



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 4-90

To adopt Amendment Number 174  
to the Official Plan of the  
City of Brampton Planning Area

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

1. Amendment Number 174 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 174 to the Official Plan of the City of Brampton Planning Area.

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

this 8th day of January, 198 .  
1990

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

APPROVED
AS TO FORM
BY DEPT.
CLERK
DATE: 1 11

ORIGINAL  
*Bx-AW 4-90*

AMENDMENT NUMBER 174  
to the Official Plan of the  
City of Brampton Planning Area

**21-0P 0031-174 -1**

*noted & referred  
to D. Truitt  
J. M. Kukulich  
1990-06-28*

**RECEIVED**  
CLERK'S DEPT.

**JUN 26 1990**

REG. No.: 9981  
FILE No.: OPA 174

Amendment No. 174  
to the  
Official Plan for the  
City of Brampton

Amendment No. 174 to the Official Plan for the Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved under Sections 17 and 21 of the Planning Act, 1983, as Amendment No. 174 to the Official Plan for the Brampton Planning Area.

Date: 1990-05-25

Diana L. Jardine  
Diana L. Jardine, M.C.I.P.  
Director  
Plans Administration Branch  
Central and Southwest



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1990

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY  
  
City Clerk  
City of Brampton

AMENDMENT NUMBER 174  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON

1.0 Purpose

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule A to this amendment from "Rural-Commercial" to site specific "Commercial" and site specific "Industrial" and to outline appropriate development principles for the subject lands.

2.0 Location

The lands subject to this amendment are located on the south side of Highway Number 7, on the west side of Highway Number 50 and on the east side of The Gore Road and is described as Part of Lot 3, Concession 10, Northern Division, in the geographic Township of Toronto Gore, in the City of Brampton.

3.0 Amendment and Policies Relative Thereto

The Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by changing, on Schedule A, the land use designation of the lands shown outlined on Schedule A attached hereto from RURAL COMMERCIAL to COMMERCIAL (NUMBER 41) and INDUSTRIAL (NUMBER 42).
- (2) by changing, on Schedule F, the land use designation of the lands shown outlined on Schedule A attached hereto and identified as part 1 from as RURAL COMMERCIAL to SITE SPECIFIC DESIGNATION NUMBER 41.
- (3) by adding, to PART II, CHAPTER 2, Section 2.2, the following:

"2.2.26. SITE 41 (Part of Lot 10, Concession 3, N.D.)

2.2.26.1 Definition

The property designated "Commercial" and identified by the number 41 on Schedule A

shall be used for a home improvement and design centre. Uses associated and accessory to this land use theme shall also be permitted. Permitted and accessory uses shall be specified in a site specific zoning by-law.

#### Policies

2.2.26.2 The development of the subject lands shall be of a high standard to reflect the location of the site at a prominent gateway to the City, shall maintain the rural and open space character of the area and shall recognize the surrounding land uses. To achieve these objectives specific development standards shall be established dealing with matters such as landscaping and buffering, density, and setbacks. Development of the lands shall also be subject to site plan control.

2.2.26.3 Development of the subject lands shall be subject to adequate sanitary sewer capacity and water supply being available, including provision of an adequate water supply for fire fighting purposes.

2.2.26.4 Direct access shall not be permitted to Highway Number 50 or Highway Number 7. Access shall be provided by an internal road.

2.2.26.5 No outside storage shall be permitted in conjunction with any uses permitted on the subject lands.

(4) by adding, to PART II, CHAPTER 2, Section 2.3, the following:

"2.3.18. SITE 42 (Part of Lot 10, Concession 3, N.D.)

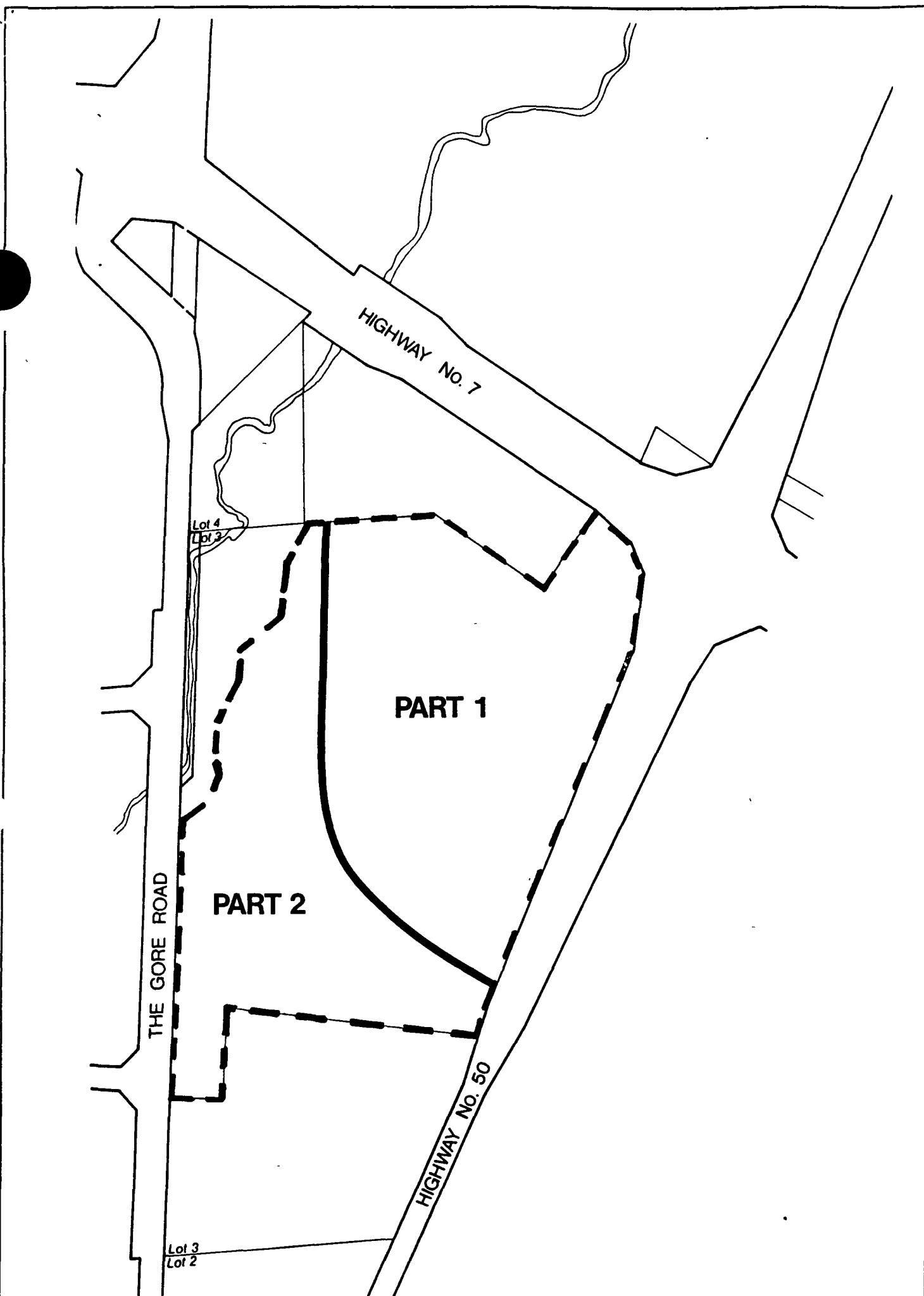
#### 2.3.18.1 Definition


The property designated "Industrial" and identified by the number 42 on Schedule A shall be used for a small number of dry industrial uses. Dry industry shall mean an

industry which does not use or require any water for cooling, processing or equipment washing; water is merely to serve the domestic needs of the employees.

Policies

- 2.3.18.2 The development of the subject lands shall be of a high standard to reflect the location of the site at a prominent gateway to the City, shall maintain the rural and open space character of the area and shall recognize the surrounding land uses. To achieve these objectives specific development standards shall be established dealing with matters such as landscaping and buffering, density, and setbacks. Development of the lands shall also be subject to site plan control.
- 2.3.18.3 Development of the subject lands shall be subject to adequate sanitary sewer capacity and water supply being available, including provision of an adequate water supply for fire fighting purposes.
- 2.3.18.4 Direct access shall not be permitted to Highway Number 50 or The Gore Road. Access shall be provided by an internal road.
- 2.3.18.5 No outside storage shall be permitted in conjunction with any uses permitted on the subject lands.
- 2.3.18.6 A landscaped buffer shall be provided by the developer to screen the development from the rural estate development to the west.



