McDonnell (P/T)	Permit Application Clerk

PERMITS

Lillyan McGinn

Manager of Plans and Permits

George Evans Rick Conard

Supervisor of Plans and Permits Supervisor of Plans and Permits

Cindy Hammond	Sign Co-ordinator
Richard DeOliveira	Sign Plans Examiner
Adina Radley	Permit Expeditor
Vacant	Permit Expeditor
Gop Kalaeswaran	Senior Plans Examiner
Nasir Ahmad	Building Plans Examiner
Frank Balenzano	Building Plans Examiner
Patrick Cheeseman	Building Plans Examiner
Mark Derksen	Building Plans Examiner
Dave Godley	Building Plans Examiner
Carol House (LTD)	Building Plans Examiner
Bruna Pace	Building Plans Examiner
Adrianna Spychalska	Building Plans Examiner
Marco Taraborrelli	Building Plans Examiner
Vacant	Building Plans Examiner
Randy Brown	Junior Plans Examiner
Mary Frenette (SHT)	Junior Plans Examiner
Jerry Monaco	Plumbing Plans Examiner
Peter Thomson	Plumbing Plans Examiner
Monica Crisan	HVAC Plans Examiner
Samy Hanna	HVAC Plans Examiner
Joan Lin	HVAC Plans Examiner
Mickey Horsley (P/T)	Building Inspector

ZONING

Elizabeth Corazzola Manager of Zoning Services

Geoff Abma	Zoning Plans Examiner
Rose Bruno	Zoning Plans Examiner
Jim McColl	Zoning Plans Examiner
Jacqueline Svedas	Zoning Plans Examiner
Vacant	Zoning Plans Examiner
Vacant	Zoning Plans Examiner

INSPECTIONS

Steve Penna Manager of Inspections Melvin Ramkissoon Manager of Inspections

Joe Blonda Supervisor of Inspections Ken Walker Supervisor of Inspections

Building Inspections

Primal Atapattu	Building Inspector
Bruno DiGiacinto	Building Inspector
Joe DiMambro	Building Inspector
Ella Fabrizio	Building Inspector
Adam Fischbach	Building Inspector
Marshall Garratt	Building Inspector
Darryl Gougeon	Building Inspector
Joe Kardos	Building Inspector
Florica Mihaila	Building Inspector
John Povse	Building Inspector
Mario Simonato	Building Inspector
Matt Tymoshuk	Building Inspector
Bruce West	Building Inspector
Vacant	Building Inspector

Plumbing Inspections

Tony Biasini	Plumbing Inspector
Matthew Carter	Plumbing Inspector
Claudio DiBerardino	Plumbing Inspector
Ernest Godin	Plumbing Inspector
Gamal Messih	Plumbing Inspector
Jack Paradis	Plumbing Inspector
John Rizzo	Plumbing Inspector
Claudio RosaGastaldo	Plumbing Inspector
Eric Santarossa	Plumbing Inspector
Claudio Spagnuolo	Plumbing Inspector
Robert Steer	Plumbing Inspector

HVAC Inspections

Gerry Bick	HVAC Inspector
Louis Garas	HVAC Inspector
Oommen Joseph	HVAC Inspector
Mike Marino	HVAC Inspector
Fritz Paradis	HVAC Inspector
Krystyna Pedzialek	HVAC Inspector
Wayne Pratt	HVAC Inspector
Lou Savini	HVAC Inspector
Sam Tadros	HVAC Inspector
Lise Therrien	HVAC Inspector
Vacant	HVAC Inspector

2.

BUILDING DIVISION ACTIVITY

		2008	2007	2006
PERMIT ACTIVITY				
New Residential:	Detached	764	4,217	3,048
	Semi-Detached	30	1,186	834
	Townhouse	260	473	670
	Multiple Unit Building	18	5	1
	Sub Total	1,072	5,881	4,553
	Revisions/Resitings/Site Services	258	1,105	499
Existing Residential:	Additions	47	60	63
	Alterations	437	478	471
	Revisions	160	-	-
	Demolitions	68	95	79
	Miscellaneous	16	-	-
	Sub Total	728	633	613
Industrial:	New Building	15	15	15
	Additions/Alterations/Temporary	207	256	244
	Sub Total	222	271	259
Commercial:	New Building	40	50	39
	Additions/Alterations/Temporary	533	573	524
	Sub Total	573	623	563
Institutional:	New Building	11	11	6
	Additions/Alterations/Temporary	165	243	198
	Sub Total	176	254	204
Permanent Signs	Sub Total	240	215	208
	TOTAL	3,269	8,982	6,899
Portable Signs		2,466	2,145	1,732

CONSTRUCTION VALUE

New Residential	\$462,076,202	\$1,777,878,877	\$1,051,528,020
Existing Residential	\$15,808,966		
Industrial	\$127,815,721	\$202,312,765	\$159,368,874
Commercial	\$148,350,567	\$161,627,227	\$103,458,109
Institutional	\$185,288,867	\$216,965,070	\$162,958,059
Permanent Signs	\$2,814,231	\$2,460,315	\$3,391,104
TOTAL	\$942,154,554	\$2,361,244,254	\$1,480,704,166

REVENUES

Permit Revenues	\$7,481,118.08	\$17,195,277.26	\$13,007,712.60
Permit Administration Revenues	\$542,304.64	\$675,103.60	\$509,407.19
TOTAL	\$8,023,422.72	\$17,870,380.86	\$13,517,119.79

INSPECTION SERVICES

Inspections Completed	87,065	130,303	115,767
Occupancy Permits Issued	3,588	4,760	4,662
Prosecutions: Commenced	47	-	-
Prosecutions: Convictions	49	-	-

ZONING SERVICES

Compliance Letters	464	548	624
Pool Enclosures	104	160	-

3.

Residential Builders

	Builder	# of Dwelling Units
Low Rise	1. Fieldgate Homes	87
	2. Greenpark Homes	78
	3. H & R Developments	73
	4. National Homes	72
	5. Remington Homes	69
	6. Heathwood Homes	61
	7. Aspen Ridge Homes	60
	8. Rosedale Village	60
	9. Starserra Homes	57
	10. Townwood Homes	57
	11. Sky Homes	43
	12. Starlane Homes	42
	13. Regal Crest Homes	41
	14. Cosmopolitan Homes	39
	15. Gold Leaf Homes	36
	16. Countrywide Homes	29
	17. Rosehaven Homes	27
	18. Colonial Woods Homes	26
	19. Andrin Homes	17
	20. Vandyk-Brownstones	16
	21. Arlington Homes	15
	22. Georgian Homes	11
	23. Gold Park Homes	10
	24. Royal Pines Homes	8
	25. Mattamy Homes	4
	26. Cachet Estate Homes	1
	27. Carrington Homes	1

Total Builder Homes 1040

Custom Homes 14

High Rise	1. 9 George Street N (Alterra Homes)	301
	2. 215 Queen Street East (Mattamy Homes)	237
	3. 122 John Street (Park Place)	222
	4. 60 Fairwood Circle, Bldg 1-11 (Daniels Group)	150
	5. 8 Dayspring Circle (Springpointe)	88
	6. 6 Dayspring Circle (Springpointe)	54
	7. 65 Via Rosedale (Rosedale Village)	50
	8. 529 Main Street North (Region of Peel)	30

Total High Rise Units 1132

TOTAL # DWELLING UNITS 2186

4. New Residential Sales Centres in 2008

1. [Aspen Ridge Homes \(Bramalea\) Ltd](#) (Aspen Ridge Homes) 10715 Bramalea Road
2. [Forestside Estates Inc](#) (Royal Pine Homes) 4320 Queen Street East
3. [132943 Ontario Limited](#) (Great Gulf Homes) 9700 Highway 50
4. [2035244 Ontario Inc](#) (Greenway Retirement Village) 1 Sproule Drive
5. [Mattamy \(Fletcher's Creek\) Limited](#) (Mattamy Homes) 6 Worthington Avenue
6. [Destona Homes \(2003\) Inc](#) (Cachet Estate Homes) 9225 Mississauga Road
7. [Vincenzo John and Joseph Cavallo](#) (Country Homes) 4 Beaumaris Drive
8. [Vincenzo John and Joseph Cavallo](#) (H & R Developments) 8 Beaumaris Drive

5.

INDUSTRIAL CONSTRUCTION ACTIVITY

(over \$1,000,000 construction value)

	PROJECT	OWNER	LOCATION	CONSTRUCTION VALUE
1.	The Regional Municipality of Peel (water pumping station)	The Regional Municipality of Peel	9624 Mississauga Road	\$30,000,000
2.	Rheem Canada (shell building, addition, unit finish)	Orlando Corporation	125 Edgeware Road	\$21,880,000
3.	Alpha Tech Vinyl (shell building, interior finish)	1217246 Ontario Inc	100 Exchange Drive	\$6,000,000
4.	Hankook Tire Canada (shell building, unit finish, interior alterations)	Rutherford Properties Ltd	30 Resolution Drive	\$5,800,000
5.	Parks & Recreation Service Centre (interior alterations)	The Corporation of the City of Brampton	129 Glidden Road	\$5,000,000
6.	Spec shell building	Airport 407 Business Campus Inc	10 Driver Road	\$5,000,000
7.	Spec shell building (shell building, sprinkler system)	Rutherford Properties Ltd	5 Resolution Drive	\$4,001,000
8.	2107668 Ontario Inc (complete building, site services)	2107668 Ontario Inc	42 Bramwin Court	\$4,000,000
9.	The Regional Municipality of Peel (pumping station)	The Regional Municipality of Peel	7755 Heritage Road	\$4,000,000
10.	Algonquin Power Energy From Waste Inc (interior alterations)	Algonquin Power Energy From Waste Inc	7656 Bramalea Road	\$3,693,333
11.	Carbon Steele Profiles (addition, interior alterations)	Linmac Holdings Inc	2190 Williams Parkway	\$3,500,000
12.	Spec shell building	Clarkstone Developments Inc	1900 Clark Blvd	\$2,500,000
13.	Thomson Terminals & Smucker's Foods Canada (unit finish, interior alterations)	Chiefton Investments Limited	2 Hereford Street	\$2,000,000
14.	M D Food Transporting	M D Food Transporting Limited	19 Automatic Road	\$1,800,000
15.	Unical (Two new silos, unit finish, interior alterations)	6832458 Canada Inc	95 Van Kirk Drive	\$1,769,000
16.	The Stevens Company (addition, interior alterations)	Hurontario Street Gp Inc and Hurontario Street Limited Partnership	425 Rainside Drive	\$1,616,000
17.	MOD Space Financial Services Canada (addition)	MOD Space Financial Services Canada	2300 North Park Drive	\$1,400,000
18.	Nord Gear (addition)	Nord Gear Limited	41 West Drive	\$1,400,000
19.	Vespa Packaging Engineers	Vespa Engineers Ltd	10 Automatic Road	\$1,300,000
20.	East Brampton Pumping Station (interior alterations)	The Regional Municipality of Peel	118 Nanport Street	\$1,075,000
21.	L V Lomas (interior and exterior alterations)	Hoopp Realty Inc	99 Summerlea Road	\$1,005,000
22.	McKenna Logistics & Custom Building Products Canada (unit finish, interior alterations)	Hurontario Street GP Inc and Hurontario Street Limited Partnership	90 Whybank Drive	\$1,004,000
23.	Q9 Networks (interior alterations)	GPM Real Property (9) Ltd & Mondow (9) Inc	1895 Williams Parkway	\$1,000,000

6.

COMMERCIAL CONSTRUCTION ACTIVITY

(over \$500,000 construction value)

	PROJECT	OWNER	LOCATION	CONSTRUCTION VALUE
1.	Site services	Grand Airport Mall Inc	10 - 60 Cottrelle Boulevard	\$18,000,000
2.	Medtronic (shell building, site services)	Orlando Corporation	99 Hereford Street	\$12,280,000
3.	Spec shell building (shell building, sprinkler system)	The Buffalo Group Developments Ltd	5 Lancashire Lane	\$10,000,000
4.	Hudson's Bay Company (interior alterations)	Hudson Bay Company	8925 Torbram Road	\$9,500,000
5.	Maple Lodge Farms (addition)	Maple Lodge Farms Limited	8301 Winston Churchill Boulevard	\$8,750,000
6.	Spec shell building	2012241 Ontario Ltd	50 Sunny Meadow Boulevard	\$8,000,000
7.	LA Fitness (shell building, interior finish, site services)	Calloway Reit (Bramport) Inc	2959 Bovaird Drive East	\$7,626,600
8.	Spec shell building (shell building, sprinkler system)	Morguard Corporation / Bramalea City Centre Equities Inc	50 Peel Centre Drive	\$3,000,000
9.	Site services	Calloway Reit (Bramport) Inc	9920 - 9976 Airport Road	\$3,000,000
10.	Site services	First Capital Realty Inc	1945 - 1985 Cottrelle Boulevard	\$3,000,000
11.	Bramalea City Centre (addition, interior and exterior alterations)	Morguard Corporation / Bramalea City Centre Equities Inc	25 Peel Centre Drive	\$2,574,000
12.	Spec shell building (shell building, site services, sprinkler system)	2018931 Ontario Inc	373 Steeles Avenue W	\$2,550,000
13.	Sobey's (shell building, sprinkler system)	Harbour View Investments Limited	10970 Airport Road, Un B	\$2,527,030
14.	Site services	Pendale Bovaird Square Inc	781 - 831 Bovaird Drive West	\$2,000,000
15.	Ocean's Fresh Food Market (interior alterations, fire suppression, revision)	Shoppers World Brampton / 1388688 Ontario Limited	499 Main Street South, Un 92	\$1,642,000
16.	Spec shell building (shell building, sprinkler system)	The Buffalo Group Developments Ltd	15 Lancashire Lane	\$1,450,000
17.	Spec shell building	The Buffalo Group Developments Ltd	35 Lancashire Lane	\$1,350,000
18.	Boston Pizza	Rutherford Properties Ltd	65 Resolution Drive	\$1,250,000
19.	Boston Pizza	FCHT Holdings (Ontario) Corporation	1985 Cottrelle Boulevard	\$1,200,000
20.	Site services	Ouray Developments Inc	8910 - 8960 Highway 50	\$1,200,000
21.	Site services	Morguard Corporation / Bramalea City Centre Equities Inc	46 - 56 Peel Centre Drive	\$1,200,000
22.	Turnberry Golf Club	Ranburne Holdings Ltd	10100 Heart Lake Road	\$1,200,000
23.	Spec shell building	Pendale Bovaird Square Inc	811 Bovaird Drive West	\$1,180,224
24.	Spec shell building	1167 Wanless Ltd	10990 Chinguacousy Road	\$1,125,500
25.	Spec shell building	Pendale Bovaird Square Inc	791 Bovaird Drive West	\$1,119,600
26.	Spec shell building	Milanese Estates Inc	105 Father Tobin Road	\$1,050,000

	PROJECT	OWNER	LOCATION	CONSTRUCTION VALUE
27.	Scores	6528538 Canada Inc, Airport Highway 7 Developments Limited & Home Depot Holdings Inc	9121 Airport Road	\$1,000,000
28.	Scotiabank	Guglietti Brothers Investments Limited	10631 Chinguacousy Road	\$1,000,000
29.	Spec shell building	Milanese Estates Inc	125 Father Tobin Road	\$1,000,000
30.	Spec shell building	Milanese Estates Inc	115 Father Tobin Road	\$1,000,000
31.	Spec shell building (shell building, sprinkler system)	Ouray Commercial Developments Inc	8920 Highway 50	\$1,000,000
32.	The Rose Theatre Brampton (interior and exterior alterations)	The Corporation of the City of Brampton	1 Theatre Lane	\$983,000
33.	LCBO (unit finish)	Calloway Reit (Bramport) Inc	9970 Airport Road	\$950,000
34.	Bank of Montreal	Morguard Corporation / Bramalea City Centre Equities Inc	52 Peel Centre Drive	\$915,000
35.	Spec shell building	FCHT Holdings (Ontario) Corporation	1975 Cottrelle Boulevard	\$880,000
36.	TD Canada Trust (shell building)	1167 Wanless Ltd	10998 Chinguacousy Road	\$850,000
37.	Spec shell building	Ouray Commercial Developments Inc	8940 Highway 50	\$750,000
38.	Spec shell building (shell addition, sprinkler system)	Crombie Property Holdings Limited	8975 Chinguacousy Road	\$750,000
39.	Spec shell building (shell building, site services, interior alterations, sprinkler system)	Termani Holdings Inc	9899 Airport Road	\$735,000
40.	747 Flea Market (addition, sprinkler system)	Emmet Developments Limited and Ratcliffe Holdings Limited	73 Parkhurst Square	\$700,000
41.	Spec shell building	FCHT Holdings (Ontario) Corporation	1965 Cottrelle Boulevard	\$659,000
42.	Spec shell building	Huntingwood Developments Inc	621 Wanless Drive	\$654,000
43.	Royal Bank of Canada (shell building, interior finish)	Airport Highway 7 Developments Limited	9115 Airport Road	\$650,000
44.	Spec shell building	Pendale Bovaird Square Inc	831 Bovaird Drive West	\$612,000
45.	Wendy's Restaurant	Calloway Reit (Bramport) Inc	9930 Airport Road	\$605,000
46.	Peel District School Board Adult Education Centre (interior alterations)	Cardillo Capital Corp	25 Kings Cross Road, Un 3	\$600,000
47.	Tim Hortons & KFF Convenience (unit finish)	Manor Bay Estates Inc	8720 The Gore Road	\$571,000
48.	Premier Fitness Club (addition, unit finish, interior alterations)	Cardillo Capital Corp	25 Kings Cross Road, Un 4	\$560,000
49.	TD Canada Trust (shell building)	Milanese Estates Inc	135 Father Tobin Road	\$550,000
50.	Bramalea Animal Hospital (interior alterations)	1579954 Ontario Ltd	125 Chrysler Drive, Un 7	\$500,000
51.	Rexall Pharma Plus (unit finish)	Greyrose Corporation	10035 Hurontario Street, Un 13	\$500,000
52.	Spec shell building	The Buffalo Group Developments Ltd	25 Lancashire Lane	\$500,000

7.