 LANDS SUBJECT TO THIS AMENDMENT

Part 1 Rural Commercial To Commercial (Number 41)

Part 2 Rural Commercial To Industrial (Number 42)

OFFICIAL PLAN AMENDMENT NO. 174



**CITY OF BRAMPTON**  
Planning and Development

Schedule A

1:400

Date: 89.07 20 Drawn by: J.K.  
File no. CIOE3.3 Map no. 69-4A



BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 174

Attached is a copy of a planning report, dated October 5, 1989, and a copy of a report dated November 3, 1989, forwarding the notes of a Public Meeting held on November 1, 1989, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands and a copy of all written submissions received.

The Regional Municipality of Peel Planning Department	July 10, 1989 and August 8, 1989
Peel Regional Police Force	July 13, 1989
Canada Post	July 18, 1989
Bell Canada	July 13, 1989
Consumer's Gas	July 7, 1989
Ontario Hydro	July 17, 1989
Peel Memorial Hospital	July 18, 1989
Metropolitan Toronto and Region Conservation Authority	August 17, 1989
Ministry of the Environment	August 9, 1989
Town of Vaughan	August 4, 1989
Ministry of Culture	September 8, 1989
Ministry of Transportation of Ontario	September 12, 1989
Brampton Hydro	August 11, 1989

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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October 5, 1989

TO: The Chairman of Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and the Zoning By-law  
Part of Lot 3, Concession 10, N.D.  
**802158 ONTARIO LIMITED**  
**(INDUCON URBAN PROPERTY CORPORATION)**  
Ward Number: 10  
Regional File Number: 21T-86044B (Revised)  
Our File Number: C10E3.3

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## 1.0 Introduction

The draft plan and the application to amend the Official Plan and the Zoning By-law were referred by City Council to staff for a report and recommendation on July 17, 1989.

## 2.0 Property Description

The subject property:

- o is located on the west side of Highway Number 50, on the south side of Highway Number 7 and on the east side of The Gore Road
- o has frontages of:
  - 415.8 metres (1364 feet) on Highway Number 50
  - 68.5 metres (225 feet) on Highway Number 7
  - 449.3 metres (1473.9 feet) on The Gore Road
- o has an area of 13.782 ha. (34.05 ac.)
- o is being used for agricultural purposes, with the exception of the south west corner which contains a single-family detached dwelling and the remains of a barn, and is being used for residential purposes
- o has a tributary of the Humber River traversing the north west corner of the site and a number of scattered trees which are concentrated in the valley of this tributary

Surrounding land uses:

- North - primarily vacant except for a detached dwelling currently being used for office purposes and a sanitary sewer pumping station
- West - on the opposite side of The Gore Road, a rural cemetery, open space within the valley of the tributary of the Humber River, and rural estate detached dwellings fronting on Manswood Crescent
- South - commercial garden centre and nursery
- East - on the opposite side of Highway 50, within the Town of Vaughan, agricultural and scattered commercial uses

3.0 Official Plan and Zoning Status

- primarily "Rural Commercial" with "Open Space" on the north west corner (Schedule A - Official Plan)
- portion of site designated "Open Space" is also identified as "Hazard Lands" (Official Plan - Schedule B) containing part of a class III woodlot (Official Plan - Schedule C)
- "Agricultural" (A) and "Floodplain" (F) (By-law 56-83, as amended)

4.0 Proposal

To amend the Official Plan and the zoning by-law to permit the subdivision of the subject property into:

- 4 commercial blocks
- 4 industrial blocks
- 1 open space block

The first commercial block (Block 1):

- has an area of 4.896 (12.1 acres)
- is proposed for commercial purposes in the form of a design centre which will contain the following uses:
  - Home and Design Centre
  - Home Improvement Centre accessory to a Home and Design Centre
  - Business Office accessory to a Home and Design Centre

- Financial Institution accessory to a Home and Design Centre
- Home Furnishing and Home improvement Retail Outlet
- Model Home and Show Room
- Standard Restaurant

The other three commercial blocks (Blocks 2 to 4):

- have a total area of 2.645 hectares (5.54 acres)
- are proposes for the following commercial purposes:
  - Home Improvement Centre accessory to the design centre proposed on Block 1
  - Financial Institution accessory to the design centre proposed on Block 1
  - Business Office accessory to the design centre proposed on Block 1
  - Home Furnishings and Improvement Retail Outlet
  - Standard Restaurant
  - Take-out Restaurant
  - Motel

For the purpose of defining the uses proposed on the commercial blocks the applicant has provided the following definitions:

- a "Home and Design Centre" shall mean a building in which home related products including, but not limited to, furniture, appliances, electrical fixtures, carpets and floor coverings, building and plumbing supplies, draperies, hardware and garden supplies, stored, offered and kept for wholesale or retail sale, but shall not include food stores and neighbourhood stores
- a "Home Improvement Centre" shall mean display, wholesale and retail sale of building materials, hardware or accessories, including lumber

All of the commercial blocks (Blocks 1 to 4) are proposed to have the following development standards:

- |  |                 |
|--|-----------------|
| - minimum rear yard depth                              | 6 metres        |
| - minimum front yard depth                             | 6 metres        |
| - minimum lot frontage                                 | 30 metres       |
| - minimum lot area                                     | 1 hectare       |
| - minimum lot coverage by all buildings and structures | 35% of lot area |
| - maximum building height                              | 22 metres       |

- minimum landscaped open space except where a driveway is permitted:
  - abutting Highway 50 15 metres
  - abutting Street A 3 metres
- parking:
  - restaurant 2.2 spaces for every 100 square metres of gross leaseable floor area
  - all other uses 4.0 spaces for every 100 square metres of gross leaseable floor area
- outside storage not permitted

The proposed industrial blocks (Blocks 5 to 8):

- have a total area of 3.882 hectares (9.592 acres)
- are proposed to contain the following range of uses:
  - the manufacturing, cleaning, packaging, processing, repairing or assembly of goods, foods or materials within an enclosed building, but excluding a motor vehicle repair shop and a motor vehicle body shop as a principle or accessory use and any use which is obnoxious by reason of noise or vibration created or the emission of dust, dirt, objectionable odours or gases
  - a printing establishment
  - a warehouse
  - a parking lot
  - a radio or television broadcasting establishment
  - a home furnishing and improvement retail outlet
  - a recreation facility or structure
  - a community club
  - an associated educational use
  - a retail outlet operated in connection with a particular purpose permitted in the Industrial Zone, provided that the total gross floor area of the retail outlet is not more than 15 per cent of the total gross floor area of the particular industrial use
  - purposes accessory to the other permitted purposes
- are proposed to have the following development standards:
  - minimum lot area 0.2 hectares
  - minimum lot frontage 35 metres
  - maximum lot coverage by all buildings and structures 35% of lot area
  - maximum building height 2 storeys
  - maximum gross floor area 70% of lot area

- minimum landscaped open space except where a driveway is permitted:
  - abutting the Gore Road 15 metres
  - abutting Highway 50 15 metres
  - abutting Street A 3 metres
- outside storage not permitted
- loading not permitted in yards abutting Highway 50

The open space block (Block 9):

- has an area of 0.997 hectares (2.46 acres)
- encompasses the valley of the tributary of the Humber River which traverses the north west corner of the subject property
- is proposed to be conveyed to the City

The proposed plan also indicates:

- access from the individual blocks will be restricted from Highways 7 and 50 and The Gore Road by means of 0.3 metre reserves
- access to the plan is proposed via a 23 metre wide road from Highway 50 to the northerly limit of the plan and ultimately connecting to Highway 7

In support of the subject proposal the applicant has submitted

- a conceptual site plan for the proposed design centre on Block 1
- conceptual architectural elevations of the proposed design centre on Block 1
- a drawing illustrating the landscaped open space areas proposed on the west side of the plan
- a cross section drawing illustrating the sight lines and spatial separation of the development in relation to the existing residences to the west
- a traffic study

The applicant has also advised:

- a 15 metre wide landscaped area will be provided on Blocks 6 and 7 where they abut The Gore Road and a 7.5 metre wide landscaped area along Blocks 7 and 8 where it abuts the proposed open space block
- the identified class III woodlot on the site is entirely contained within the proposed open space block (Block 9), which is proposed to be conveyed to the City. The applicant requests that the requirement for an Environmental Sensitivity Report be waived at this time.

5.0 Comments From Other Departments and Agencies

Public Works and Building Department Development and Engineering Services Division has provided the following comments:

- " 1. A stormwater management/drainage report must be submitted as a condition of draft approval.
2. Cash-in-lieu for sidewalks must be provided for the frontages along Highway 50, Highway 7 and The Gore Road.
3. Widening and 0.3 metre reserves shall be provided along Highway 50, Highway 7 and The Gore Road as per the Ministry of Transportation of Ontario and the Region of Peel, respectively.

Traffic Engineering Services Division advise that they have discussed the matter of traffic signals at the intersection of Street A and Highway 50 with the Ministry of Transportation of Ontario and have no objection to the plan proceeding as proposed. They also note that a 0.3 metre reserve and a temporary turning circle is required at the end of Street A.

Community Services Department Parks has provided the following comments:

1. The applicant shall prepare a landscape plan for all of block 9 and be required to carry out the works on the approved landscape plan. Block 9 shall be conveyed to the City as public open space.
2. The applicant shall install a 1.2 metre high black vinyl chain link fence in accordance with City specifications at the rear of lots 7 and 8 where these lots abut the valleyland (block 9).
3. The applicant is required to provide and install street trees in accordance with City specifications along

Highway 7, Highway 50 and street A where they abut or are included in the plan.

4. Cash-in-lieu of parkland conveyance in accordance with the Planning Act shall be required prior to the issuance of building permits for each block.
5. It is recommended that the applicant be encouraged to provide building frontages facing Highway 50 in blocks 1 and 2 to ensure that the development of these blocks will be aesthetically acceptable.

Transit has provided the following comments:

" The developer is required to install two, 12' X 25' concrete bus stop pads in the following locations:

1. South side of Highway 7, at and west of Highway 50
2. West side of Highway 50, at and north of Street A

Detailed locations are to be obtained from transit staff and be included on the engineering drawings.

Additionally, the developer is required to submit a cash-in-lieu deposit of \$5,850 for a passenger shelter. In the event a transit component is included in the Commercial/Industrial levy prior to the installation of said shelter, this payment will be refunded upon the developer's payment of the transit levy."

Fire has provided the following comments:

"This area of the City has no water services (for fire protection) at this time. Water supplies in the adjacent industrial area is over extended. Until this situation is alleviated further development should be curtailed."

Planning Department, Planning Community Design Section note that the shape of Blocks 4, 5 and 8 makes the provision of an efficient site layout difficult. Although it is recognized that little can be done to improve the shape of Blocks 5 and 8, the Section recommends that Blocks 2, 3 and 4 be subdivided into 2 rather than 3 blocks thereby improving the depth to width proportions of the blocks and consequently improving the opportunity for a higher quality of site design. The Section also requires landscaped buffers along The Gore Road, Highway 7 and Highway 50.

Comments from external agencies are attached as Appendix A and have been incorporated, where applicable, in the recommendation section of this report.



The following have advised they have no comments:

Law Department; Public Works and Building Department, Building Division and Zoning and By-law Enforcement Division; Regional Police; Consumer's Gas; Ontario Hydro; Brampton Hydro; and Planning and Development Department Planning Policy and Research Division.

6.0 Discussion and Summary

The applicant has requested that the existing "Open Space" designation on the Official Plan at the north west corner of the property remain in place, but that the existing "Rural Commercial" designation be changed to "Commercial" to accommodate the proposed design centre and associated uses on Blocks 1 to 4, and to "Industrial", to accommodate the proposed industrial uses on blocks 5 to 8. In this respect it is noted that the "Rural Commercial" designation is defined in the Official Plan as including:

"low density, low intensity agricultural uses; low density, low intensity institutional, recreational and commercial uses; and public uses, such as roads, utilities and their accessory facilities."

The Official Plan contains the following policies relating to this designation:

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

Subsequent to the lands being designated "Rural Commercial" in the Official Plan:

- the subject lands, along with other properties in the area have been allocated limited sewer capacity in the Bolton trunk sewer (sewer capacity is limited to 1,500 gallons per acre which is sufficient to accommodate commercial uses and dry industrial uses which do not require water for cooling, processing or equipment washing and where water use is to serve the domestic needs of employees only)

- the Ministry of Transportation of Ontario has agreed to an access to the property from Highway Number 50, opposite the Huntington Road intersection.

In light of these changes in circumstances with respect to the subject lands, coupled with the fact that the property is located at a significant gateway to the City of Brampton (Highways Number 7 and 50) and in close proximity to the future extension of Highway 427, staff are of the opinion that re-designating the site for a limited form of industrial and commercial use is now appropriate provided that:

- the intensity of development is within the servicing limits
- the open space and rural character of the surrounding area is maintained by restrictions on the density of the development and through the judicious use of landscaping
- the development of the subject lands recognizes the surrounding land uses in terms of landscaping, screening and buffering, access, site design, development standards, etc.
- the site and building designs reflect the locational prominence of the site as a gateway to the City
- the type of commercial uses are of a specific theme for which a prominent location at the junction of two major highways is justified and desirable, and where a location within the urban boundary of the City is not necessary

The commercial and industrial uses proposed by the applicant, with the appropriate modifications and standards, will fulfil the aforementioned provisions and consequently can be supported from a planning perspective.

The commercial uses proposed for Blocks 1 to 4, with the exception of restaurants and motels, are consistent with the land use theme of a home design centre. The design centre concept consists of a number of related, specialized uses, for which concentration in one prominent and accessible location would be advantageous to both the establishments, and their customers, and where a location within the urban boundary of the City is not necessary. The proposed motels, in the opinion of staff, are not associated with this design centre theme and, in the opinion of staff, would detract from, rather than reinforce, the theme. The proposed restaurants, in the opinion of staff, would have a similar effect on the design

centre theme, although staff can recognize the desirability of one restaurant to serve the patrons and employees of the centre. It is recommended that the uses proposed by the applicant for Blocks 1 to 4 be approved with the exception of the proposed motels and restaurants and that the one standard restaurant be permitted on Block 1 with a gross commercial floor area not to exceed 10 per cent of the total gross commercial floor area of all buildings on the block.

In order to maintain the open space and rural character of the surrounding area, and to achieve a development reflecting the prominent location of the site, it is recommended that the blocks be subject to the zoning requirements of a SC zone, as contained in By-law 56-83, with the following modifications:

- minimum exterior side yard width - 15 metres
- minimum lot width - 70 metres
- minimum lot area - 1.2 hectares
- maximum gross floor area of all buildings and structures - 35% of the lot area
- maximum building height - 1 storey, except for an office which may be 2 storeys
- minimum landscaped open space - the requirements of the SC zone including a 15 metre wide landscaped area abutting Highways 7 and 50
- no outside storage or display of goods, materials or machinery shall be permitted
- no building shall be located within 15 metres of Highways 7 or 50
- refuse storage shall be enclosed and screened from Highways 7 and 50 and from Street A
- restaurant refuse storage shall be enclosed in a climate controlled area within the building
- all buildings and structures shall have a sloped style roof treatment

The industrial uses proposed by the applicant for Blocks 5 to 8, with the exception of a home furnishings and improvement retail outlet, are consistent with one of the most prestigious industrial zones (M4) contained in By-law 56-83. Considering the uses proposed for Blocks 1 to 4, permitting a home furnishing and improvement retail outlet on Blocks 5 to 8 would duplicate the same type of uses proposed for Blocks 1 to 4. It is recommended that such a use not be permitted on the Blocks 5 to 8. It is also recommended that in light of the servicing limitations of the subject lands that all of the industrial uses proposed be limited to dry uses only, namely, industrial uses which do not require water for cooling, processing or equipment washing and where water use is to serve the domestic needs of employees only.

The proposed industrial blocks, along the south and westerly boundaries of the plan, are critically located in relation to their potential impact on the residential uses to the west of The Gore Road. To minimize this impact and to maintain the open space and rural character of the area it is recommended that the following additional modifications also be made to the M4 zoning for the industrial blocks:

- minimum interior side yard width - 6 metres
- minimum lot width - 50 metres
- minimum lot area - 0.7 hectare
- maximum coverage of all buildings and structures - 35% of the lot area
- maximum gross floor area of all buildings and structures - 40% of the lot area
- maximum building height - 1 storey except for an office which may be 2 storeys
- minimum landscaped open space
  - 60% of the required front yard depth
  - 15 metre wide landscaped area abutting Highway 50 and The Gore Road
  - 7.5 metre wide landscaped area abutting Block 9

- no outside storage or display of goods, materials or machinery shall be permitted
- no obnoxious industrial uses shall be permitted
- no building shall be located within 15 metres of Highway 50 or The Gore Road
- refuse storage shall be enclosed and screened from Highway 50, The Gore Road and Street A
- loading areas shall be screened from Highway 50, The Gore Road and Street A

In keeping with the requirements of the Ministry of the Environment, it is also recommended that no industrial building or structure be located within 60 metres of any residential property within the residential development to the west.

With respect to the applicant's proposal that Block 9 remain in its current "Open Space" designation on the Official Plan and be deeded to the City, it is noted that the block encompasses all of the valleylands of the tributary of the Humber River which passes through the subject property and is identified on the Official Plan as "Hazard Lands" containing a portion of a class III woodlot. The deeding of this block to the City as valleylands is consistent with the City's practice to obtain ownership of valleylands wherever possible. Since the portion of the identified class III woodlot on the site will be deeded to the City, the submission of an Environmental Sensitivity Report is not deemed necessary. It is recommended that Block 9 be zoned "F" recognizing its location within the valley.