INSTITUTIONAL CONSTRUCTION ACTIVITY

(over \$1,000,000 construction value)

	PROJECT	LOCATION	CONSTRUCTION VALUE
Public Schools			
1.	Springdale North School	365 Father Tobin Road	\$30,500,000
2.	The Sheridan College Institute of Technology and Advanced Learning (shell building, addition, interior alterations, site services, sprinkler system)	7899 McLaughlin Road	\$13,626,000
3.	Springdale North Public School	526 Fernforest Drive	\$10,336,000
4.	Castlemore Public School	9916 The Gore Road	\$10,000,000
5.	Copeland Public School	5 Young Drive	\$8,808,000
6.	Dorset Drive Public School (addition)	100 Dorset Drive	\$6,350,000
7.	Kingswood Public School (addition, sprinkler system)	235 Kingswood Drive	\$4,500,000
8.	Sir John A MacDonald Senior Public School (addition, sprinkler system)	250 Centre Street North	\$4,150,000
9.	Burnt Elm Public School (addition, sprinkler system)	85 Burnt Elm Drive	\$3,660,000
10.	Edenbrook Hill Public School (addition, sprinkler system)	61 Edenbrook Hill Drive	\$3,186,600
11.	Red Willow Public School (addition)	80 Redwillow Road	\$2,825,900
12.	Folkstone Public School (addition)	104 Folkstone Crescent	\$1,400,000
13.	Somerset Public School (addition)	50 Somerset Drive	\$1,250,000
		Sub Total	\$100,592,500
Separate Schools			
14.	St Roch Catholic Secondary School	200 Valleyway Drive	\$26,000,000
15.	Cardinal Ambrozic Catholic Secondary	10 Castle Oaks Crossing	\$22,000,000
16.	Holy Name of Mary Catholic Secondary School (interior alterations)	115 Glenvale Boulevard	\$1,045,000
		Sub Total	\$49,045,000
Places of Worship			
17.	Roman Catholic Episcopal Corporation for the Diocese of Toronto, in Canada) - Saint Eugene De Mazonod Church	1252 Steeles Avenue West	\$7,073,000
18.	Faith Gospel Tabernacle Ministries (Brampton) - Faith Gospel Tabernacle Ministries	10040 Creditview Road	\$7,000,000
19.	North Bramalea United Church - North Bramalea United Church (addition)	363 Howden Boulevard	\$2,732,000
		Sub Total	\$16,805,000
Government Facilities			
20.	The Corporation of the City of Brampton - Flower City Community Campus Senior's Centre (addition, sprinkler system)	8870 McLaughlin Road	\$2,140,000
21.	Management Board Secretariat - Ministry of the Attorney General (exterior alterations)	7755 Hurontario Street	\$1,500,000
22.	The Corporation of the City of Brampton - Flower City Community Campus (site services)	8830 - 8990 McLaughlin Road	\$1,300,000
		Sub Total	\$4,940,000

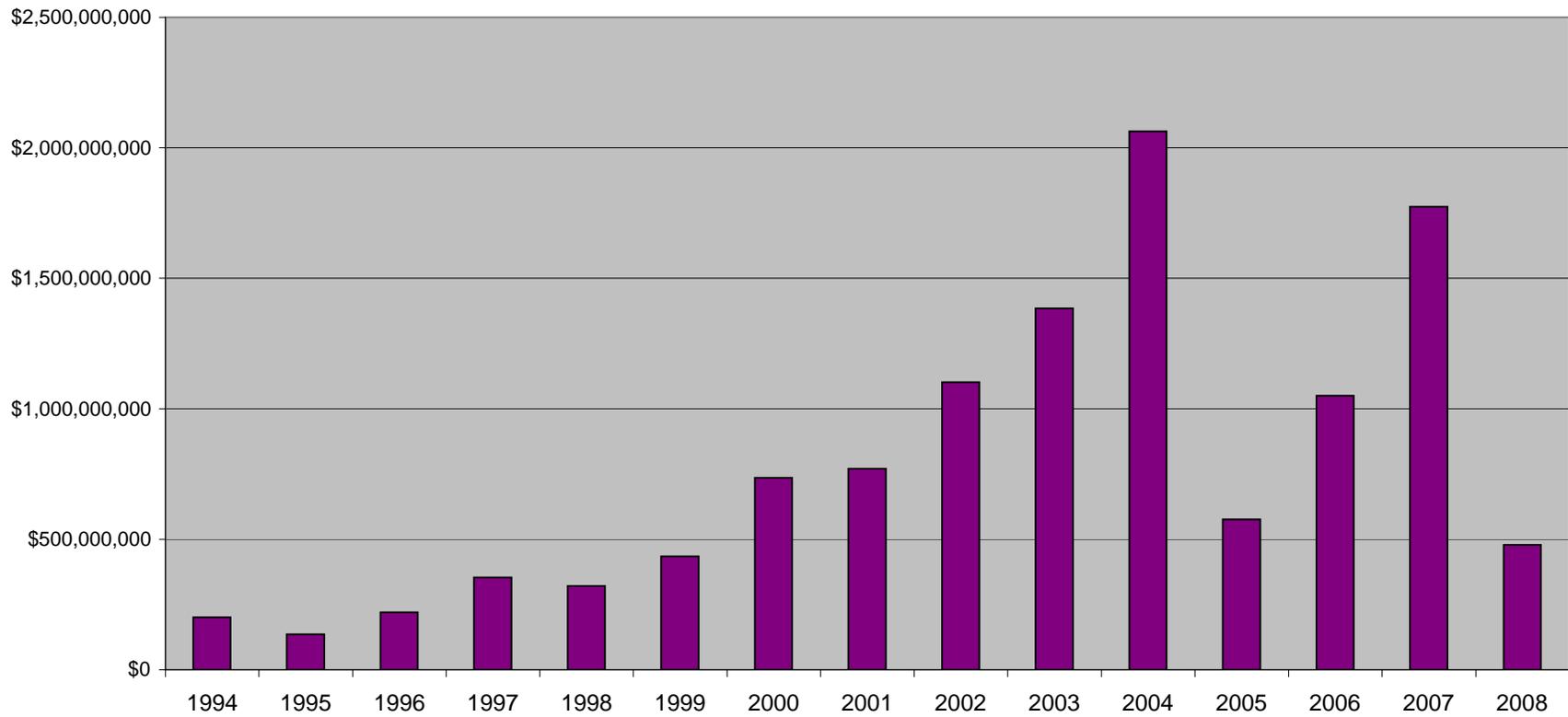
Recreation Facilities

23.	Toronto and Region Conservation Authority - Heart Lake Conservation Area (splash pad, picnic shelter, exterior alterations)	10818 Heart Lake Road	\$1,180,000
		Sub Total	\$1,180,000

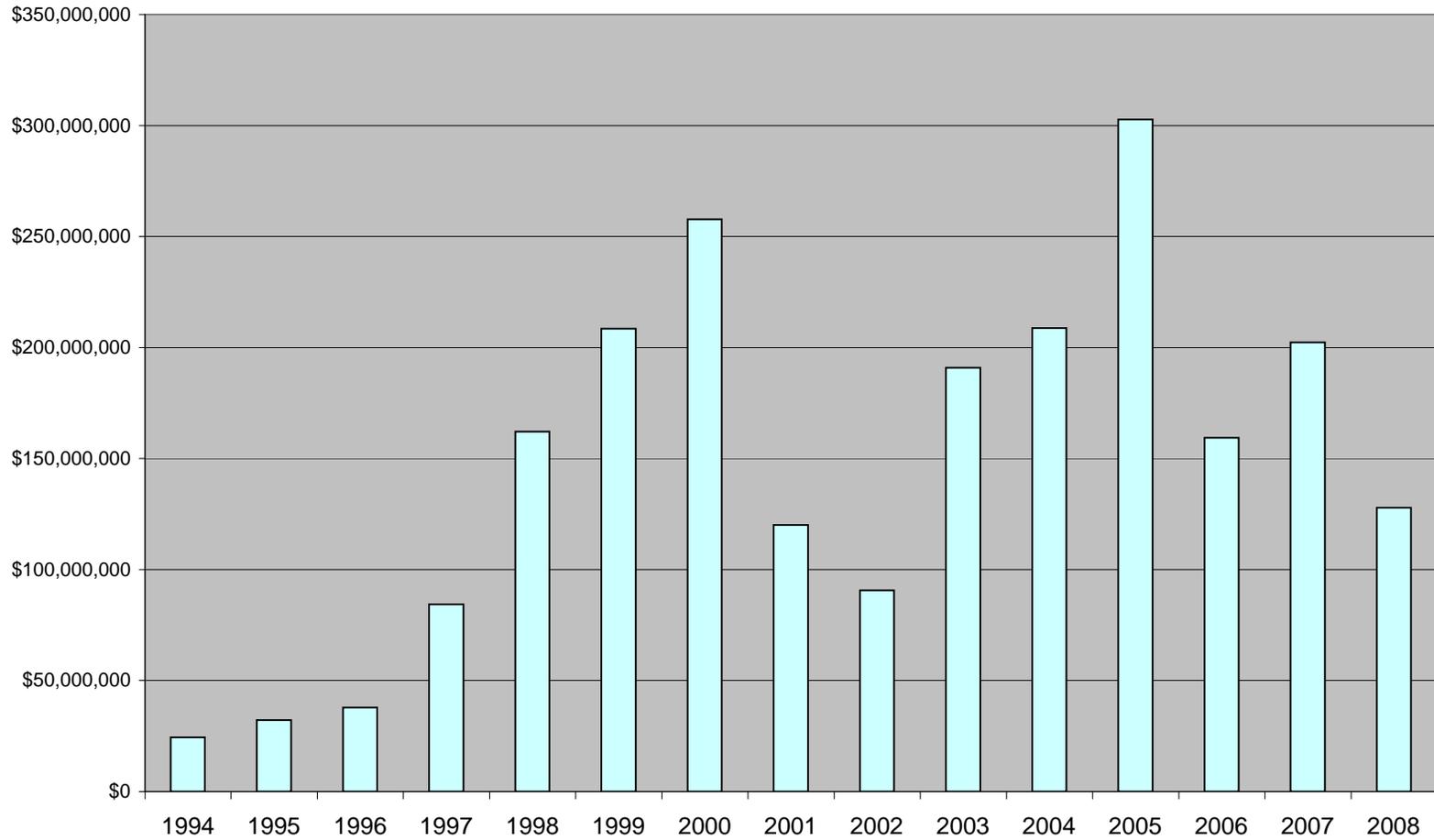
Cemeteries

24.	Mount Pleasant Group of Cemeteries - Meadowvale Cemetery (visitation centre)	7732 Mavis Road	\$3,880,000
25.	Memorial Gardens Canada Limited - Brampton Memorial Gardens	10061 Chinguacousy Road	\$3,672,000
		Sub Total	\$7,552,000

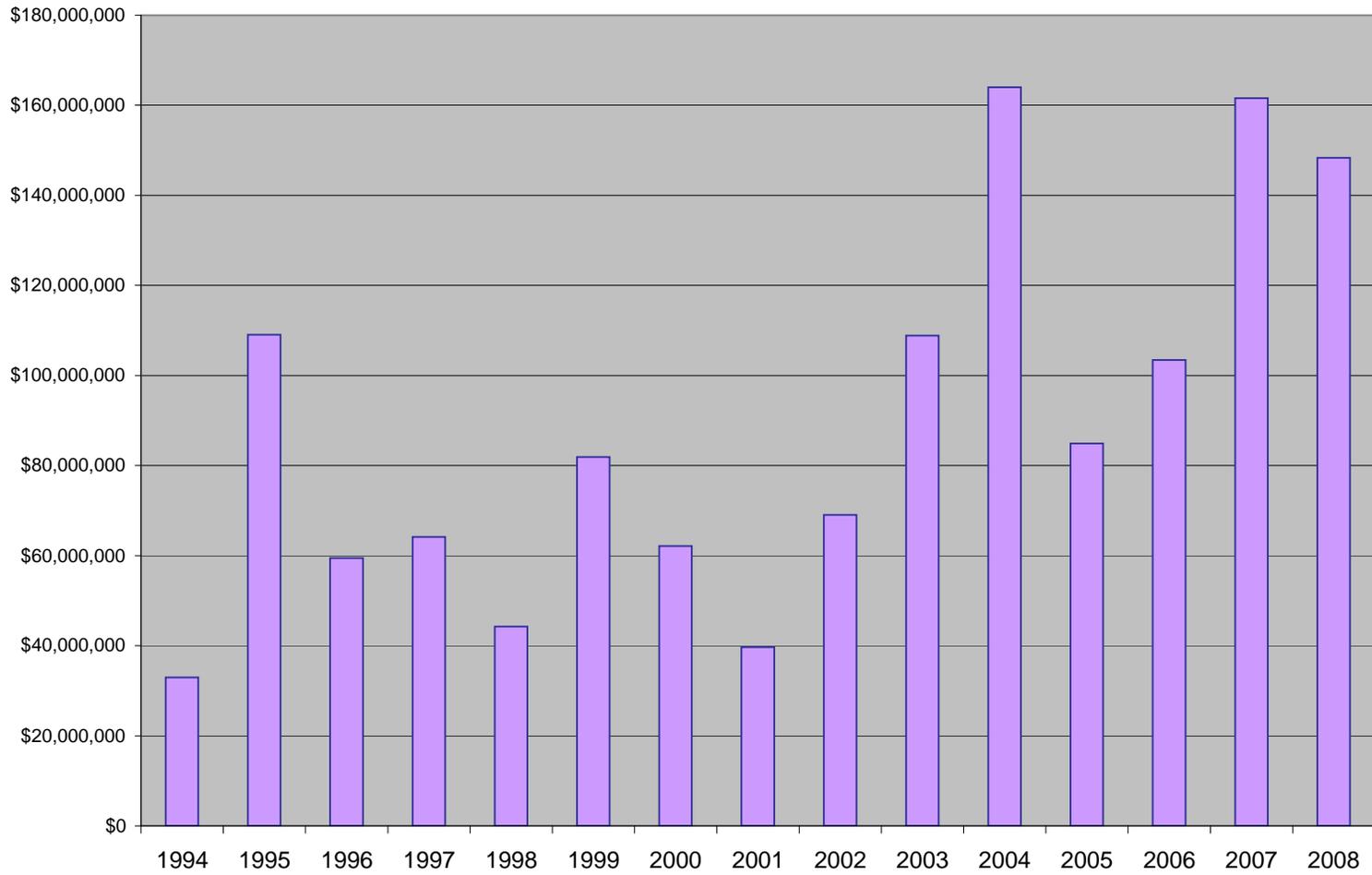
15 Year Activity Comparison Residential Construction \$



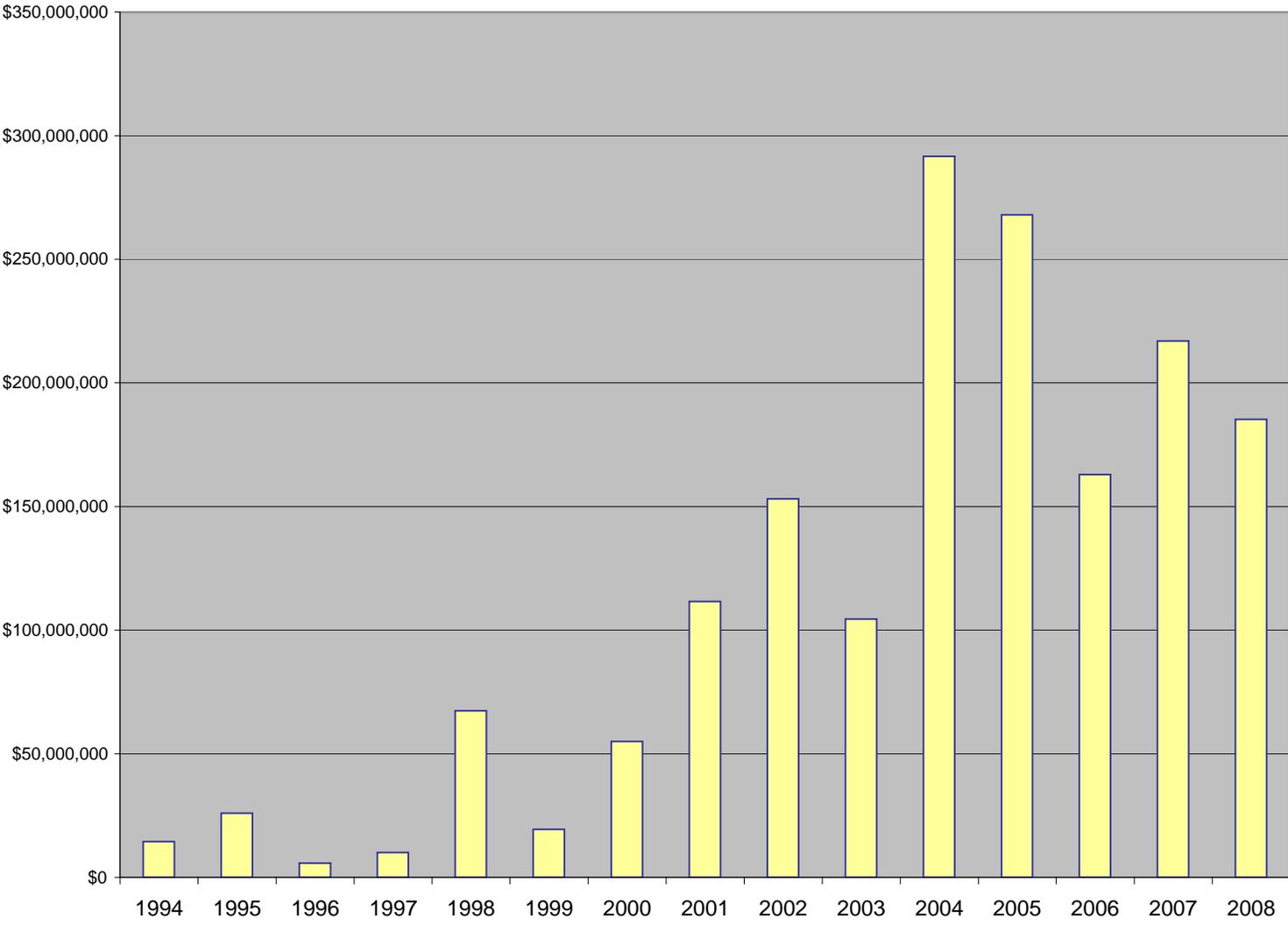
15 Year Activity Comparison Industrial Construction \$



15 Year Activity Comparison Commercial Construction \$

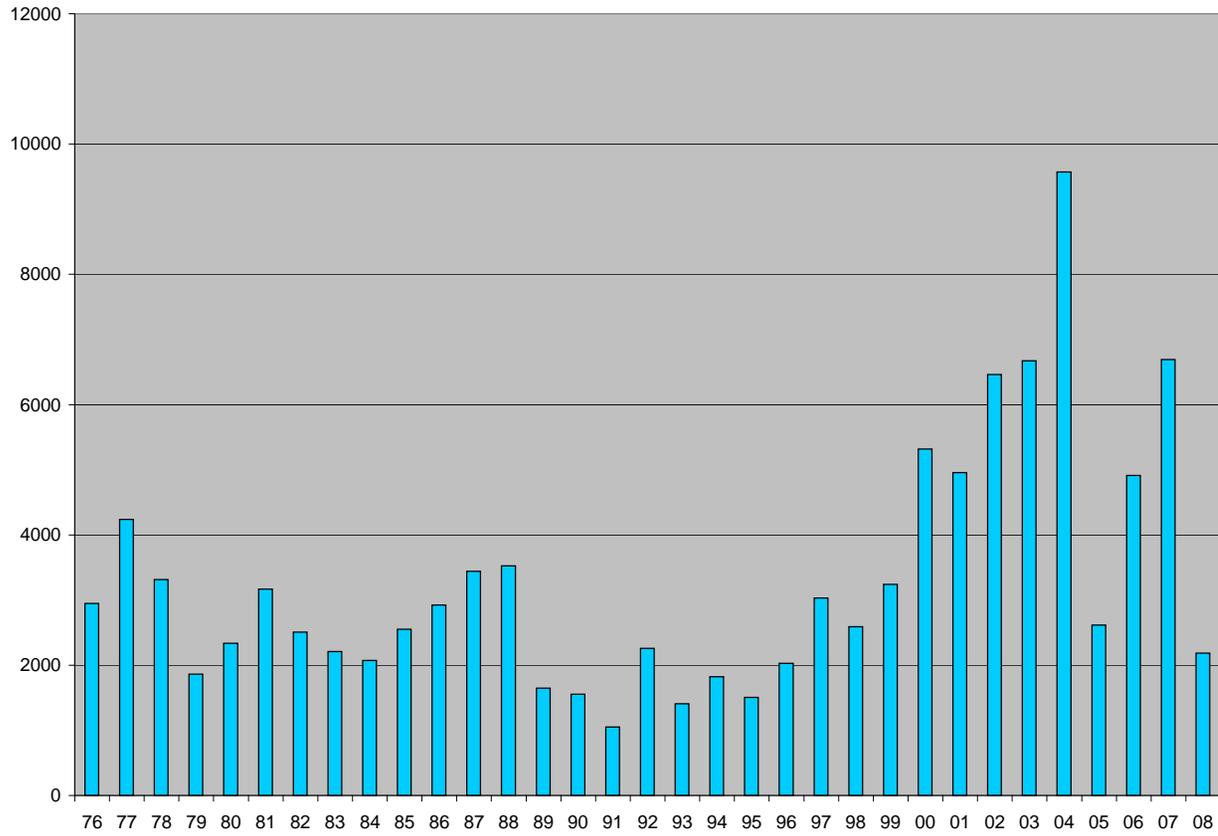


15 Year Activity Comparison Institutional Construction \$



of DWELLING UNITS

Residential Activity Profile



2008 Construction Values

Brampton in the National and Toronto CMA Context

February 2009

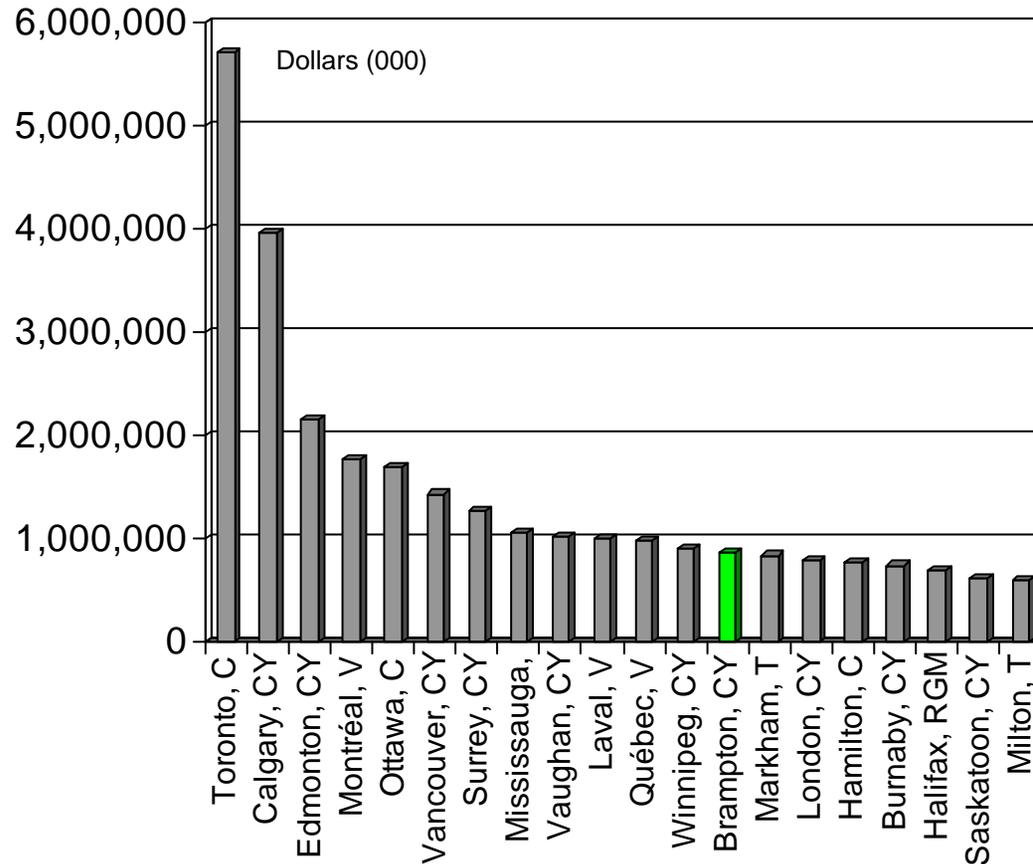
Construction Value Points of interest

- In 2008, values for Brampton construction declined in every category, with the exception of the industrial category.
- Across Canada and in Ontario only institutional and industrial construction values saw an increase, commercial and residential declined.
- More than 90% of the decrease in Brampton's total construction value was in residential.
- Where apartment unit construction volume was on par with 2007, single home construction slowed significantly.
- In 2007, the total value of all construction in Brampton was higher than the combined municipalities of Peel Region in 2008.
- Brampton contributed more than 40% of Peel Region construction value in all categories, except for institutional.
- Western province cities had a greater presence among the larger construction markets in 2008.

Total Value Construction

Jan – Dec '08

- With a total construction value of \$863,155,000 in 2008, Brampton ranked 13th in Canada for total construction value.
- In 2007, Brampton ranked 4th with a value of \$2,326,495,000.
- Due primarily to a reduction in residential development this slide is the result of a \$1,463,790,00 overall decline in value. This (-62.91%) is one of the largest in Canada.

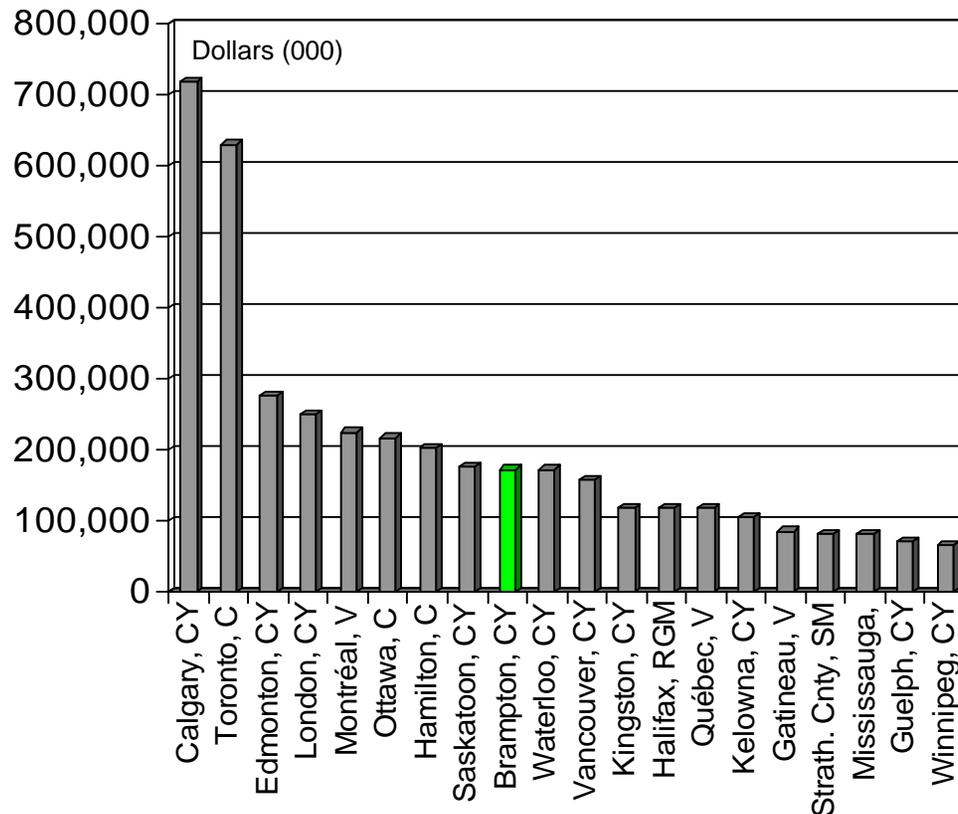


Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Industrial Construction Value

Jan – Dec '08



- Sitting 9th with a value of \$172,358,000, Brampton maintained a top 10 ranking for Industrial Construction.
- In 2007, with a value of \$161,450,000, Brampton ranked 2nd, following only Mississauga.
- Brampton is one of only two GTA municipalities in this years top 10 industrial construction markets.

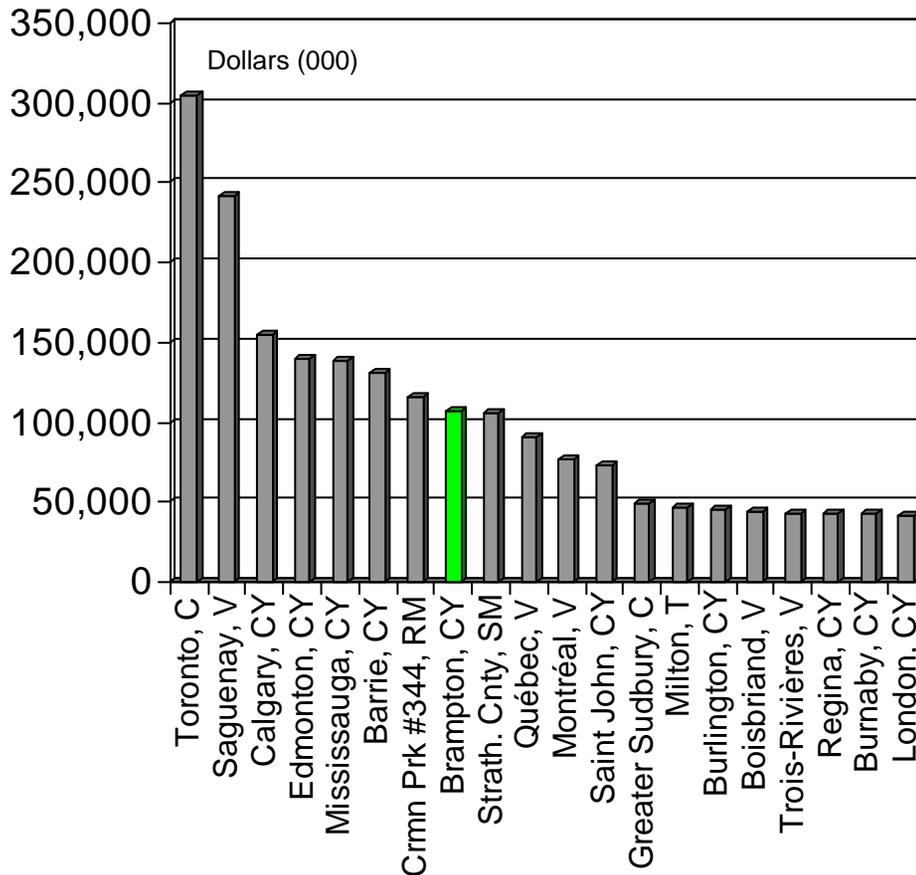
Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Commercial Construction Value

Jan – Dec '08

- Brampton moved up two places in the top 10 ranking in 2008 and now sits 8th for commercial development.
- Commercial construction value in 2008 was \$106,573,000.
- In 2007, Brampton saw a commercial construction value of \$216,751,000, ranking 10th.