In addition to zoning controls, the intensity of development on the subject lands will also be determined by the limits to the servicing available. In this regard, the Region of Peel Public Works Department has indicated that the development must adhere to the restrictions of the Bolton/Brampton Trunk Sewer Servicing Agreement. The City Fire Department has also indicated that the provision of an adequate water supply for fire fighting purposes should be a prerequisite to the development of the subject lands. Considering the foregoing, and regardless of the zoning recommended, it is also recommended that prior to the issuance of any building permits, the applicant:

- be required to obtain confirmation from the Region of Peel that adequate water and sanitary sewer capacity exists for the particular use proposed

- make provisions for an adequate water supply for fire fighting purposes, to the satisfaction of the City Fire Department.

With regard to the actual site development proposed, the conceptual site plan submitted by the applicant for Block 1, along with the building elevations, although not prepared on the basis of the zoning provisions recommended by staff, do provide an illustration of the design centre concept. As with any commercial or industrial development, the applicant will be required to fulfil the requirements of the City's site plan control area by-law. As noted by the Planning Community Design Section, Blocks 2 to 4 should be revised to two blocks thereby improving their depth to width proportions and improving the opportunity to achieve a higher quality of site design. It is recommended that the plan be revised to this effect.

In considering the proposed draft plan, both the Ministry of Transportation of Ontario and the Region of Peel has supported the applicant's proposal that no access be permitted to The Gore Road and the Region has requested that the 0.3 metre reserve shown along The Gore Road be deeded to the Region. Planning staff support the proposition that no access to the subject lands be permitted to The Gore Road, as it is the opinion of staff, that the introduction of vehicular traffic to and from the subject lands on The Gore Road would have a negative impact on the existing rural estate development to the west. By restricting access to The Gore Road, access by the City to Block 9 for maintenance purposes will also be restricted. In view of this it is recommended that the applicant make arrangement to the satisfaction of the City for an access to Block 9 via Street A.

Also concerning the effect of the subject proposal on the existing rural estate development to the west, the applicant has submitted a cross section drawing illustrating the sight lines and spatial separation between the subject proposal and the rural estate development. Although there will be a significant spatial separation between the proposed industrial uses and the nearest estate residential property, it is recommended that the applicant provide a landscape treatment on the 15 metre wide landscaped area proposed along The Gore Road, and the 7.5 metre wide landscaped area proposed along Block 9, that will screen the industrial development from the existing rural estate development to the west. To ensure the continuity of this landscape screen it is also recommended that:

- the detailed design of the landscape screen be approved prior to finalization of the plan

- be indicated on the approved landscaping and grading and drainage plans
- prior to the issuance of any building permit on Blocks 6 to 8 the entire landscape treatment along the west boundaries of these blocks be completed and the applicant make arrangements satisfactory with the City for the maintenance of the landscape treatment

From an engineering perspective it is noted that Street A is designed such that it will continue through the property to the north to intersect with Highway Number 7 when the lands to the north are developed. Recognizing the future continuation of Street A a 0.3 metre reserve and a temporary turning circle at the north end of Street A are necessary.

With respect to the existing detached dwelling located on the south west corner of the subject lands, the applicant has indicated that the dwelling will be demolished and the corner of the site containing the dwelling will be developed as part of the proposed industrial Block 6. The City of Brampton Local Architectural Advisory Committee has reviewed this proposal and has advised that there is little value in saving the existing dwelling on the property.

In addition to the foregoing the Public Works and Building Department, the Community Services Department, the Region of Peel, the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation of Ontario, and Bell Canada have requested a number of conditions relating to such matters as grading and drainage, traffic study, highway improvements, bus stops, water and sanitary sewer services, watercourse treatment, sidewalks, road widenings and reserves, etc. It is recommended that the appropriate conditions be imposed to address these matters.

Summarizing, staff can support the subject proposal from a planning perspective provided the intensity of development is within the servicing limits and the development is subject to the standards and restrictions recommended to maintain the rural and open space character of the area, reflect the locational prominence of the site and respond to the potential effect on nearby residential properties.

#### 7.0 Recommendation

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

- A. A public meeting be held in accordance City Council procedures,

- B. Subject to the results of the Public Meeting staff be instructed to prepare an amendment to the Official Plan and the zoning by-law in accordance with the recommended standards contained in this report and that draft plan approval of the proposed plan of subdivision be subject to the following conditions.
1. The approval shall be based on the draft plan, dated May 11, 1989, prepared by Inducon Consultants of Canada Limited and redlined revised as follows:
    - (a) Block 3 be deleted and the area of the block be included as part of Blocks 2 and 4.
    - (b) A 0.3 metre reserve be shown at the north end of Street A and be labelled "Block 16 - 0.3 metre reserve".
    - (c) The schedule of land use be amended to delete Block 3 and add Block 16 - 0.3 metre reserve.
  2. The applicant shall satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional levies in accordance with Regional Levy Policies and City levies in accordance with the Capital Contribution Policy for Industrial/Commercial developments.
  3. The applicant shall agree to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.
  4. The applicant shall agree to support the appropriate amendments to the Official Plan and the zoning by-law.
  5. The proposed road allowance shall be dedicated as public highways upon registration of the plan.
  6. Development of the plan shall be staged to the satisfaction of the City.
  7. The proposed street shall be named to the satisfaction of the City of Brampton and the Region of Peel.
  8. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense.



9. (a) The applicant shall pay cash-in-lieu for the parkland required in accordance with the Planning Act and City policy.
  - (b) Block 9 shall be conveyed to the City as valleylands, in a condition satisfactory to the City.
10. Prior to registration the applicant shall submit for the approval of the City a landscape plan for Block 9 and shall agree to carry out, or cause to be carried out, the works on the approved landscape plan to the satisfaction of the City.
11. The applicant shall agree to erect fencing, of a height and design satisfactory to the City, along the lot lines of Blocks 7 and 8 where they abut Block 9.
12. The road widening, Blocks 11 and 10, along the east side of The Gore Road shall be conveyed to the Region.
13. The 0.3 metre reserves, Blocks 12 and 13, shall be conveyed to the Region.
14. The 0.3 metre reserves, Blocks 14 and 15, shall be conveyed by deed to the Ministry of Transportation of Ontario.
15. The 0.3 metre reserve, Block 16, shall be conveyed to the City.
16. The applicant shall make arrangements to the satisfaction of the City for the provision of a temporary turning circle at the end of Street A which shall remain in place until such time as Street A is extended to Highway Number 7.
17. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
18. The applicant shall make satisfactory arrangements with the City for the provision of street trees on Highway Number 7, Highway Number 50 and The Gore Road where they abut the subject lands.

19. The applicant shall, prior to registration of the plan, pay to the City an amount equal to the estimated cost of constructing sidewalks on Highway Number 7, Highway Number 50 and The Gore Road where they abut the subject lands, as determined by the Commissioner of Public Works and Building.
20. Prior to the issuance of a building permit, the applicant shall obtain confirmation from the Region of Peel that adequate sanitary sewer capacity is available for the development proposed.
21. Prior to the issuance of a building permit, the applicant shall make provisions for an adequate water supply for fire fighting purposes, to the satisfaction of the City Fire Department.
22. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City, for the removal of the existing structures on Block 6.
23. The applicant shall construct two bus stop pads, one on the south side of Highway Number 7 and one on the west side of Highway Number 50, in locations and of designs satisfactory to the Commissioner of Community Services.
24. The applicant shall provide a cash-in-lieu deposit of \$5,850.00 for a transit shelter. In the event a transit component is added to the City's commercial/industrial levy, prior to the installation of said shelter, this deposit will be refunded upon the developer's payment of the Transit levy.
25. Prior to the registration of the plan the applicant shall make arrangements to the satisfaction of the City for an access to Block 9 from Street A.
26. A landscaped buffer of not less than 15 metres where Blocks 6 and 7 abut Block 13 and not less than 7.5 metres where Blocks 7 and 8 abut Block 9 shall be provided and landscaped to the satisfaction of the City. The detailed design of this buffer shall be approved prior to the registration of the plan.
27. Prior to the issuance of a building permit on Blocks 6 to 8, the landscaped buffer required in condition 26 above shall be installed and arrangements for the maintenance of said buffer shall be made to the satisfaction of the City.