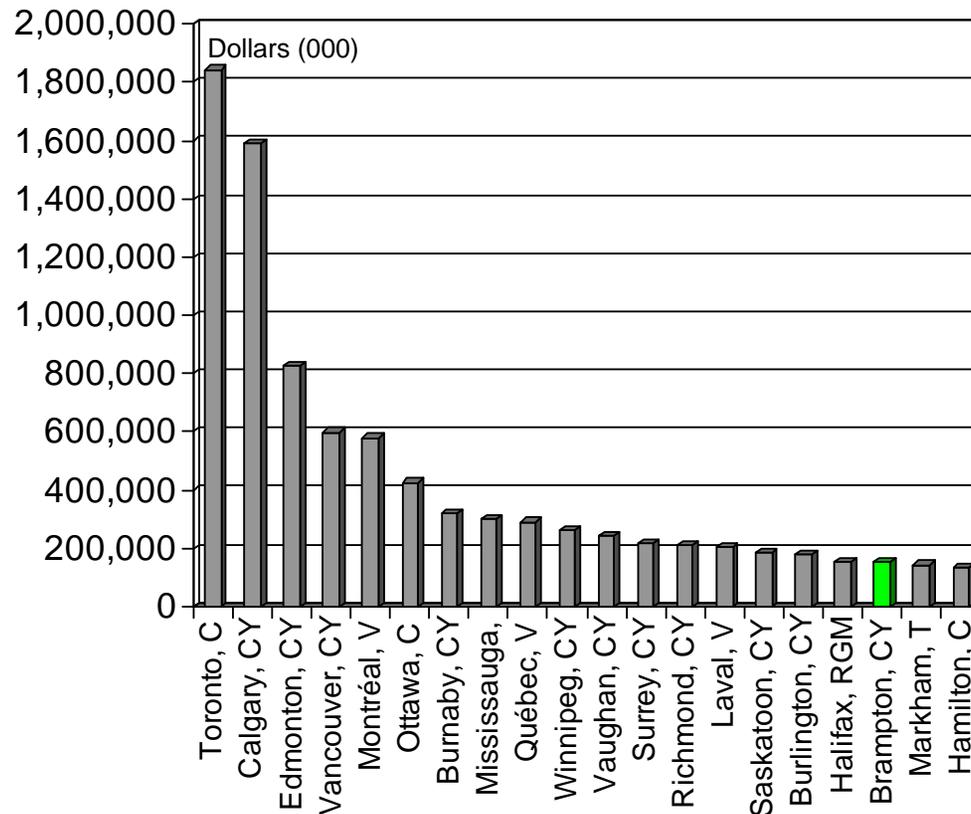


Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Institutional Construction Value

Jan – Dec '08



- Sitting 18th with a value of \$152,923,000 the institutional market place is the only non-residential sector where Brampton is outside of the National top 10.
- In 2007, Brampton ranked 6th with a value of \$181,075,000.
- Of the cities ahead of Brampton, eight are in western provinces. In 2007 only one western city, Calgary, surpassed Brampton.

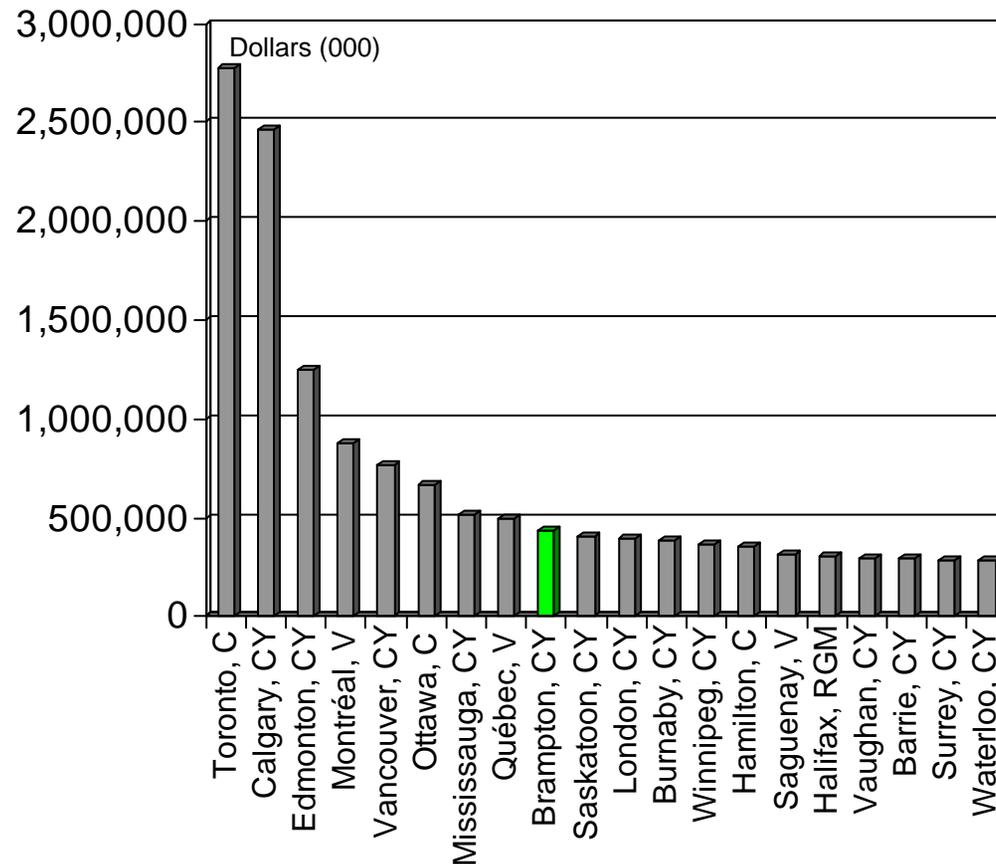
Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Non-Residential Construction Value

Jan – Dec '08

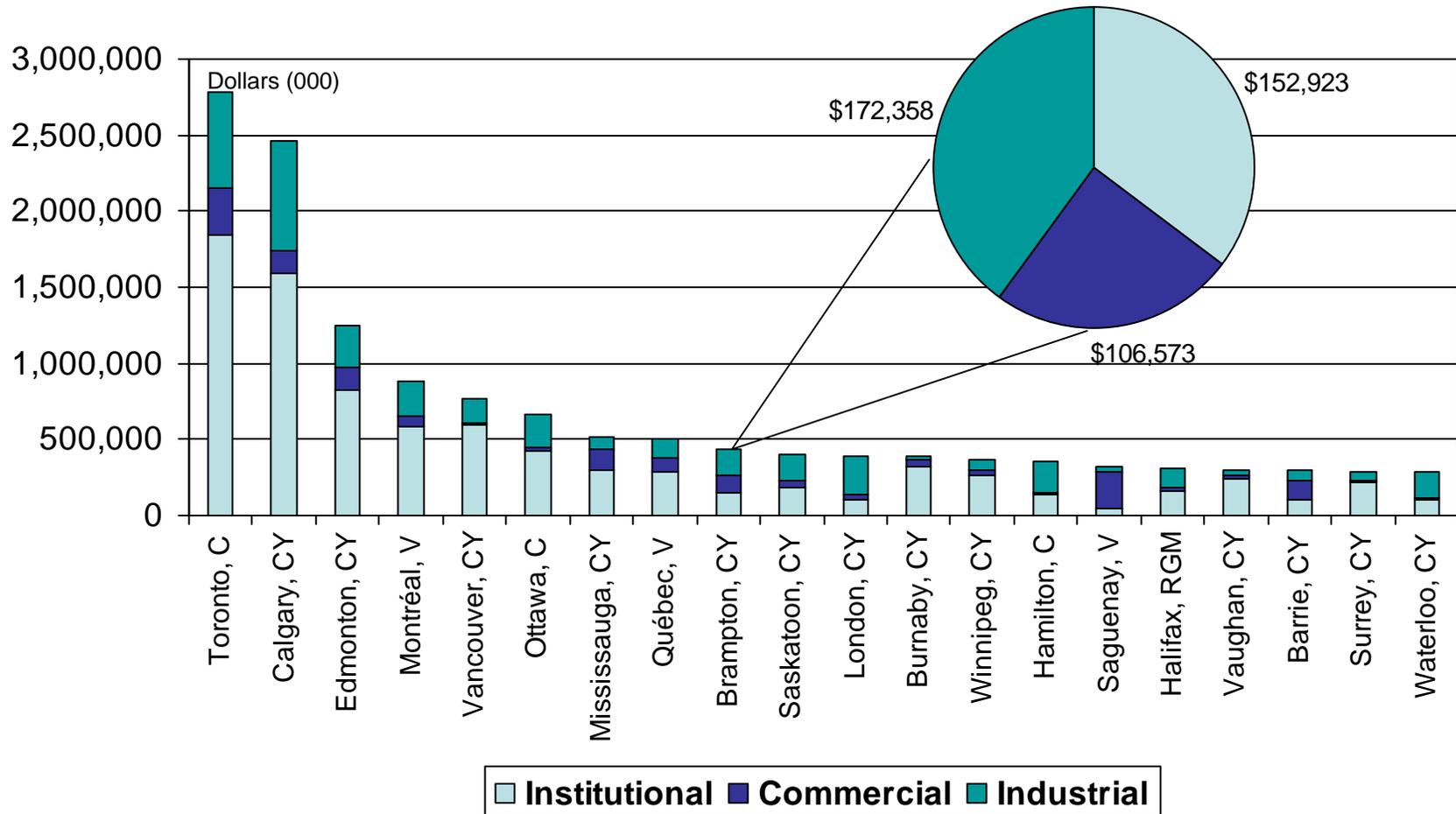
- Brampton continued to be one of Canada's top 10 non-residential construction markets in 2008, ranking 9th with a value of \$431,854,000.
- In 2007, Brampton ranked 2nd with a value of \$559,276,000.
- The Non-Residential construction market is comprised of all industrial, commercial and institutional building.



Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Composition of Non-Residential Construction Top 20 Markets Jan – Dec '08

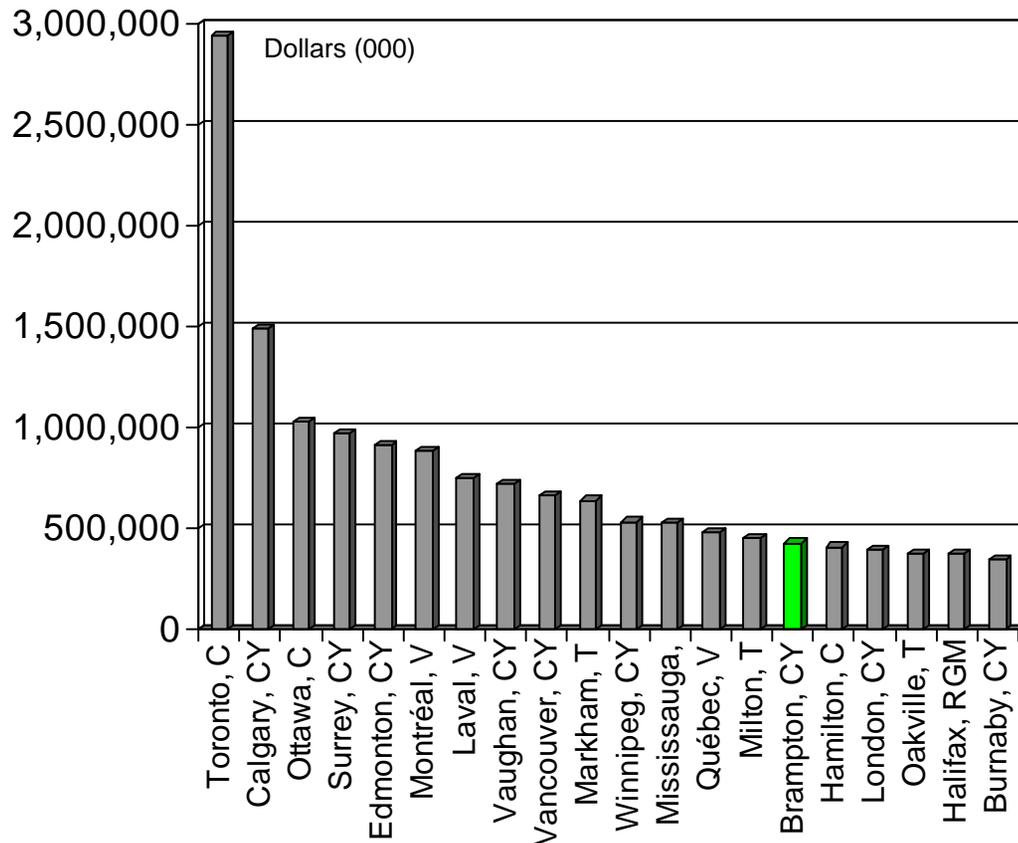


Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Residential Construction Value

Jan – Dec '08



- With a slowing residential construction market in 2008 Brampton ranked 15th nationally with a value of \$431,301,000.
- It has been more than ten years since Brampton has seen residential construction values this low.
- In 2007, Brampton ranked 3rd with a value of \$1,767,669,000.

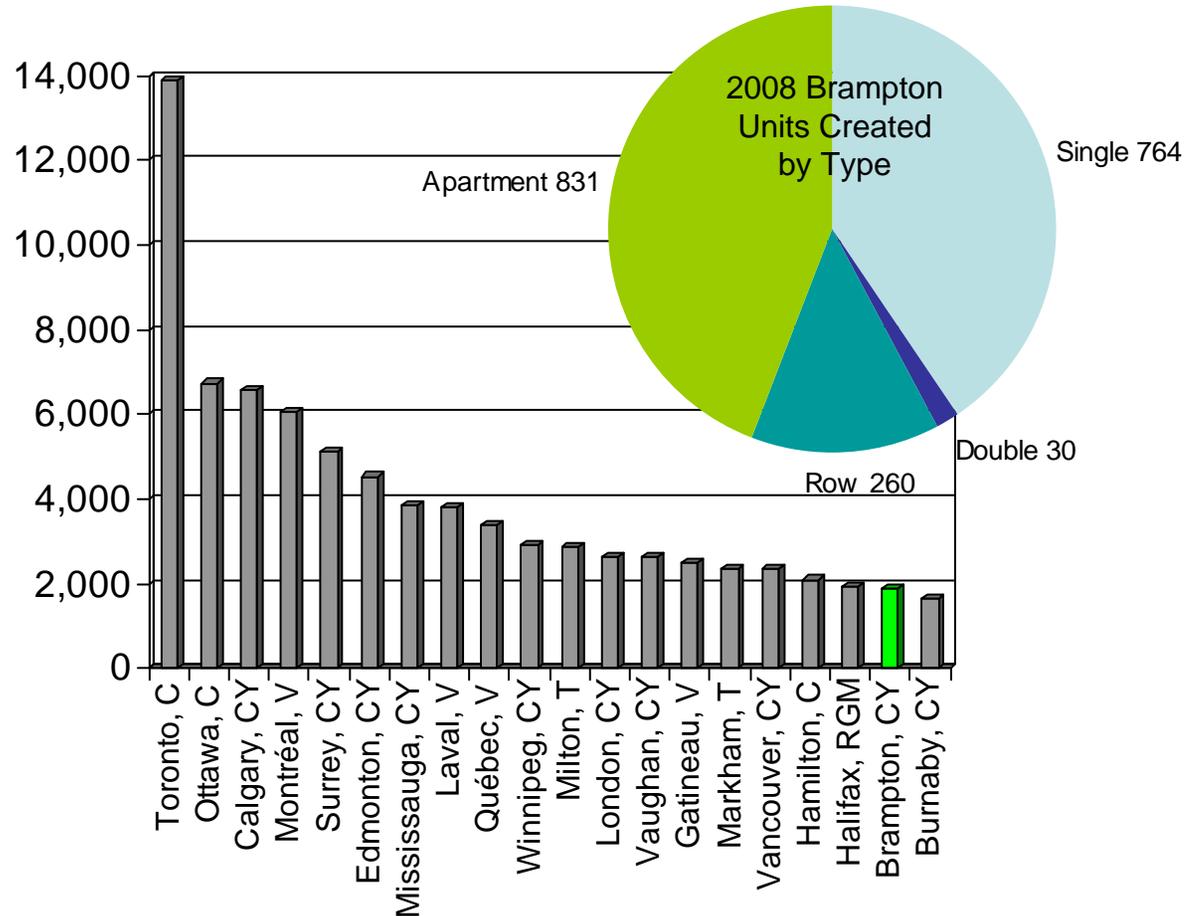
Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Residential Units Created

Jan – Dec '08

- With 1,855, residential units created in 2008, Brampton ranked 19th in Canada.
- In 2007, with 6,649 units created, Brampton ranked 6th.
- In 2008, Apartment units were the largest type of housing created (831 units). In 2007, single units were the largest type with 4,252.



Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Toronto CMA Construction Value Rankings

Residential

1	Toronto, C	2,941,922
2	Vaughan, CY	723,784
3	Markham, T	642,310
4	Mississauga, CY	534,727
5	Milton, T	456,549
6	Brampton, CY	431,301
7	Oakville, T	381,655
8	Richmond Hill, T	160,322
9	Ajax, T	154,433
10	Aurora, T	151,267

Dollars (000)

Non Residential

1	Toronto, C	2,778,476
2	Mississauga, CY	520,094
3	Brampton, CY	431,854
4	Vaughan, CY	298,694
5	Markham, T	192,877
6	Oakville, T	162,617
7	Milton, T	143,620
8	Caledon, T	107,978
9	Richmond Hill, T	95,908
10	Aurora, T	85,307

Dollars (000)

Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Toronto CMA Construction Value Rankings

Industrial		
1	Toronto, C	630,425
2	Brampton, CY	172,358
3	Mississauga, CY	81,752
4	Aurora, T	52,536
5	Markham, T	45,593
6	Richmond Hill, T	43,206
7	Vaughan, CY	31,155
8	Ajax, T	25,694
9	Oakville, T	20,065
10	Caledon, T	18,759

Dollars (000)

Commercial		
1	Toronto, C	304,953
2	Mississauga, CY	138,455
3	Brampton, CY	106,573
4	Milton, T	46,101
5	Pickering, CY	38,312
6	Vaughan, CY	24,183
7	Oakville, T	17,512
8	Richmond Hill, T	16,129
9	Halton Hills, T	10,368
10	New Tecumseth, T	9,560

Dollars (000)

Toronto CMA Construction Value Rankings

Institutional

1	Toronto, C	1,843,098
2	Mississauga, CY	299,887
3	Vaughan, CY	243,356
4	Brampton, CY	152,923
5	Markham, T	143,186
6	Oakville, T	125,040
7	Milton, T	97,099
8	Caledon, T	84,045
9	Richmond Hill, T	36,573
10	Ajax, T	33,151

Dollars (000)

All Buildings

1	Toronto, C	5,720,398
2	Mississauga, CY	1,054,821
3	Vaughan, CY	1,022,478
4	Brampton, CY	863,155
5	Markham, T	835,187
6	Milton, T	600,169
7	Oakville, T	544,272
8	Richmond Hill, T	256,230
9	Aurora, T	236,574
10	Ajax, T	215,703

Dollars (000)

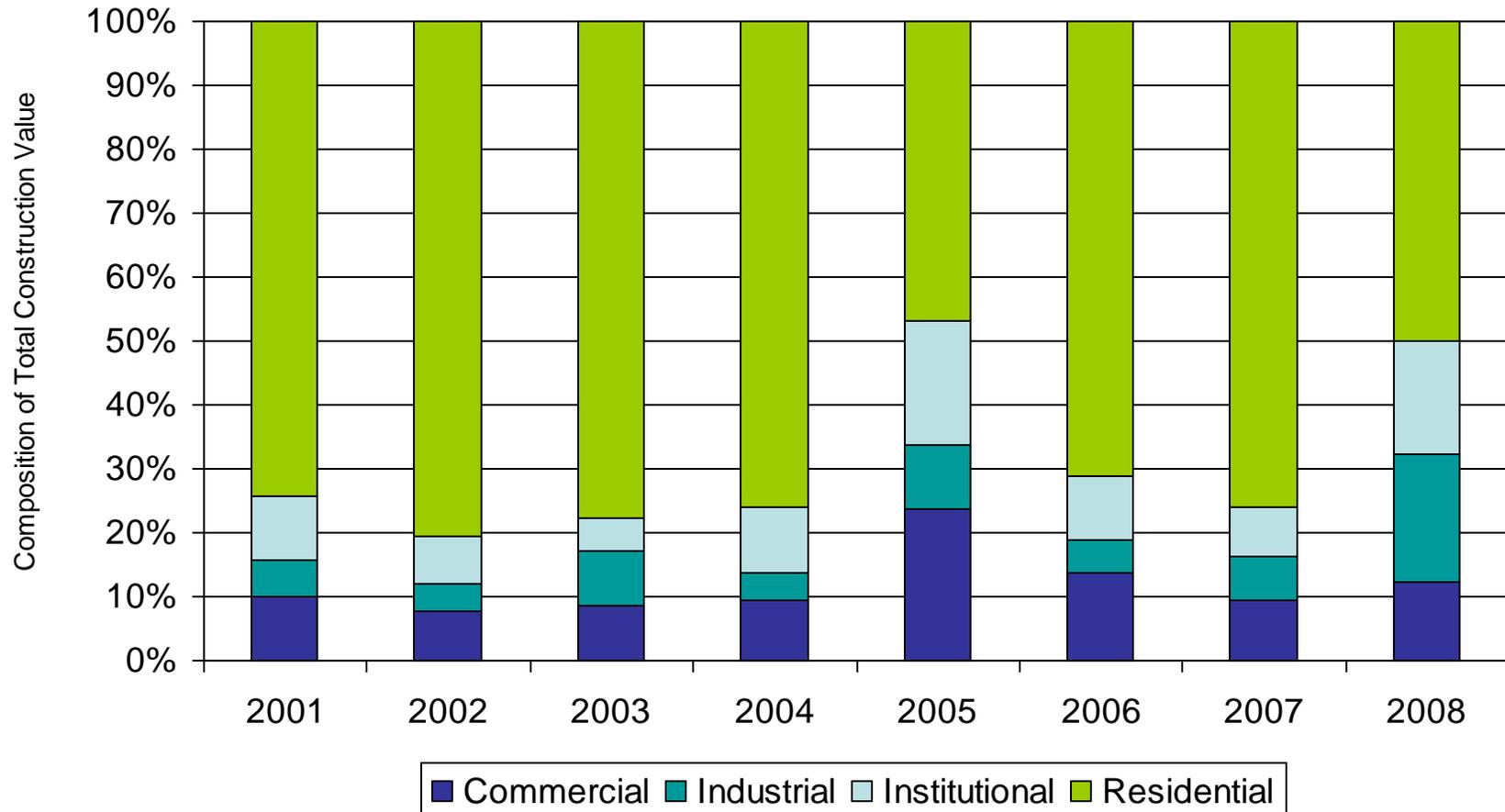
Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

The Changing Face of Construction Value in Brampton

Percentage Comparison Jan – Dec 2001 through 2008

The decline in residential construction in 2008 resulted in non-residential construction occupying a larger share of the overall construction market (50%)



Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2002 - 2009
 Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

Brampton Contribution to 2008 Construction

		% of National	% of Province	% of Toronto CMA	% of Peel
Residential Units Created	Total	0.92%	3.21%	5.65%	31.97%
	Single	0.84%	3.69%	7.95%	72.42%
	Cottage	0.00%	0.00%	N/A	N/A
	Mobile	0.00%	0.00%	0.00%	N/A
	Double	0.31%	1.08%	1.42%	7.33%
	Row	1.30%	2.56%	5.54%	21.87%
	Apartment	1.02%	3.79%	4.91%	25.62%
	Conversion	0.00%	0.00%	0.00%	0.00%
Current Dollars	Residential	1.05%	3.87%	6.06%	42.64%
	Non Residential	1.46%	4.96%	8.43%	40.74%
	Institutional	0.92%	3.14%	4.76%	28.48%
	Commercial	2.07%	8.36%	14.43%	42.59%
	Industrial	2.22%	6.75%	14.68%	63.17%
	All Buildings	1.23%	4.35%	7.05%	41.67%

Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

2007 – 2008 Change in Value by Category

	Residential	Non Residential	Institutional	Commercial	Industrial	All Buildings
Change	Dollars (000)					
in National	-10.26%	2.92%	141.90%	-69.59%	57.81%	-5.17%
	-\$4,677,199	\$838,768	\$9,757,769	-\$11,762,881	\$2,843,880	-\$3,838,431
in Province	-12.63%	-3.25%	89.22%	-73.84%	65.73%	-8.75%
	-\$1,612,021	-\$291,862	\$2,296,163	-\$3,600,531	\$1,012,506	-\$1,903,883
in Toronto CMA	-12.26%	-1.16%	179.08%	-76.34%	28.59%	-7.93%
	-\$994,196	-\$60,143	\$2,061,240	-\$2,382,506	\$261,123	-\$1,054,339
in Peel	-58.89%	-8.57%	86.74%	-51.70%	-22.86%	-42.77%
	-\$1,448,893	-\$99,317	\$249,361	-\$267,826	-\$80,852	-\$1,548,210
in Brampton	-75.60%	-22.78%	-15.55%	-50.83%	6.76%	-62.91%
	-\$1,336,368	-\$127,422	-\$28,152	-\$110,178	\$10,908	-\$1,463,790

The negative change in Brampton's residential value represents over 90% of the negative change in all buildings.

Source: Statistics Canada, Catalogue no. 64-001-XWF, Feb 2008 - 2009

Compiled by the Brampton Economic Development Office - Business Information and Policy Branch

This publication, uses the following classification for the **value of permits issued** for construction of new buildings or for improvements: residential, industrial, commercial, institutional and government.

Residential: Includes all buildings intended for private occupancy whether on a permanent basis or not. Dwellings are divided into the following types: single-family, mobile, cottage, semi-detached, row house and apartment building.

Industrial: Includes all buildings used for manufacturing and processing; transportation, communication and other utilities, and agriculture, forestry and mining.

Commercial: Includes all buildings used to house activities related to the tertiary sector, such as stores, warehouses, garages, office buildings, theatres, hotels, funeral parlours and beauty salons.

Institutional: Includes expenditures made by the community, public and government for buildings and structures like schools, universities, hospitals, clinics, churches, homes for the aged.

The **number of dwelling units** indicates the number of self contained dwelling units created. This should not be confused with the number of structures. For example, an apartment building containing six dwellings will be shown as six dwelling units. When an existing structure is converted into additional housing units, the number of units added is included. This publication uses the following classification for dwelling units:

Single: Refers to dwellings commonly called "**single house**". It includes single dwellings that are completely isolated on all sides, including single dwellings linked to other dwellings below ground. Included are bungalows, split levels, two-storey single-family homes built by conventional methods or prefabricated.

Mobile: Refers to houses designed and constructed to be transported on their own chassis and for easy moving.

Cottage: Refers to dwellings that cannot be occupied year-round or on a permanent basis because the facilities required for comfort are inadequate.

Double : Refers to dwellings in which each of the two dwellings are side by side and joined by a common wall or garage, but not attached to any other building and surrounded by open space.

Row: Refers to a row of three or more dwellings attached to each other without dwellings above or below.

Apartment: Includes dwellings in a variety of buildings such as duplexes, semi-detached duplexes, triplexes, row duplexes, apartments as such and dwellings adjacent to non-residential structures.

Conversion: Refers to the number of dwellings added by conversion of existing structures.

Source: Statistics Canada

Abbreviations

- CMA – Census Metropolitan Area
- C - Cité / City
- CY - City
- RGM - Regional municipality
- SM - Specialized municipality
- T - Town
- V - Ville

For more Information

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Flower City



brampton.ca

Appendix 9:

**Single Source Delivery of Development Charge Road Infrastructure
Guidelines**

Jan 10, 2006

CITY OF BRAMPTON

**CORPORATE GUIDELINE REGARDING
ARRANGEMENTS TO ALLOW DEVELOPERS TO PROVIDE SINGLE
SOURCE DELIVERY OF DEVELOPMENT CHARGE FUNDED ROAD
INFRASTRUCTURE**

GUIDELINE STATEMENT

In some situations, prior to the City granting planning approval in principle to a development proposal, a Developer may request the permission of the City to construct development charge funded road infrastructure, identified in the City's Development Charges Background Study, in conjunction with the development of the Developer's lands. If approved, the City's development charge funded road infrastructure would then be constructed by the Developer, initially at the Developer's expense, along with the construction of the local service infrastructure required by the Developer. The Developer would subsequently be reimbursed by the City for the development charge funded portion of the cost of the infrastructure, either from funds collected pursuant to the City's Development Charges By-law, or through the application of development charge credits. This type of arrangement may enable construction of the identified development charge funded road works to proceed at an earlier time than contemplated within the City's 10-Year Capital Program. It allows the Developer to undertake the development charge funded component of certain road infrastructure on behalf of the City, without proceeding through a formal tender process. Instead of the tendering process, a process similar to the "Direct Negotiations" process, in the City's Purchasing Policy would effectively be utilized.

The merits of each proposal must be considered on a city-wide basis, in the context of the needs and priorities of the City's Growth Management Program and the City's Transportation & Transit Master Plan.

PURPOSE

This guideline provides City Staff with a consistent approach for the evaluation of such proposals prior to recommending to Council that the City enter into the associated contractual arrangements between the Developer and the City of Brampton for the construction of development charge funded road infrastructure. It establishes a set of parameters that enables Staff to assess the risks and benefits of the proposed front-end road infrastructure delivery arrangements on a case-by-case basis, while having regard to the cumulative financial impacts of such arrangements on the City's development charge funds, on the City's 10-Year Capital Works Program, and on its development charges

cash flow. It also provides certainty for the development industry with respect to the anticipated timing of reimbursement payments and/or the application of development charge credits, and the extent of reimbursements that the City will make available to the Developer, in exchange for undertaking such works on the City's behalf.

SCOPE

This guideline applies to all Staff proposing front-end development charge funded road infrastructure delivery arrangements between a Developer and the City for construction of a portion of the City's road infrastructure by the Developer, who is otherwise responsible only for the construction of the local service component thereof.

PROCEDURES

1. Developer Reimbursement

- a) Staff is authorized to reimburse the development charge funded road infrastructure works constructed by Developers in accordance with front-end road infrastructure delivery arrangements approved by Council, provided that all conditions of the arrangement and the associated legal agreements have been met fully.
- b) The cost of temporary infrastructure required to facilitate a proposed development will not be reimbursed and will not be the subject of development charge credits.
- c) The additional costs associated with the design and construction of bridges and similar structures to a higher standard, to accommodate for the early delivery of the infrastructure, as determined by the Commissioner of Works & Transportation, will be borne entirely by the Developer and will not be subject to development charge credits or reimbursement by the City.
- d) Land costs will not be included in the calculation of the Developer's actual construction costs and will not be subject to development charge credits or reimbursement by the City.
- e) Payment to the Developer by the City of a required cash reimbursement will occur, on the date which is the latter of:
 - (i) the date that all of the performance criteria outlined in the associated legal agreement has been met fully, as determined by the Commissioner of Works and Transportation; or

- (ii) the year in which the identified road infrastructure was set out in the City's 10-Year Capital Works Program at the time of entering into the agreement, or such earlier payment date as may be approved by City Council.
- f) The amount of the development charge credit or cash reimbursement payable to the Developer, as the case may be, associated with the construction of new roads, will be the lesser of:
- (i) fifty percent (50%) of the Developer's total costs incurred for the design and construction of the entire identified road segment (being composed of both the growth related and the local service component of the arterial road) as set out in the proposal, approved by the Commissioner of Works and Transportation, as referred to in section 2(b)(i) below; or
 - (ii) the amount of the total projected costs identified in the City's approved Development Charges Background Study, (as further defined in Attachment "A" hereto), applicable to the identified road segment, indexed in accordance with the requirements of the City's Development Charges By-law, up to the date of the execution of the associated legal agreement made between the Developer and the City, less any reasonable costs incurred by the City related to the identified works (including, but not limited to the City's costs of undertaking any required environmental assessments) as determined by the City's Commissioner of Works and Transportation.
- In the event of a discrepancy between the projected costs for a particular road segment identified in Attachment "A" and the projected costs for such road segment as set out in the City's Background Study, the projected costs in Attachment A shall prevail, to the extent of such conflict.
- g) The City reserves the right to limit cumulative payments per calendar year, for reimbursement to all participating Developers for all such projects, to \$5,000,000 (Five Million Dollars), if determined by the City's Commissioner of Finance to be necessary, in order to protect the City's cash flow in any particular calendar year. The Commissioner of Finance will provide a written report to Council outlining the reasons for his determination prior to imposing a limitation in any calendar year.

2. Departmental Responsibilities

- a) The Planning Design & Development Department is responsible for bringing forward the front-end development charge funded road infrastructure delivery

arrangement proposal for detailed evaluation by Staff in various departments, in accordance with the requirements of this guideline, prior to recommending planning approval in principle to City Council, for the associated development. In most cases it will be the Developer who initiates the discussions regarding the possibility of such front-end road infrastructure delivery arrangements, but in some instances it may be Planning, Design & Development Staff.

- b) The Works & Transportation Department is responsible for:
- (i) reviewing the proposal and providing details of the specific technical requirements and cost estimates to be contained in the associated written legal agreement to be entered into between the City and the Developer;
 - (ii) in consultation with the Planning Development & Design Department, assessing the impacts, if any, of the proposed early delivery of the road infrastructure works on the timing of the delivery of other City infrastructure with particular reference to the City's Growth Management Program and the City's Transportation & Transit Master Plan;
 - (iii) preparing the report to Committee of Council seeking Council approval for the proposed arrangement;
 - (iv) obtaining budget approval;
 - (v) obtaining authorization for execution of the required legal agreements, and evaluating the amount of the Developer reimbursement;
 - (vi) requesting, collecting and reviewing all necessary documentation to be provided by the Developer, in order to establish the amount of the actual, reasonable costs incurred by the Developer in the delivery of the entire road infrastructure, once the construction is fully completed;
 - (vii) for ensuring that the quality of the road infrastructure provided meets City standards; and
 - (viii) for providing the final clearance to the City's Finance Department, prior to the City releasing any reimbursement payments.
- c) The Finance Department is responsible for:
- (i) evaluating the financial implications to the City;
 - (ii) ensuring that the proposed infrastructure is identified in the approved Development Charges Background Study;
 - (iii) ensuring that the proposed infrastructure is within the Development Charges Background Study's validation period, or constitutes a Council approved substitution thereof;

- (iv) assessing the impacts of the arrangement and all other outstanding arrangements of a similar nature, on the City's yearly cash flow, in order to determine whether there is a need to delay the release of Developer reimbursements in any given year, so as to protect the City's cash flow; and
 - (v) administering the application of any related development charge credit arrangements.
- d) The Legal Services Department is responsible for:
- (i) reviewing the proposal and determining the appropriate legal structure for the particular proposal (ie. a single source road infrastructure delivery arrangement, a credit agreement under the Act, or a formal front-ending financing agreement pursuant to the Development Charges Act);
 - (ii) negotiating the terms of the legal arrangements;
 - (iii) drafting the appropriate conditions of draft plan approval, if any; and
 - (iv) preparing the applicable legal agreement and supporting legal documentation, as may be required.

3. Evaluation Criteria

All of the evaluation criteria outlined below must be satisfied before the Commissioner of Works & Transportation, supported by the Commissioners of Planning Design & Development, Finance and Legal Services will make a recommendation to City Council for approval to enter into a front-end road infrastructure delivery arrangement, subject to any necessary conditions. The following criteria are to be used when considering the appropriateness of entering into a front-end road infrastructure delivery arrangement.

- a) The City will be fully secured against financial risk resulting from the front-end road infrastructure delivery arrangement.
- b) The front-end road infrastructure delivery arrangement must be a logical and reasonable extension of the existing or the proposed draft approved development and must be consistent with the priorities of the City's Growth Management Program and the City's Transportation & Transit Master Plan.
- c) The proponent of the arrangement must demonstrate to the satisfaction of the City, in consultation with other agencies if necessary, how the proposed departure, if applicable, from the City's 10-Year Capital Program is preferable to the City's existing, approved 10-Year Capital Program and how the construction of the entire road infrastructure by the Developer is in the City's best interests.

- d) Costs to the City to provide related infrastructure, which is not development charge funded, will be taken into consideration as part of the evaluation of the proposal. It is not the City's intention to incur additional costs or premature costs, which are funded by the tax base, in order to accommodate a proposal.
- e) The arrangement must apply to the construction of development charge funded road infrastructure that is identified in the City's approved Development Charges Background Study and to infrastructure that falls within the Study's validation period, or be a Council approved substitution thereof. (In some situations, substitutions for arterial road works set out in the Development Charges Background Study may be made, subject to technical and financial review by Staff and authorization by Council.)
- f) Proposals should be coordinated among the members of the affected development area. Where a front-end development charge funded road infrastructure delivery arrangement requires the involvement of multiple landowners in a Block Plan Area, the City will require such landowners to be represented by a Trustee, who would deal with the City directly on behalf of the landowners' group.
- g) Individual landowners choosing not to participate in a front-end development charge funded road infrastructure delivery arrangement will not necessarily preclude the creation of a front-end road infrastructure delivery arrangement between the City and other participating Developers in a development area, provided that the non-participating landowners' lands are not essential to the overall development of the area or the delivery of the particular road infrastructure.
- h) Construction of road infrastructure through a front-end road infrastructure delivery arrangement, in advance of the timeframes established in the City's 10-Year Capital Program, will not be supported if it will have the effect of deferring the construction or delivery of other higher priority infrastructure detailed in the Development Charges By-law Background Study and/or in the City's Transportation & Transit Master Plan and/or the City's Growth Management Program. The arrangement will not be entered into if it facilitates the premature release for development of the subject lands or other lands in the surrounding area.
- i) The impacts of a proposal will be assessed on a city-wide basis.

4. Conditions of approval

The following conditions of approval will be required as part of the approval of any front-end development charge funded road infrastructure delivery arrangement and, where appropriate, will be incorporated into any agreement between the City and Developer for such arrangements, prepared in a form satisfactory to the City Solicitor.

- a) The Developer is to assume all risks including, and not limited to, those associated with any changes in Provincial legislation specific to development charges, when entering into a front-end road infrastructure delivery arrangement with the City.
- b) There will be no reimbursement by the City, and there will be no development charge credits applied to the transactional costs incurred by a Developer in connection with entering into a front-end road infrastructure delivery arrangement including, but not limited to the Developer's legal, consultant, and study fees save and except for any transactional costs that are already included in the City's Development Charge Background Study.
- c) If the proposal is initiated by the Developer and if the City's costs are not otherwise addressed in the City's existing fees related to the subdivision and/or development application review process, or included in the City's Development Charge Background Study, then the full costs borne by the City to consider the request for a front-end road infrastructure delivery arrangement, including, but not limited to the costs of legal services, consultants, and studies required to prepare the legal agreement, will be recoverable by the City, from the Developer, and will not be subject to development charge credits or reimbursement by the City.
- d) The full cost for the City to review the plans and tender documents, the cost for a full time City inspector to monitor the work on behalf of the City and the cost of undertaking a pre-acceptance inspection of the infrastructure by an independent consultant will be recoverable by the City, from the Developer, and will not be subject to development charge credits or reimbursement by the City.
- e) If the structure of the arrangement is not a development charge credit agreement and it is not a formal front-ending financing agreement entered into in accordance with the requirements of the Development Charges Act, then the Developer shall be required to expressly disclaim the creation of any obligation of the City to seek or facilitate any third party contribution, including any contribution to the front-ending costs or the financing of same.
- f) Where the infrastructure is constructed prior to the time frame set out in the City's 10-Year Capital Program, then in order to address depreciation of the

infrastructure and the City's costs of early maintenance, the amount of the development charge reimbursements will not be subject to indexing by the City after the date of execution of the associated legal agreement between the City and the Developer.

- g) The cost of all required works will be financially secured to the City's satisfaction, prior to the commencement of the works.
- h) If the structure of the arrangement involves the assignment of development charge credits, then consideration will be given to the question of whether the transfer of such credits should be limited.
- i) If the structure of the legal arrangement is not a development charge credit arrangement, entered into pursuant to the requirements of the Development Charges Act, then development charges shall be payable in full on the Developer's development lands, in accordance with the City's Development Charges By-laws, and the Developer will expressly waive any entitlement to a credit under the Development Charges Act in the associated legal agreements made with the City.
- j) All proposed infrastructure will be designed and constructed to the satisfaction of the City's Commissioner of Works and Transportation, in accordance with the latest standards and specifications, and will be subject to all applicable City policies and City approved engineering plans.
- k) The Developer may be required to design and construct bridges and similar structures to a higher standard, at its sole expense, as determined by the City's Commissioner of Works & Transportation, acting reasonably, in order to reflect earlier delivery than otherwise detailed in the City's 10-Year Capital Program, thereby enabling a life for such structure(s) that is consistent with the City's existing, approved 10-Year Capital Program.
- l) Once the legal agreements related to the front-end road infrastructure arrangements are executed, the associated development applications may proceed to draft plan approval, subject to any other requirements of the approval authority and subject to any phasing or staging requirements identified by the Commissioner of Planning, Design & Development.
- m) The Developer is required to notify the City's Commissioner of Works & Transportation when it is of the opinion that the conditions for reimbursement, as outlined in the legal agreement entered into with the City, have been satisfied.
- n) Other conditions as deemed appropriate by City Council.

5. Application of Guideline to Development Charge Funded Road Widenings and Railway Grade Separations

This guideline has been designed to address proposals by Developers to construct new arterial roads, however, an approach formulated upon the principles detailed in this guideline and similar processes may be undertaken in consideration of a proposal for a Developer to construct a development charge funded road widening and related works, and/or a development charge funded railway grade separation, on behalf of the City, through a direct negotiation type of arrangement, and without proceeding through a formal tender process. Application of this guideline to such a proposal requires modification and adjustment to reflect the manner in which development charge funded road widenings and related works/and railway grade separations are addressed and calculated in the City Development Charge Background Study and in the City's Development Charges By-law for roads and other recoveries (By-law 224-2004). In addition to identifying the projected costs for new roads, Attachment A to this guideline also includes references to certain road widening projects and railway grade separations. Attachment A can be used to assist staff in determining the projected costs for such works and can be used to determine the related amounts of development charge funding available for reimbursement, related thereto, should this guideline be used for consideration of proposals for road widenings and railway grade separations, as stated above.

ACCOUNTABILITY

Staff within the Finance Department, Planning, Design & Development Department, Works & Transportation Department and Legal Services Department shall act in accordance with this guideline.

ADMINISTRATION & CONTACT

The Finance Department (Financial Planning Division), is the administrator of this guideline and is responsible for keeping this guideline up to date. This guideline will be reviewed as required by Staff and if updates are warranted those updates will be approved by the Commissioner of Finance, Senior Management Team and Council. Any questions regarding this guideline should be addressed to the Finance Department.

APPENDIX "A"

"to be attached"

Appendix 10:

**Written Submissions from Block Plan Landowner Groups – Development
Incentives**

FIELDGATE DEVELOPMENTS

5400 Yonge Street, Suite 501
Toronto, ON M2N 5R5
Tel.: (416) 227-9005
Fax: (416) 227-9007

City of Brampton	
PLANNING, DESIGN AND DEVELOPMENT	
DATE:	MAR 12 2009
Rec'd	
File No.	P20 BP45-5

March 10, 2009

Mr. John Corbett
Commissioner
Planning, Design and Development
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

WITHOUT PREJUDICE

Dear Mr. Corbett:

**RE: Credit Valley Secondary Plan
Block 5 Development Programme**

Further to our meeting of February 24, 2009, we are pleased to provide a synopsis of the meeting discussion and our recommendations for key steps going forward to address the timely development of the participating Block 5 lands. We provide this in recognition of your upcoming allocation report which we understand is to be finalized in the next month.

Block 5 Landowners along with a representative from Block 1-3 met with you to discuss certain limitations with the approved Block Plan design which restricts the expedient development of Block 5 and the Block 1-3 lands to the north. In particular, we noted concerns with the delivery of James Potter Road given non-participants within Block 5 and, therefore, the impact on delivering needed public facilities (parks and schools) within the future developing lands. In this regard, we support the expropriation of lands needed to deliver the permanent James Potter Road alignment.

Accordingly, the Block 5 Landowners are prepared to fund such an expropriation and deliver the specified piece of James Potter Road, in concert with Block 1-3 participants, provided that:

- The timing for the delivery of DC credits for all of James Potter Road through Block 5 and in part through Blocks 1-3 be accelerated to 2010 in Brampton's TTMP programme and reflected in associated Single Source Agreements.

- When the affected non-participants' lands proceed to development, they be required to pay the cost of the local road portion of James Potter Road (land and construction) as if they were participating owners today. As discussed, this can be done through the use of the City's Single Source Agreement, Spine Servicing Agreement, and/or other legal or planning vehicles.

(It should be noted that we have not yet received confirmation from the Block 1-3 owners regarding the cost sharing of this initiative).

We also noted that Block 5 internally faces another significant challenge in that certain lands may not wish to be signatory to the City approved Cost Sharing Agreement. It is for this reason that we discussed the opportunity of Brampton exercising some flexibility with the current block plan design to ensure that developers who are prepared to proceed can do so expeditiously while delivering the James Potter Road alignment through Block 5. In particular we welcome your consideration for modifying the SWM Pond 7 location to facilitate the development of James Potter Road and allowing for participating developers to proceed.

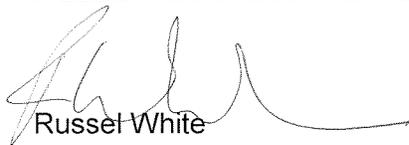
Given the upcoming allocation report and the City's intention to consider incentives for the expeditious development of priority areas within Brampton, we request that you consider the above and, in particular, recommend the following:

1/ Expropriation of portion of James Potter Road through Block 5 in order to deliver a permanent connection through the Block and to facilitate the delivery of the required essential facilities (i.e. schools and parks) within the Credit Valley Secondary Plan Area.

2/ A modification to the location of SWM Pond 7 as required to service James Potter Road.

We trust that this is an accurate summary of discussions and would be pleased to have further discussions with you to advance this programme.

Yours very truly,
FIELDGATE DEVELOPMENTS



Russel White
Project Manager

RW:mh

c. Darren Steedman Metrus Development Inc.

February 3, 2009

City of Brampton
Planning & Building Department
2 Wellington Street West
Brampton, Ontario
L6Y 4K2

City of Brampton	
PLANNING, DESIGN & DEVELOPMENT	
DATE:	FEB 09 2009
File No.	03 w06:003

ATTN: Mr Dan Kraszewski, Manager of Planning

Dear Sir:

RE: **SINGLE SOURCE AGREEMENT COMMENTS**
21T-04009B AND 21T-07007B

Further to my email dated January 26th, 2009 (copy attached) and our meeting of January 28, 2009, as requested, we formally submit the following comments for your consideration.