28. Approval of site development plans by the City, in the case of Blocks 1, 2, 4, 5 and 6, and by the City and the Metropolitan Toronto and Region Conservation Authority, in the case of Blocks 7 and 8, will be a prerequisite to the issuance of a building permit on these blocks. The plans shall include, among other items, the location of all proposed buildings and structures, accesses, site drainage and existing and proposed grades. The plans for Blocks 1 and 2 shall also indicate that the building elevations facing Highway 50 have an architectural treatment commensurate with the front elevations of the buildings.

29. The applicant shall:

a) Prior to the initiation of any site grading or servicing and prior to the registration of this plan or any phase thereof, submit for the approval of the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Transportation of Ontario the following:

i) a storm water management report and a detailed engineering and drainage report which describe the stormwater drainage system for the proposed development on the subject lands. The reports should include plans illustrating how this drainage system will tie into surrounding drainage systems, (i.e. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?), the storm water management techniques which may be required to control minor or major flows, the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction and the location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.

It is recommended that the developer or his consultant contact the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Transportation of Ontario prior to preparing the above report to clarify the specific requirements of this development.

ii) plans for the treatment of the watercourse affecting the site.

iii) overall grading plans for the subject lands.

- b) Agree in the subdivision agreement, in wording acceptable to the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Transportation of Ontario:
- i) to carry out, or cause to be carried out, to the satisfaction of the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Transportation of Ontario the recommendations referred to in the report, as required in condition 29 (a), above.
  - ii) to obtain a permit from the Metropolitan Toronto and Region Conservation Authority for the works described in condition 29 (a), above.
  - iii) to erect a temporary snow fence and filter cloth barrier along the rear lot lines of Blocks 7 and 8, prior to the initiation of any grading or construction on the site. This barrier shall remain in place until all grading and construction on the site are complete.
  - iv) not to place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 9 without the prior written approval of the City and the Metropolitan Toronto and Region Conservation Authority.
30. Prior to the issuance of any building permits, building/land use permits shall be obtained from the Ministry of Transportation of Ontario.
31. The applicant shall agree to insert the following clause in all offers of Purchase and Sale and in the deeds for Blocks 1, 2 and 5:
- "Purchasers are advised that this Block is subject to Permit Control by the Ministry of Transportation and that Building and Land Use/Sign permits are required prior to the commencement of any grading or construction. Further information and permits must be obtained from the Signs/Permits Inspector at the Toronto District Office (1201 Wilson Avenue, Atrium Tower, 1st Floor, Downsview, Ontario, M3M 1J8)".
32. Prior to registration the applicant shall submit a traffic engineering report acceptable to the Ministry of Transportation of Ontario, indicating the peak hour turning volumes at the street entrance to Highway Number 50 and detailing the necessary design improvements required.

33. Prior to registration the applicant shall enter into a legal agreement with the Ministry of Transportation of Ontario whereby the owner agrees to assume the financial responsibility for the construction of the street entrance to Highway Number 50 and the related highway improvements.
34. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City of Brampton to be installed underground; a copy of such confirmation shall be forwarded to the City of Brampton.
35. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
36. The applicant shall make satisfactory arrangements with Canada Post with respect to the provision of mail facilities.
37. The applicant shall:
  - a) Prior to the initiation of any site grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
  - b) Agree in the subdivision agreement to remove any material, which is determined in the soil investigation referred to in condition 39(a) above as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.
38. The applicant shall agree that:

An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition

within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions to the Region including deepening the wells or providing a permanent water service connection from the watermain to the well systems.


39. The owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the archaeological unit of the Ministry of Culture and Communications; and that no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture and Communications.
40. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the structures on the site.

Respectfully submitted,




David Ross, M.C.I.P.  
Development Planner

AGREED:

  
F. R. Dalzell, Commissioner of  
Planning and Development

DR/icl  
attachment

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

APPENDIX A

COMMENTS FROM EXTERNAL AGENCIES

Region of Peel Public Works Department has provided the following comments:

" PART A - SERVICING

1. SANITARY SEWER FACILITIES

- o Sanitary sewer facilities are available in a 250mm dia. sewer located on easement at the north limit of the subject lands.
- o External easements and construction will be required.
- o Note that sanitary sewer flows allocated to this development is 47,235 gallons per day, as per the Bolton/Brampton Trunk Sewer Agreement.

2. WATER FACILITIES

- o The lands are located in Water Pressure Zone 4
- o Water facilities are available in a 300mm dia. watermain on Highway 7 at The Gore Road. Presently, supply is available for domestic use only, with little processing or fire supply.
- o External easements and construction will be required.
- o Extension of a 300mm dia. watermain will be required on Highway 7 from The Gore Road to the north limit of the subject lands.

3. REGION ROADS

- o A 0.3 metre reserve along widened limit.
- o An 8.22 metre widening is required along The Gore Road, including the proposed Block 9.
- o The 1989-93 Capital Budget and Forecast does not provide for widening or reconstruction of The Gore Road from Highway 7 to Highway 50.

4. WASTE MANAGEMENT  
BRAMPTON INDUSTRIAL

- o There are no waste disposal sites or hazardous waste on or adjacent to the subject lands according to

Region continued

current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990.

- o It is expected that this development will generate approximately 484 tonnes of solid waste per year. (1.43 tonnes/employee/year X 338.7 employee = 484.3 tonnes/year)
- o In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- o Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

PART B - FINANCIAL IMPACT

1. LOT LEVIES

- o Full industrial levies apply.

PART C - SPECIFIC DRAFT PLAN CONDITIONS

- o The developer will be required to enter into an Industrial Servicing Agreement with the City and the Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services will be in accordance with the latest Region standards and requirements.
- o Provision will be required in the Industrial Servicing Agreement for the following clause:
  - " An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in



Region continued

the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions to the Region including deepening the wells or providing a permanent water service connection from the watermain to the well systems."

Metropolitan Toronto and Region Conservation Authority advise that the top-of-bank indicated on the plan was confirmed in the field by Authority staff and the City of Brampton. The Authority has no objection to the draft approval of the proposed plan subject to the following conditions:

1. Prior to the initiation of grading and prior to the registration of this plan, or any phase thereof, that the owner shall submit for the review and approval of The Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) the following:
  - (A) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands. This report should include:
    - plans illustrating how this drainage system for the proposed development will tie into the surrounding drainage systems, i.e. Is it part of an overall drainage scheme? How will external flows be accommodated? What is the design capacity of the receiving system?
    - storm water management techniques which may be required to control minor or major flows;
    - proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
    - location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86
  - (B) plans for the treatment of the small watercourse affecting the site;
  - (C) overall grading plan for the subject lands.
2. That the owner agree in the subdivision agreement, in wording acceptable to the M.T.R.C.A.:

MTRCA continued

- (A) to carry out, or cause to carry out, to the satisfaction of the M.T.R.C.A., the recommendations referred to in the report, as required in Condition 1.
- (B) to obtain a permit for the works described in Condition 1.
- (C) prior to the initiation of any grading or construction on the site, to erect a temporary snow fence and filter cloth barrier along the rear lot line of Blocks 7 and 8. This barrier shall remain in place until all grading and construction on the site are completed.
- (D) to submit individual lot, site and grading plans to the M.T.R.C.A. for their review and approval of Blocks 7 and 8. These plans shall be submitted prior to the issuance of building permits by the Municipality.
- (E) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 9 without prior written approvals being received from the M.T.R.C.A..

Regional Transportation Policy Division advise that since the development is restricted to Street A, Highway 50 and Highway 7, there will be minimal impact along The Gore Road. They have no objection to the proposal.

Canada Post advise that the corporation has no comment on the plan at this time, but requests that they receive three above ground service maps prior to registration. They note that their multi unit policy will be in effect for the buildings or complexes with a common municipal address, containing 3 or more units. It will be the responsibility of the Builder/developer to provide the central mail facility at their expense.

Ministry of the Environment note that the revised plan is for a mix of industrial, commercial and institutional uses, while the previous plan was for commercial uses only. As the revised plan will result in industrial development on Blocks 5 to 8, the Ministry recommends that appropriate separation distances be established between the use areas of the industrial lots and any adjacent residential uses.

The Ministry recommends a minimum distance separation of 60 metres between light industrial and residential uses, and a minimum separation distance of 90 metres between medium industrial and residential uses.

On the basis of the above, the Ministry has no objection to draft approval, subject to the following condition:

"Prior to final approval, the Ministry of the Environment shall be in receipt of a copy of a fully adopted by-law that establishes a minimum distance of 60 metres between the proposed industrial uses and the neighbouring residential uses."