As suggested in my email, I continue to feel that a workshop with my developer colleagues would be beneficial to efficiently move this City Wide issue forward.

Our comments:

The Trustee to receive payment.

In our particular case, the Block trustee is not involved and payment should flow directly to the Owner.

Posting a Letter of Credit

The developer should not be required to post a letter of credit for the Development Charge works. The City should treat the Developer the same way as they treat a Contractor on a City initiated job.

Maintenance Period

The City should be treating these works in the same manner as a City initiated job.

The Estimated Cost

The City should reimburse the Owners on actual value. The Development Charge is dynamic and can address any fluctuations in value. Also, a clause could be included to protect the City from significant fluctuations beyond 20% in value and essentially cancel the agreement.

CO4 w06 1.01
- J. Corbett
cc: Colin Grant
- Klaus Stolch
- Bonnie Eskelso
- P. Snape
- K. Ash

City of Brampton

Attn: Mr Dan Kraszewski, Manager of Planning

February 3, 2009

Page 2

Engineering Fees

City Engineering review and admin fees should not be charged for the City's portion of the road. The Development Charge currently collects for this and its inclusion in the agreement is essentially a dual payment.

Insurance

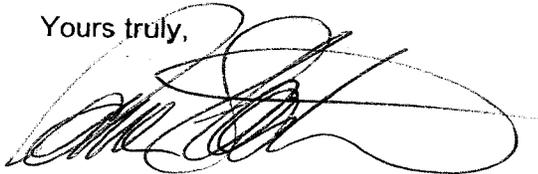
Please ensure that the insurance cost and structure are the same as what is required by a Contractor for a typical Capital Job.

Cumulative Payment Cap

This section of the agreement must be removed as 100% reimbursement is fundamental to this arrangement. Also, it may be appropriate to consider Development Charge Credits (of the Road Portion only) at the Building Permit stage.

Thank you for allowing me to submit this letter with our concerns, we are willing to meet at your convenience to expand on this submission. We continue to feel that it would be more efficient to meet with Developers city wide to address these common concerns. I can arrange such a meeting via the PEEL BILD membership if you wish.

Yours truly,



Darren Steedman MCIP RPP
Vice President

DS:st

Enc

File:Brampton gen/2009

C: Mr. John Corbett – Commissioner of Planning
Ms. Jane Burton – Legal Counsel

Darren Steedman

From: Darren Steedman
Sent: Monday, January 26, 2009 10:47 AM
To: Burton, Jane; Anderson, Peter; Stolch, Klaus; 'Kraszewski, Dan'; 'Al Steedman'; Vito Cavallo; Jason Bottoni
Subject: Single Source Agreement - Timberbank and Credit manor.

Good Morning,

On Wednesday we have our next regular scheduled meeting to solidify the Single Source Agreement for our Metrus Central/Tesch lands (Blk Pln 40-1) and Timberbank (45-3) . Unfortunately we can't sign this agreement in its current form and structural changes are required. We appreciate the changes made to date however more are required to streamline and strengthen the partnership between the developer and Brampton in delivering infrastructure. It is my understanding that approximately 7 Single Source Agreements are currently in negotiations between us, my developer colleagues and the City and in my mind, the best way to tackle this would be a workshop specifically oriented to the critical core components of the Agreement. I would still like to meet Wednesday to discuss our concerns but at some point, it may be more efficient to have the workshops as I suspect some of my issues are also my colleagues.

Regards,

Darren Steedman MCIP RPP
Vice President
Metrus Development Inc
1700 Langstaff Road, Suite 2003
Concord, Ontario
L4K 3S3
Tel: (905) 669-5571 x239
Fax: (905) 669-2134
Email: dsteedman@metrusdev.com



PLEASE REFER TO:
Helen A. Mihailidi (Ext. 277)
Email: hmihailidi@bratty.com
Assistant: Michelle Stames (Ext. 275)
Email: mstames@bratty.com

December 31, 2008

DELIVERED VIA EMAIL

The Corporation of the City of Brampton
Legal Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mr. Colin Grant/Ms. Maria Khazanov

Dear Sir/Madam:

RE: Credit Valley Secondary Plan Block 2 (Springbrook) ("Block 2")

We wish to thank you (and City staff) once again for meeting with the landowners within the Block 2 group on December 18, 2008, in order to update and discuss matters related to the development of the Block 2 lands.

As we outlined at the said meeting, the Block 2 owners wish to raise certain issues and concerns in relation to the following agreements:

- (1) Block 2 Interim Servicing Financial Mitigation Agreement dated March, 2008 and executed by the City on May 2, 2008 ("Interim Servicing Agreement");
- (2) Block 2 Spine Servicing Agreement dated March, 2008 and executed by the City on May 2, 2008 (the "Spine Servicing Agreement"); and
- (3) Agreement for Single Source Delivery of Development Charge Funded Road Infrastructure - Williams Parkway - Westerly Extension Construction dated March, 2008 and executed by the City on May 7, 2008 (the "Single Source Agreement"),

(collectively the "City Agreements"), and which the Block 2 owners are requesting to be addressed due to significant changes in circumstances (largely beyond the Block 2 owners' control) since the time that the City Agreements were finalized, as discussed at our said meeting and as outlined in this letter.

Please note that, unless otherwise set out herein, all capitalized terms shall have the meaning ascribed thereto in the applicable agreement.

As discussed at our meeting, the group's main issues and concerns may be summarized as follows:

Construction of Spine Services and Triggers for First Plan Registration/First Site Plan Approval

Section 22.10 of the Spine Servicing Agreement currently provides as follows with respect to the requirements for completion of the Williams Parkway Extension and the spine roads prior to final approval for registration of the first plan of subdivision and/or the first site plan approval within Block 2:

"22.10 The parties further agree that:

- (a) Williams Parkway Extension shall be completed to base course asphalt (to the satisfaction of the City's Commissioner of Works and Transportation) and the construction of the bridge over the Valley shall be completed to the satisfaction of the City's Commissioner of Works and Transportation and thereafter, all lands required by the City will be conveyed to the City free and clear of all encumbrances, prior to final approval for registration of the first plan of subdivision and prior to the granting of final site plan approval within the Participating Owners Lands;
- (b) the spine roads located on both the east and west side of the Valley shall be completed to base course asphalt prior to final approval for registration of the first plan of subdivision and prior to the granting of site plan approval within the Participating Owners Lands to the satisfaction of both the City's Commissioner of Works and Transportation and the Commissioner of Planning, Design and Development;
- (c) no commercial or other non-residential development shall occur on interim services and no site plan approval shall be granted until Mississauga Road improvements occur to the satisfaction of the City and the Region of Peel, and until one residential plan of subdivision has been registered in Block 2, on the west side of the Valley."

In addition, Schedule "F" attached to the Spine Servicing Agreement sets out the "Work Schedule" for completion of the Spine Services, and also lists a number of additional Spine Services, in addition to the Williams Parkway Extension, which must be completed prior to the registration of the first plan of subdivision and site plan approval within Block 2 (including, without limitation, watermains, storm drainage works, SWM ponds, sanitary sewers, roadways, streetlighting, and non-aquatic pond/channel planting and slope stabilization).

As we discussed at our meeting, it was anticipated at the time that the City Agreements were entered into that construction of the Spine Services (including, without limitation, the spine roads) would proceed in tandem across Block 2 and that the Spine Services (including, without limitation, the spine roads and the Williams Parkway Extension), would be completed in generally the same time frame. It was anticipated at that time that such works (including the spine roads and the Williams Parkway Extension) would be completed in or about November, 2008.

However, due in part to delays in the issuance of approvals, as well as changes in the course of construction of the Spine Services, the timing for completion of the Spine Services (including spine roads) has been delayed, and, as a result, and in order to keep the construction process moving as quickly and efficiently as possible, the construction of the spine services (including spine roads) has been separated and staggered as between the different geographic/servicing areas within Block 2. We are attaching hereto a sketch of the Block 2 lands which shows the division of the lands into the geographic/servicing areas identified as Areas "A", "B" and "C". As discussed, these geographic/servicing areas function independently from one another and do not share common servicing or road accesses, save and except for the Williams Parkway Extension at the north end of Block 2 (which is discussed hereinbelow).

We confirm that the progress of the construction of the grading and spine roads and services within the said areas is as follows:

Geographic/Service Area	Grading	Spine Roads
Area "A"	70%	90%
Area "B"	60%	0%
Area "C"	60%	0%

Notwithstanding the foregoing, as we assured the City at our meeting, the construction of the Williams Parkway Extension across all of Block 2 is proceeding (although, again, on a delayed basis due to a number of reasons beyond the control of the Block 2 owners) and is expected to be completed, to base course asphalt, within the summer of 2009.

Based on the current wording of the Spine Servicing Agreement, all of the spine roads within Areas "A", "B" and "C", as well as the Williams Parkway Extension, both to base course asphalt, as well as a number of other Spine Services (as outlined above), would have to be completed prior to registration of the first plan of subdivision and/or first site plan approval within all of Block 2. This would result in a significant (and financially unsupportable) delay in the development of all of the Block 2 lands, and, given the recent drastic downturn in general economic conditions, as well as the rapidly decreasing (and potentially disappearing) real estate market for the sale of homes within Block 2, would cause significant undue hardship on the Block 2 owners and potentially catastrophic consequences for the completion of the vision of the Springbrook Executive Housing Community which has been promoted over the last 10+/- years by the City and the owners within the Block 2 lands.

Therefore, based on all of the foregoing, the Block 2 owners are requesting that the provisions of the Spine Servicing Agreement (in particular, but without limitation, Section 22.10 thereof and Schedule "F" attached thereto) (and corresponding provisions throughout the City Agreements) be adjusted so as to provide as follows:

- (a) Williams Parkway Extension shall be completed to base course asphalt (to the satisfaction of the City's Commissioner of Works and Transportation) and the construction of the bridge over the Valley shall be completed to the satisfaction of the City's Commissioner of Works and Transportation and thereafter, all lands required by the City will be conveyed to the City free and clear of all encumbrances, prior to final approval for registration of the first plan of subdivision and prior to the granting of final site plan approval within the Participating Owners Lands;
- (b) the spine roads located within each applicable geographic/servicing area (i.e. Area "A", "B" or "C") shall be completed to base course asphalt prior to final approval for registration of the first plan of subdivision and prior to the granting of site plan approval within the Participating Owners Lands within such geographic/servicing area, to the satisfaction of both the City's Commissioner of Works and Transportation and the Commissioner of Planning, Design and Development, and such plan registration/site plan approval shall not be linked to the status of completion of the spine roads within the other geographic/servicing areas within Block 2; and
- (c) the other Spine Services located within each applicable geographic/servicing area (i.e. Area "A", "B" or "C") which are required by the terms of the Spine Servicing Agreement to be completed prior to first plan registration/site plan approval, shall be completed prior to final approval for registration of the first plan of subdivision and prior to the granting of site plan approval within the Participating Owners Lands within such geographic/servicing area, to the satisfaction of both the City's Commissioner of Works and Transportation and the Commissioner of Planning, Design and Development, and such plan registration/site plan approval shall not be linked to the status of completion of the Spine Services within the other geographic/servicing areas within Block 2.

In conjunction with the foregoing, the obligations for delivery of Completion Security (for uncompleted works) and Maintenance Security (for completed works) should be correspondingly related to the geographic/servicing areas in which the works are located (i.e. security to be provided for works within applicable area prior to registration of first plan of subdivision/first site plan approval within such area—not security for all works within Block 2).

Reduction of Williams Parkway Security

As you know, and as outlined in Section 22.8 of the Spine Servicing Agreement, the City was holding security in the amount of \$16,297,292.00 in respect of the land acquisition and construction costs related to the Williams Parkway Extension (the "Williams Parkway Security"), which Williams Parkway Security was provided to the City by certain owners within the Credit Valley Secondary Plan Block 1/3 development area (the "Block 1/3 Owners") pursuant to the terms of the Block 1/3 Interim Servicing Area Infrastructure and Financing Agreement dated March 31, 2005 entered into by the City and certain Block 1/3 owners (the "Block 1/3 Agreement").

As you also know, the City has already agreed to the reduction of the Williams Parkway Security by a sum equal to \$3,394,021.00, being the amount of the Williams Parkway Security attributable to the acquisition of that portion of the Williams Parkway Extension owned by Royal West Developments Inc. ("Royal West"). The City did effect such reduction upon confirmation by our office that we were in receipt of the transfer of the said Royal West portion of the Williams Parkway Extension in favour of the City, together with further assurances from Royal West that such transfer would be completed at such time as the City requests same.

As a result of the foregoing, the City continues to hold the sum of \$12,903,271.00 in Williams Parkway Security from the Block 1/3 Owners, \$3,394,021.00 of which is attributable to the acquisition of that portion of the Williams Parkway Extension then owned by Tanyaville Holdings Inc.

Pursuant to the terms of the City Agreements, the Block 2 Owners are required to replace the Williams Parkway Security provided by the Block 1/3 Owners prior to registration of the first plan of subdivision and/or final site plan approval within the Block 2 lands.

However, due to extenuating circumstances at the time of issuance of the draft plan approvals for the Block 2 plans of subdivision in the spring of 2008 (and, specifically, the City's requirement that the Block 2 owner obtain an acknowledgement from the Block 1/3 Owners essentially confirming the terms of the Block 1/3 Interim Servicing Agreement with respect to the Block 1/3 security), the Block 2 owners were compelled to agree, by way of separate agreement with the Block 1/3 owners, to replace the said Williams Parkway Security with the City earlier than the date of registration of the first plan of subdivision or first site plan approval, as aforesaid.

We confirm that, notwithstanding the delay in the completion of the Williams Parkway Extension due to reasons beyond the control of the Block 2 owners, nonetheless the Block 2 owners are upholding the principle of their commitment to the Block 1/3 owners and are in the process of issuing securities in favour of the City for the full amount of \$12,903,271.00 in order to replace the Block 1/3 Williams Parkway Security.

As stated above, of the remaining Williams Parkway Security in the amount of \$12,903,271.00, the sum of \$3,394,021.00 is attributable to the acquisition of that portion of the Williams Parkway Extension located within the lands formerly owned by Tanyaville Holdings Inc. (the "Tanyaville WP Lands").

As we explained in our meeting, the securing by the City (through the group) of the acquisition of the Tanyaville WP Lands was the subject of difficult and protracted negotiations which spanned more than 3+ years. As a result of the uncertainty surrounding the acquisition of the Tanyaville WP Lands, the provisions of the City Agreements were structured such that the Williams Parkway Security in respect of the acquisition of such Tanyaville WP Lands would not be reduced until the Tanyaville WP Lands are actually conveyed

to the City, thereby treating the Tanyaville WP Lands (and the Williams Parkway Security related thereto) in a different manner than the Royal West lands, due in part to the uncertainty in ownership and commitment to the conveyance thereof.

The Tanyaville WP Lands were finally secured by means of a deal that was struck between the Block 2 group and the former owner of the Tanyaville WP Lands whereby the Block 2 owners agreed to pay certain amounts to the owner of such lands pursuant to the Block 2 Cost Sharing Agreement, well in advance of the time at which such amounts would have otherwise been payable pursuant to such agreement. This deal was finalized after the date of finalization of the City Agreements.

In addition, there has been a change in ownership of the Tanyaville lands, and we confirm that we have now received documentation and assurances related to the transfer of the Tanyaville WP Lands to the City, in generally the same form and content as with respect to the Royal West lands. We confirm that we did deliver copies of such documentation to you under cover of our letter dated November 3, 2008. We also confirm that the new owner has entered into the Block 2 Cost Sharing Agreement and the Master Cost Sharing applicable to the Credit Valley Secondary Plan.

Therefore, based on the change in ownership of the Tanyaville lands, and the securing by the Block 2 group of the conveyance of the Tanyaville WP Lands in a fashion similar to that which was undertaken to secure the Williams Parkway lands owned by Royal West, the Block 2 owners request that the amount of the Williams Parkway Security held by the City to secure the acquisition of such lands be reduced and released, thereby treating the Tanyaville lands on the same basis as the Royal West lands.