Peel Memorial Hospital advise that their review of the subject proposal did not indicate any potential impact on the future services of Peel Memorial Hospital. Their strategic plan incorporates the population expansion projected for Brampton and thus indirectly the related commercial and industrial growth. Since the proposal is for commercial development they note the only unusual impact on the hospital could be one of emergency care and an emergency from this site could be handled at Peel Memorial Hospital, although other local hospitals might also be utilized in such a situation

Bell Canada have advised that if there are any conflicts with existing Bell Canada facilities or easements, the owner/developer shall be responsible for rearrangements or relocation and have requested that the following be included as conditions of approval:

1. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
2. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

Town of Vaughan has advised that they had previously commented on a development proposal for the subject property in 1986 at which time their concerns were primarily with the appropriateness of more intensive commercial development in the area and in the form such

development might take. After reviewing the current proposal, the Town has advised that in view of changes in land use, market conditions and development potential, they agree with the applicant that commercial development is now appropriate. They also advise that they consider the current application to be more suitable because of the reduced road allowance and larger lots and note that their previous concerns have been adequately addressed.

Local Architectural Advisory Committee note that the existing house on the subject property was one of the original farm houses in the Toronto Gore, owned by the Fines and could have been a Crown Grant. It was built in the 1880's, of red brick with a field stone foundation, but does not have design of great significance. The appearance is deteriorated as it has not been maintained over the years. The Committee feels that at this time there is little value in saving it.

Ministry of Culture and Communications advise that the subject property has a moderate potential for the discovery of archaeological remains based upon the nature of the terrain, the proximity to a watercourse and the fact that there are sites in the vicinity. The Ministry recommends that the standard archaeological condition of approval be applied to the proposed draft plan.

Ministry of Transportation of Ontario advise that they have reviewed the subject proposal and request the following conditions of draft approval:

- 1) That prior to final approval Blocks 14 and 15 (0.3m reserves) be conveyed by deed to the Ministry of Transportation.
- 2) That prior to final approval, the owner shall:
  - a) submit a drainage engineering plan/report acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation detailing how surface water will be managed on and conveyed from the site.
  - b) submit a traffic engineering report acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation, indicating the peak hour turning volumes at the street entrance to Hwy.50 and detailing the necessary design improvements required.

MTO continued

- c) enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of the street entrance and the related highway improvements.
- 3) That prior to final approval, the owner shall agree in the Subdivision Agreement (in wording acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation):
  - a) to carry out the works approved under Condition #2a (Drainage Plan).
  - b) to include the following warning clause in all offers of Purchase and Sale and the deeds for Blocks 1, 2 and 5:

"Purchasers are advised that this Block is subject to Permit Control by the Ministry of Transportation and that Building and Land Use/Sign permits are required prior to the commencement of any grading or construction. Further information and permits must be obtained from the Signs/Permits Inspector at the Toronto District Office (1201 Wilson Avenue, Atrium Tower, 1st Floor, Downsview, Ontario, M3M 1J8)".

The Ministry also noted the following:

- a) Conveyance of Reserve

The Ministry uses a 0.3 metre reserve to notify the public that access to the provincial highway will not be granted across the reserve. It should be shown as a block on the final plan. Deeds in duplicate conveying Block \_\_\_\_\_, Plan M- \_\_\_\_\_ to the "Queen in the right of the Province of Ontario as represented by the Minister of Transportation", together with the proposed final plan should be sent to the Ministry.

- b) Subdivider's Agreement Conditions

- i) the wording of the draft Subdivision Agreement should be approved by the Ministry of Transportation prior to execution of the document.
- ii) an executed copy of the Subdivision Agreement will be required in order to clear condition 3.

MTO continued

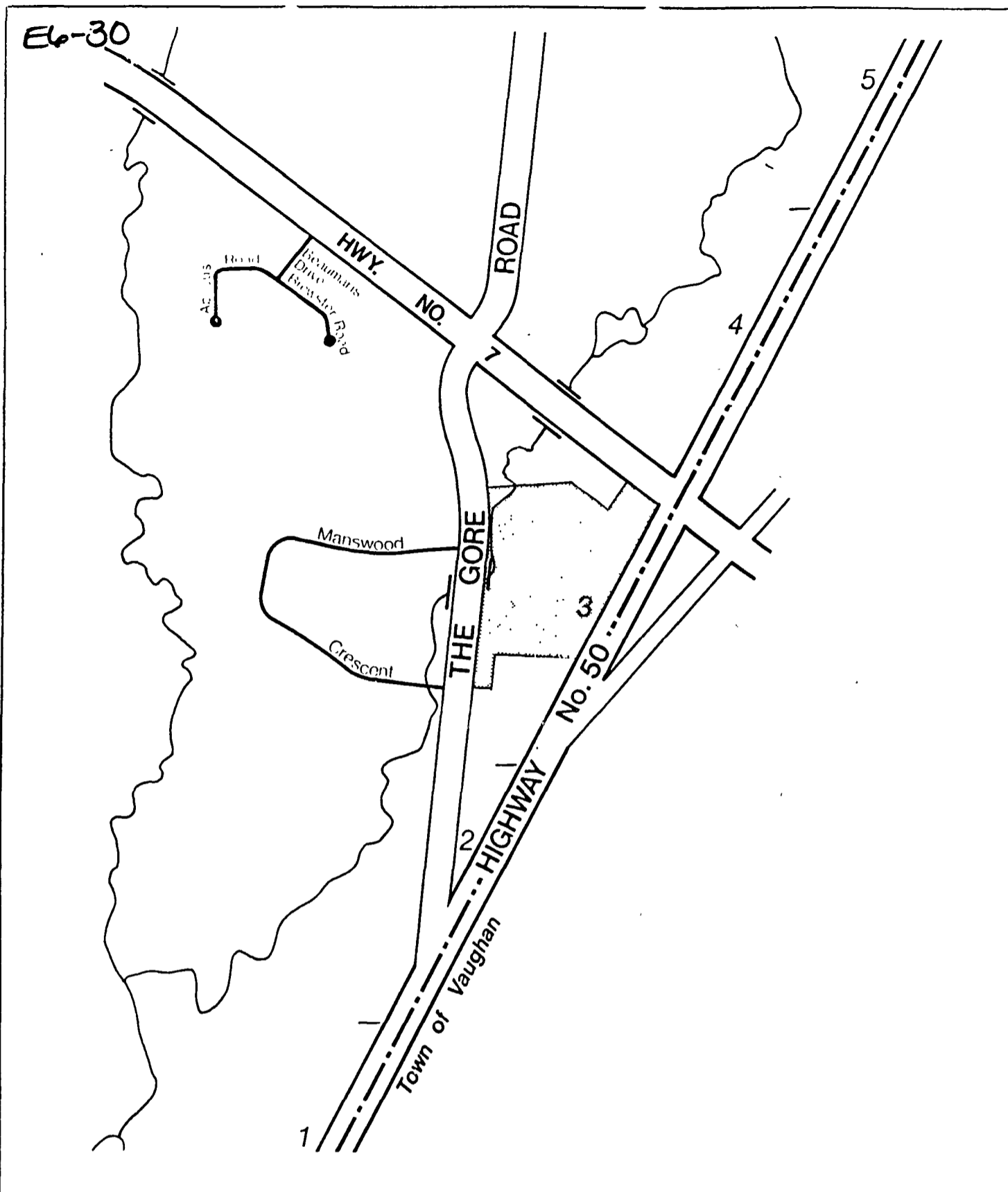
c) Clearance of Conditions

The contact for all M.T.O. conditions of approval including the submission and approval of all required reports, subdivider's agreement wordings, conveyance of reserves etc., is:

Manager  
Transportation Corridor Management Office  
Ministry of Transportation  
1201 Wilson Avenue  
Room 226, Central Building  
Downsview, Ontario  
M3M 1J8

d) M.T.O. Permits.

After registration, the owner must obtain permits from the Ministry of Transportation for all access points to Provincial highways, all encroachments for utilities and all buildings, structures and signs within the area of permit control. Normal Ministry setbacks from the right-of-way limits are 7.5m (25 feet) for residential dwellings and 14m (45 feet) for most commercial/industrial/multi-family buildings. Setbacks can be greater adjacent to controlled access highways.



LOCATION MAP

802158 ONTARIO LIMITED



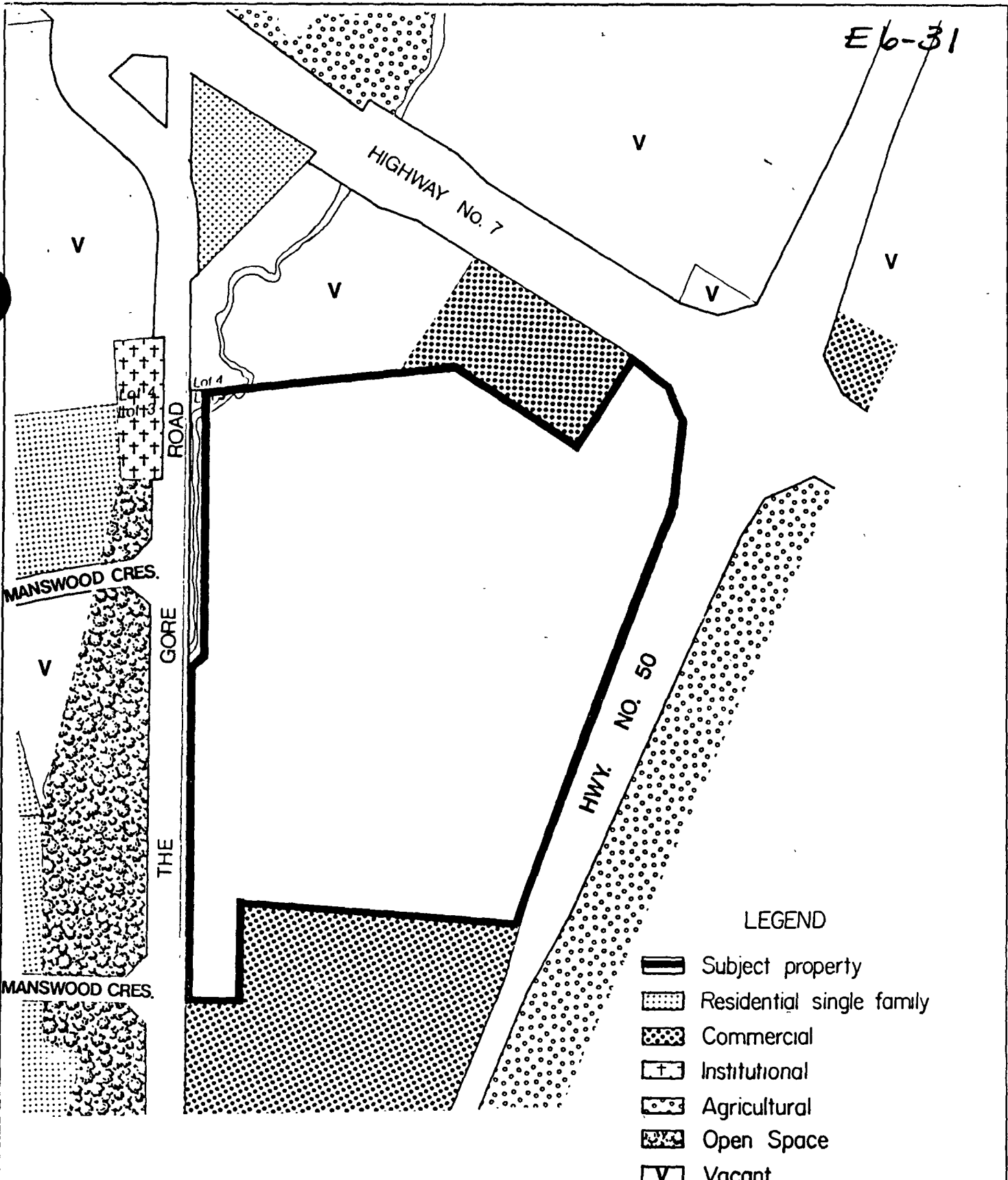
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**CITY OF BRAMPTON**  
 Planning and Development








Date: 89. 07 20 Drawn by: J.K.

File no. C10E3.3 Map no. 69-4B

E16-31



LEGEND

-  Subject property
-  Residential single family
-  Commercial
-  Institutional
-  Agricultural
-  Open Space
-  Vacant

LAND USE

802158 ONTARIO LIMITED



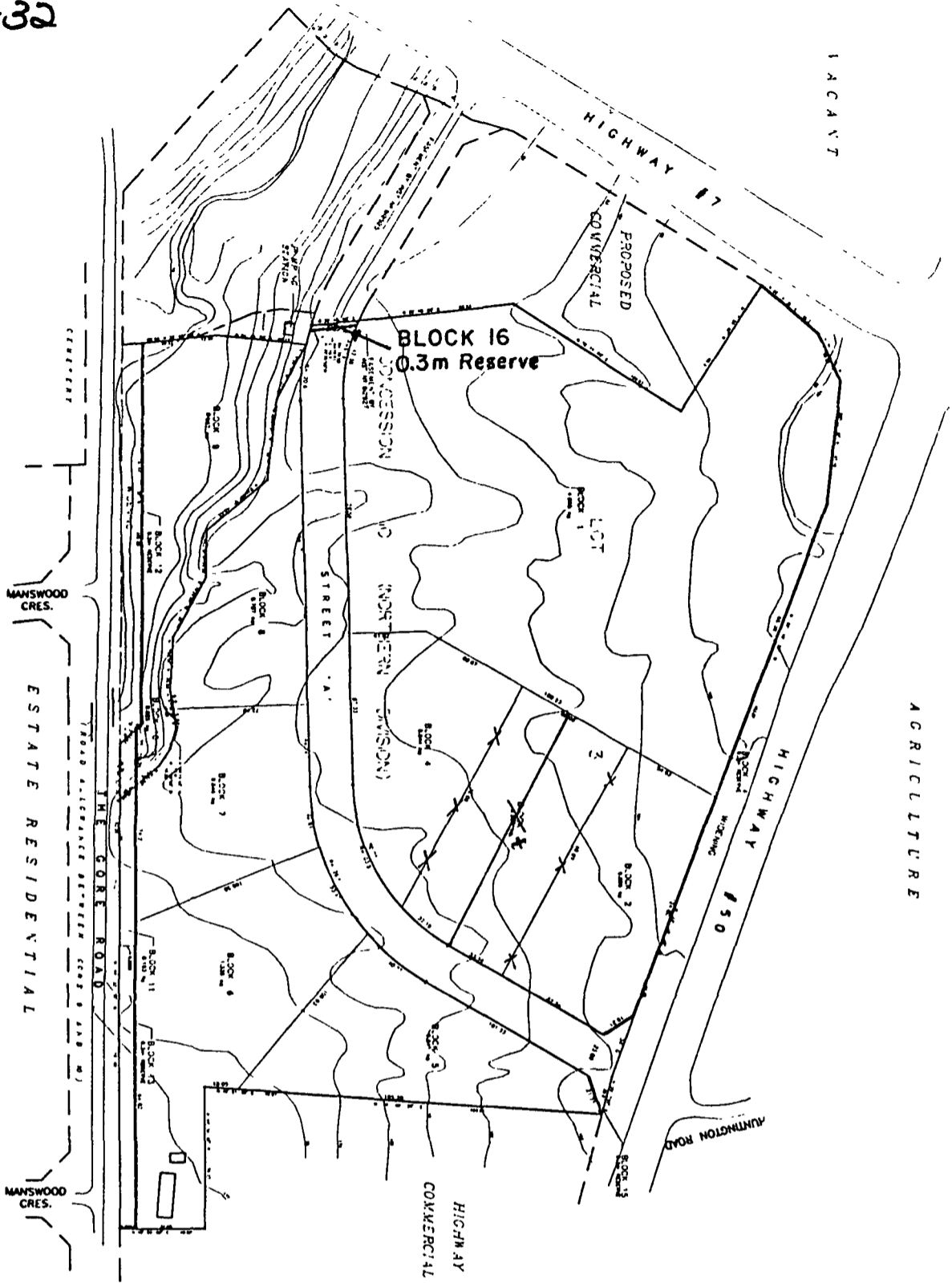
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**CITY OF BRAMPTON**  
Planning and Development

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File no. CIOE3.3 Map no. 69-4C