In addition, given that, pursuant to the terms of the Spine Servicing Agreement, the Block 2 owners would only be required to post "Completion Security" (i.e. value of uncompleted works) and "Maintenance Security" (10% of completed works) in respect of the Williams Parkway Extension, the amount of the Williams Parkway Security to be provided by the Block 2 owners should be further reviewed and adjusted to reflect the status of completion of such works and to reflect the completion/maintenance security to be provided as aforesaid.

Finally, as you know, the Block 2 owners will be entitled to certain development charge credits with respect to the Spine Services to be completed by the owners—and in particular, but without limitation, with respect to the Williams Parkway Extension. Therefore, given the changes in circumstances which have affected Block 2, as contemplated in this letter, the Block 2 owners are also requesting that the amount of the Williams Parkway Security, as well as the Completion Security to be provided by the owners with respect to the Spine Services, be reduced by an amount equal to the amount development charge credits to which the owners are entitled in any event. This would avoid the seemingly unnecessary requirement for the owners to provide security for amounts for which they will be credited in any event (i.e. securing their own DC credits).

As you can appreciate, the issuance of any credit or security facilities by any financial institution is a challenge in today's uncertain economic climate, and therefore such reduction in the Williams Parkway Security, in the significant amount of \$3,394,021.00, as well as an amount equal to the amount of DC credits to which the Block 2 owners will be entitled, would reduce the amount of security which must be ultimately maintained by the Block 2 owners (although, as stated, they are proceeding for now to replace the full amount of the Block 1/3 Williams Parkway Security) and would help to reduce the significant financial burden which the Block 2 owners must carry in connection with the development of this community.

Prepayment of Development Charges

Section 14.1 of the Interim Servicing Agreement provides as follows:

"Notwithstanding the provisions of subsection 26(1) of the DCA which requires that a development charge is payable upon a building permit being issued for residential lands, the parties hereto agree that all of the development charges that would be payable by an Owner pursuant to the City's development charges by-laws for development of those lots permitted by the interim servicing allocation within a Subdivision Plan, shall be payable, respectively, as each individual Subdivision Plan is registered in the Block 2 Interim Servicing Area, save and except the amounts payable pursuant to By-law 224-2004 respecting Roads and Other Recoveries as amended from time to time and By-law 220-2004 respecting Outdoor Recreation Services as amended from time to time."

As stated in Sections 14.1, 14.2 and 14.3 of the Interim Servicing Agreement, the timing for payment of development charges with respect to roads and outdoor recreation services is deferred in order to permit the Block 2 owners to complete the works related to such infrastructure and therefore to apply the development charge credits applicable thereto. Therefore, the foregoing early payment provision set out in Section 14.1 applies only those components of the City development charges *other than* roads and outdoor recreation services.

As the owners stated at our said meeting, while the foregoing provision may have been an acceptable concession in order to proceed with interim servicing at the time of finalization of the City Agreements, given (1) the drastic change in economic conditions and the real estate market, and (2) the delay in delivery of the interim services (clearly beyond the Block 2 owners' control) and corresponding delay in the development of the Block 2 lands, the said early payment provision is no longer financially viable for the owners.

Therefore, the Block 2 owners request that the said timing for early payment of development charges be adjusted to permit payment of development charges (other than with respect to roads and outdoor recreation services, as aforesaid) at the time of issuance of building permit, in compliance with the typical regime provided for in the *Development Charges Act*.

In addition, in order to facilitate the expeditious development of the Block 2 lands and to avoid further losses due to the declining real estate market, the Block 2 owners also request that the City permit the early submission of building permits (i.e. prior to plan registration) in order to avoid further delays in commencement of construction following plan registration.

As stated at our said meeting, the Block 2 owners are committed to completing the vision and delivering the Springbrook Executive Housing Community within Block 2 which has been promised by the City and undertaken by the Owners. However, in order to respond to rapidly changing (and declining) conditions, the Block 2 owners are requesting that the City consider the adjustment of certain of the principles contained within the City Agreements in order to reflect the significant changes in circumstances—drastic adverse economic changes, changes in ownership within the Block 2 lands, and changes in timing of servicing and construction approvals and construction of services and infrastructure—which have occurred since the City Agreements were entered into.

The Block 2 owners look forward to working closely and co-operatively with the City in order to complete and deliver the vision contemplated for the Springbrook Executive Housing Community.

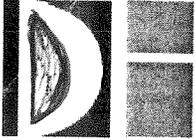
We appreciate your review and consideration of this matter and look forward to hearing from you as soon as possible.

Yours very truly,
BRATTY AND PARTNERS, LLP

A handwritten signature in black ink, appearing to read 'H. Mihailidi', written over the printed name.

Helen A. Mihailidi
HAM:ms
Encls.

cc. Springbrook Development Area Landowners
cc. Springbrook Community Management Inc. (Trustee)



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D

Please refer to: **Daniel Steinberg**
e-mail: daniels@davieshowe.com

December 8, 2008

City of Brampton
Planning, Design and Development Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mr. John Corbett, Commissioner, Planning, Design & Development
Mr. Tom Mulligan, Commissioner, Works & Transportation
Mr. Colin Grant, City Solicitor

**By E-mail Only To john.corbett@city.brampton.on.ca;
thomas.mulligan@city.brampton.on.ca; colin.grant@city.brampton.on.ca**

Dear Sirs:

**Re: Brameast SP-41 (Area F) Sub Area Block Plan 1 Castlemore
Crossing Landowners Group Cost Sharing Agreement (the "CSA");
Single Source Agreements for Cottrelle Boulevard (the "Cottrelle
SSA") and portions of Clarkway Drive (collectively, the "Clarkway
SSAs")**

Thank you for meeting with myself and other representatives of the signatories to the above-referenced CSA (the "Group") on Wednesday, November 5th, 2008. Further to our discussion, the Group would like to clarify certain issues that were discussed at the meeting and to table several proposals in the hope of coming to a resolution to these issues in the near future such that the above noted Agreements can be finalized for execution by the Group.

For the purpose of this letter, I will separate the issues into those discussed in relation to (1) the Cottrelle SSA, and (2) the Clarkway SSAs, however; it is assumed that – where applicable and reasonable to do so – any new principles agreed upon in relation to the Cottrelle SSA will correspondingly also be implemented into the Clarkway SSAs.

Cottrelle SSA:

1. As noted in my letter dated November 3rd, 2008, the Group suggests an expansion of the section 7 Reimbursable Cost provision in the Cottrelle SSA to modify the Reimbursable Cost by adjustments to the costs of the works



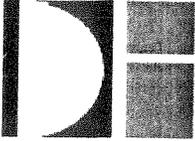
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which are to be included in the 2009 DC Background Study. Please refer to said letter for the Group's suggested language for insertion into the Cottrelle SSA at subsection 7(1). At the meeting it was indicated that the City would consider this proposal through analysis and discussions with the Finance Department. It would be appreciated if you could advise the Group on the City's position in light of these discussions.

2. It is understood by the Group that the City is willing to enter into an arrangement whereby only a portion of the section 7 Reimbursable Cost payment will be held back by the City until the Commissioner of Works and Transportation has issued the Final Acceptance Certificate for the Cottrelle works, as opposed to the entire amount being held back as contemplated by subsection 7(2)(e)(ii) in the current draft of the Cottrelle SSA. In this vein, it is suggested that the Reimbursable Cost be paid out over the course of several separate milestone dates, so as to adequately protect the City's exposure against any unforeseen events, but to be similarly fair to the Group. The separate milestones suggested would include completion of the following:
 - (a) the bridge structure;
 - (b) underground servicing;
 - (c) base coarse asphalt; and
 - (d) top lift asphalt.

It is further suggested that upon any of the above-noted reimbursements, the corresponding Letter of Credit in place for said works would be similarly be reduced, with the normal 10% withheld for the maintenance period.

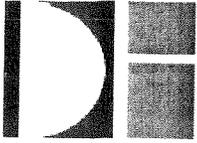
3. As outlined in my letter dated November 3rd, 2008, and discussed at our meeting, the Group is concerned about a potential inequity in the process whereby the City may grant registrations of plans of subdivision in or around the time of the award of the contract in April 1, 2009. However, parties seeking the registration of plans later in the year may be held back if it appears that the work is or may be behind its scheduled completion date of December 1, 2009. Moreover, as noted in previous correspondence between yourself and Richard Hahn, the Group is similarly concerned about the previously-suggested registration process whereby registrations will only be granted up to a maximum of 810 units on the west side of the Clarkway Tributary Valley and 820 units on the east side of same prior to completion of the works to the satisfaction of the City. While the Group



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appreciates the City's viewpoint in both of the suggested options, there is particular concern with the lack of flexibility allowed in either scenario, despite the potential for appropriate adjustments to be required as the process advances. As such, the Group is prepared to suggest that the language in section 4(5)(b) Completion Date be adjusted to allow occupancies of a cumulative amount of 1800 units, prior to completion of the works, with an important caveat that the Commissioner of Planning and Development or Works and Transportation will be afforded the flexibility to review the above-noted allocation amounts and readjust this number should it be appropriate and just in the circumstances. It is therefore suggested that subsection 4(9)(b) of the Cottrelle SSA be replaced with the following:

- 4(5)** *(b) The City shall permit the registration of plans of subdivision for the Block Plan for approximately 1800 units, with phasing to the satisfaction of the Commissioner of Planning, Design and Development and the Commissioner of Works and Transportation, on a date thereafter a contract(s) has been awarded through the tender process as described at section 4(2). Said construction contract shall be awarded by April 1, 2009 and include a targeted date for the completion of the Works of December 1, 2009. The Owners agree that prior to registration of any further plans of subdivision beyond the said approximately 1630 residential units, the Commissioner of Planning and Development and the Commissioner of Works and Transportation shall be satisfied with the Owners' progress towards the completion of the Works as outlined in this Single Source Agreement, and, at any time after the date that the construction contract has been awarded, the Commissioner of Planning and Development and the Commissioner of Works and Transportation, in their sole discretion, have the authority to increase the amount of units granted for registration to the Owners if it is deemed necessary and appropriate phasing of infrastructure construction and if reasonable to do so and with reference to the surrounding circumstances and the progress of the construction of the Works.*
4. The Group would like to confirm that the consulting costs for engineering, design, inspection and testing fees under the Cottrelle SSA are to be calculated as being equal to 15% of the construction costs. Furthermore, it is acknowledged that if actual consulting costs are less than 15% then the reimbursable portion is reflective of actual costs. It is acknowledged that the Group is eligible for reimbursement of 50% of these consulting costs,
5. The Group requests confirmation that the payment by the owners of 3.5% of the estimated cost for the design review and inspections of the Works



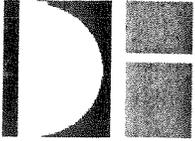
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required to be paid to the City should be reimbursable by 50%. It is suggested that subsection 4(9) of the Cottrelle SSA be replaced with the following:

4(9) Engineering and Inspection Fee for the Work:

The Owners shall, not later than the date for the commencement of construction required by section 4(4), pay to the City three and one half (3.5%) percent of the cost of the Works for the design review and inspections by the City in connection with the Work, being 3.5% of Four Million Seven Hundred and Seventy Six Thousand Dollars (\$4,776,000.00) less fifty (50%) percent, which amounts to Eighty-Three Thousand Five Hundred and Eighty Dollars (\$83,580.00). Said amount shall be adjustable to reflect 3.5% of the updated tendered construction costs, whether increased or decreased, included in the costing update for the 2009 Development Charges calculation.

6. The Group would like to confirm that there will be a discussion with the appropriate City employees in the Finance Department about the possibility of removing or reducing the subsection 4(11)(a)(iii) obligation in both SSAs to provide \$10 million in Environmental and Liability Insurance ("ELI"). It is the Group's position that additional insurance is not needed in the event that a cumulative amount of insurance provided by individual owners, exceeding \$10 million, is already in place for all lands covered by the contract at the time of commencement of the Works. In the event that each member of the Group provides the City with \$5 million ELI for all plans of subdivision as normally required for pre-servicing, this ensures a cumulative total of \$50 million of ELI provided for the City's protection and thus it is the Group's position that any additional insurance is excessive and unnecessary.
7. Subsection 7(1)(f) gives the City the right to limit cumulative payments to \$5 million per year for projects outside of the capital budget. The Group understands that this provision is intended to limit the liabilities of the City as a result of depleting reserves due to inactivity on the building permit side; however, it is the belief of the Group that exercising of such a Cap would also discourage developers to sign SSAs in the future due to the inability to obtain reimbursement within a reasonable timeframe. However, as the City has noted at our meeting, the monies for the Cottrelle work have been in the capital budget since 2006 and accordingly, the City's Cumulative Payment Cap policy does not apply in this instance. The Group requests

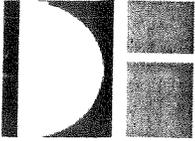


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that the City clarify its position regarding this issue in the Agreement and amend the wording accordingly.

Clarkway SSAs

8. The Group would like confirmation that an Environmental Assessment ("EA") has been completed for a portion of Clarkway Drive and that it has been interpreted by the City as being complete for Clarkway Drive from Cottrelle Boulevard to the intersection at Bluffmeadow Street.
9. The Group confirms that the City will be the proponent of any further EAs pertaining to Clarkway Drive, and that the said work should proceed immediately. It is understood that the City is not prepared to make the determination as to necessity but the Group has acknowledged through consultation with two separate engineering firms that this is advisable given the vagueness of the legislation and as such, would request that the City proceed with commencement as soon as possible. It is further acknowledged from comments made by staff at our meeting that no further Council direction is required to commence this process. Please confirm, and if this is not the case, the Group would request that a Report proceed to Council as soon as reasonably possible seeking authorization to commence the EA.
10. The Group confirms that, with regard to the Clarkway SSAs, two separate and distinct single source agreements will be entered into:
 - (a) For the portion of Clarkway Drive from Cottrelle Boulevard up to Bluffmeadow Street (the "Southern Clarkway SSA"); and
 - (b) For the portion of Clarkway Drive from Bluffmeadow Street to Castlemore Road (the "Northern Clarkway SSA").
11. As delineated by Kim Beckman in her letter to you dated October 21, 2008, the Group's position is that, unlike in the case of the Cottrelle SSA, it is not a pre-condition of draft plan approval that the Group have entered into the Clarkway SSAs. However, as discussed at the meeting, the City will include a clause in each Group member's draft approval that affords the City the ability to revoke said approval if the Clarkway SSAs are not executed within a certain number of days. The Group requests confirmation that this condition will entail a longer timeframe for the execution of the Clarkway SSAs than the 20-day obligation related to executing the Cottrelle SSA, and suggests a 120-day condition.



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- 12. The Group heard at the meeting from three different individuals, three different positions pertaining to triggers for occupancies and registrations related to the progress and/or completion of the works pertaining to the Southern Clarkway SSA. I am advised that clarification has subsequently been sought from Commissioner Corbett by Great Gulf, and it was explained that the City would require the Clarkway Drive realignment section (from Cottrelle Boulevard to Bluffmeadow Street) to be commenced and be completed to base asphalt prior to the granting of "substantial occupancies" in each relevant Group member's plan of subdivision (for which the Group takes to mean plans which are entirely dependent on Clarkway Drive for access).

For the purposes of the Southern Clarkway SSA, the Group therefore suggests that "substantial occupancies" be interpreted as being greater than seventy-five (75%) percent of the units within the designated first phases of each Group member's individual plans which are reliant upon this access. That is, 75% of the units in plans that are entirely dependent on Clarkway Drive for access will be allowed prior to the completion of the Southern Clarkway SSA works to base asphalt, and the remaining 25% of units in these plans will not be allowed prior to the said completion of the said works.

It would be appreciated if you could provide confirmation in writing of the above at your earliest convenience, and, should you have any further questions or concerns, please don't hesitate to call.

Yours truly,

DAVIES HOWE PARTNERS

Daniel H. Steinberg
DHS:dhs

Lowdowns ask for this to apply on a phased reg. basis

- cc. Adrian Smith, Director, Planning & Land Development (by e-mail only)
- Klaus Stolch, Director, Engineering & Construction (by e-mail only)
- Jane Burton, Legal Counsel (by e-mail only)
- Kim Beckman, Davies Howe Partners (by e-mail only)
- Clients (by e-mail only)