E6-32



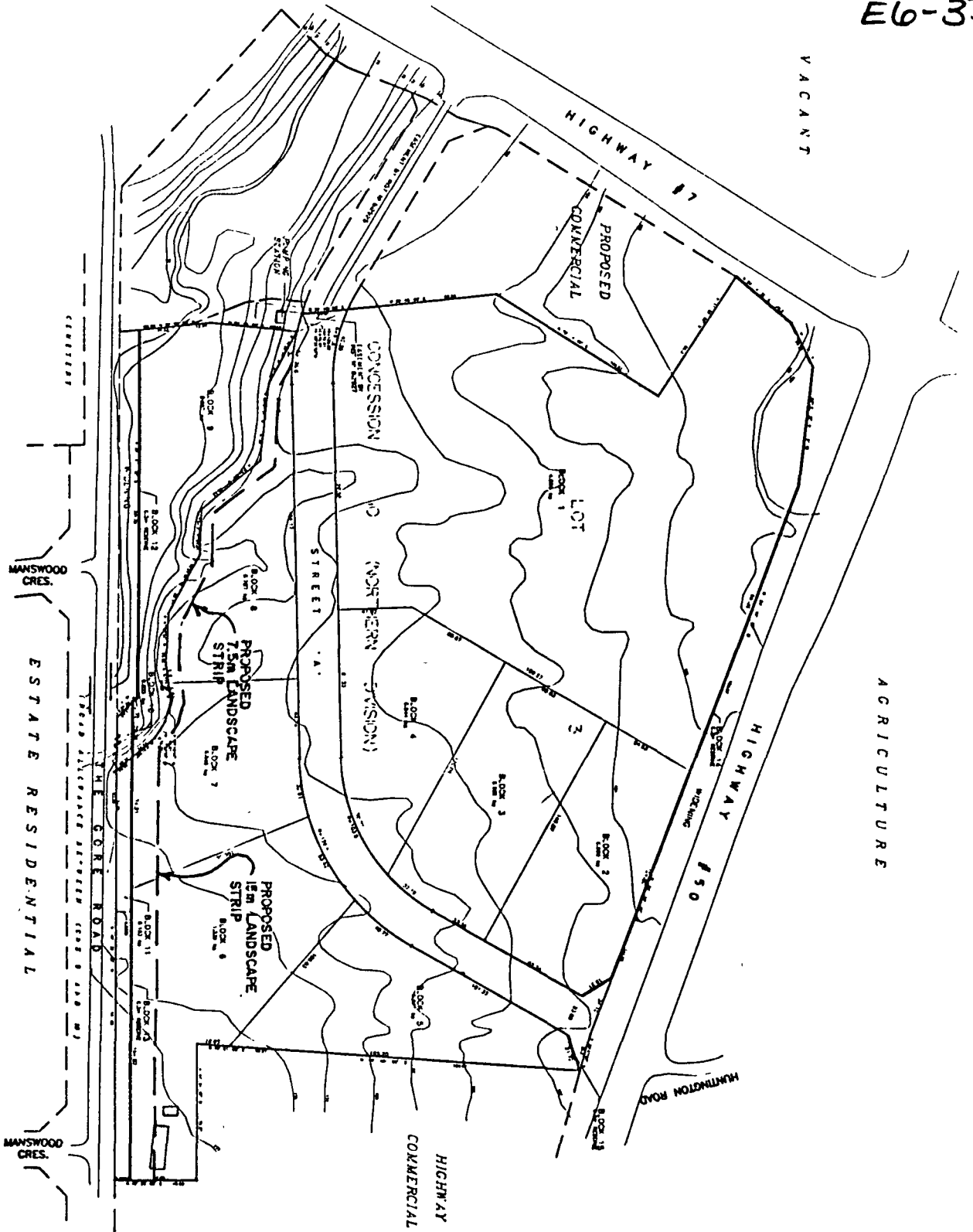
PROPOSED PLAN OF SUBDIVISION  
 802158 ONTARIO LIMITED  
 (REDLINED REVISED)



1:297

**CITY OF BRAMPTON**  
 Planning and Development

Date: 89. 07 21 Drawn by:  
 File no. CIOE 3.3 Map no. 69-4F



PROPOSED LANDSCAPED OPEN SPACE  
 802158 ONTARIO LIMITED

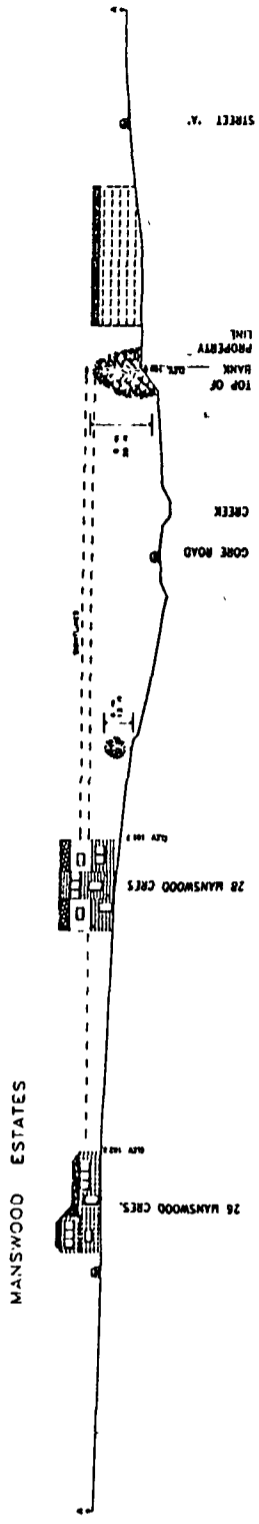


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**CITY OF BRAMPTON**  
 Planning and Development

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 File no. CIOE3.3 Map no. 69-4G

E6-34



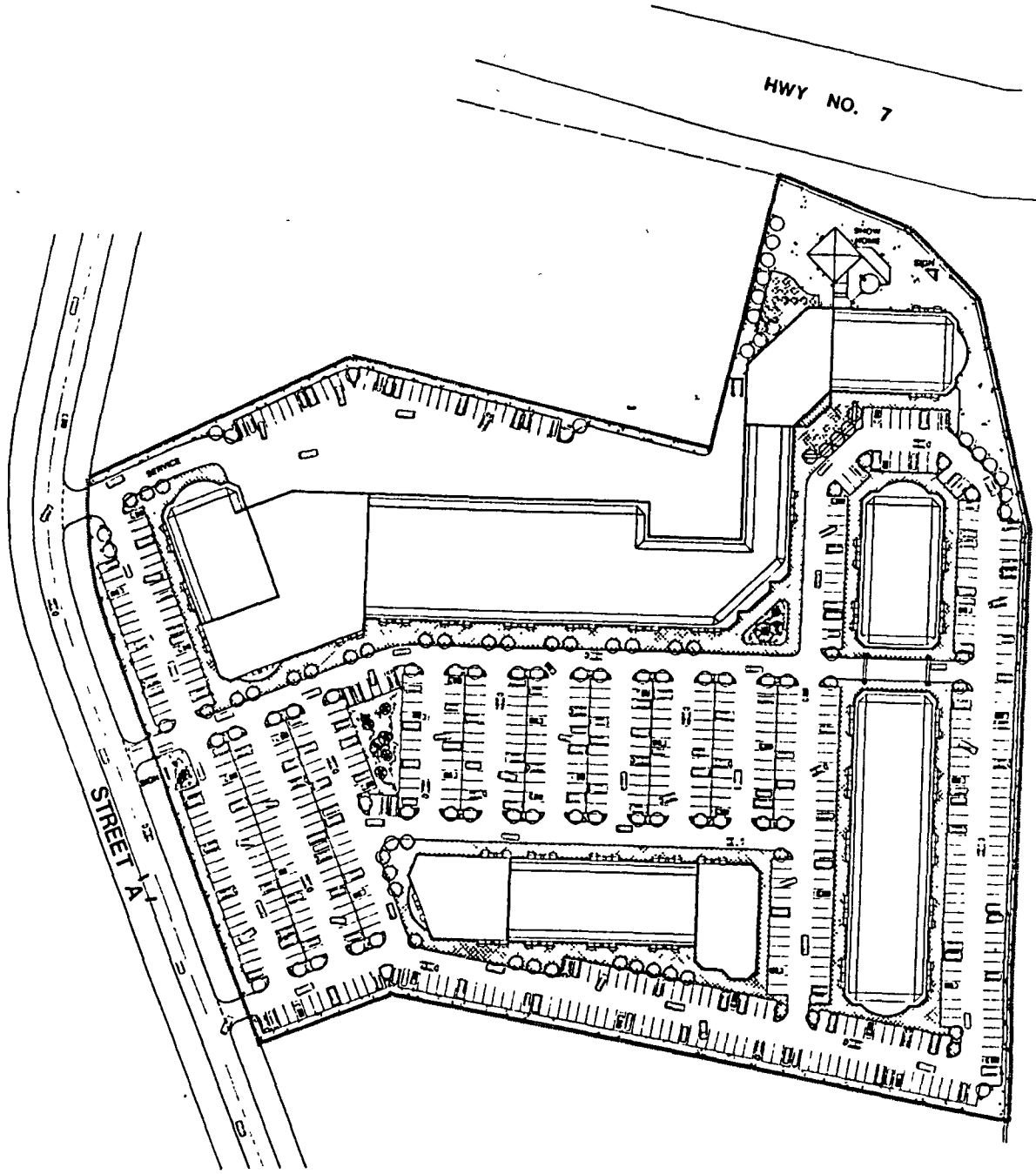
CROSS SECTION

802158 ONTARIO LIMITED



**CITY OF BRAMPTON**  
Planning and Development

Date: 89. 07 20 Drawn by:  
File no. CIOE3.3 Map no. 69-4D



CONCEPT SITE PLAN

802158 ONTARIO LIMITED



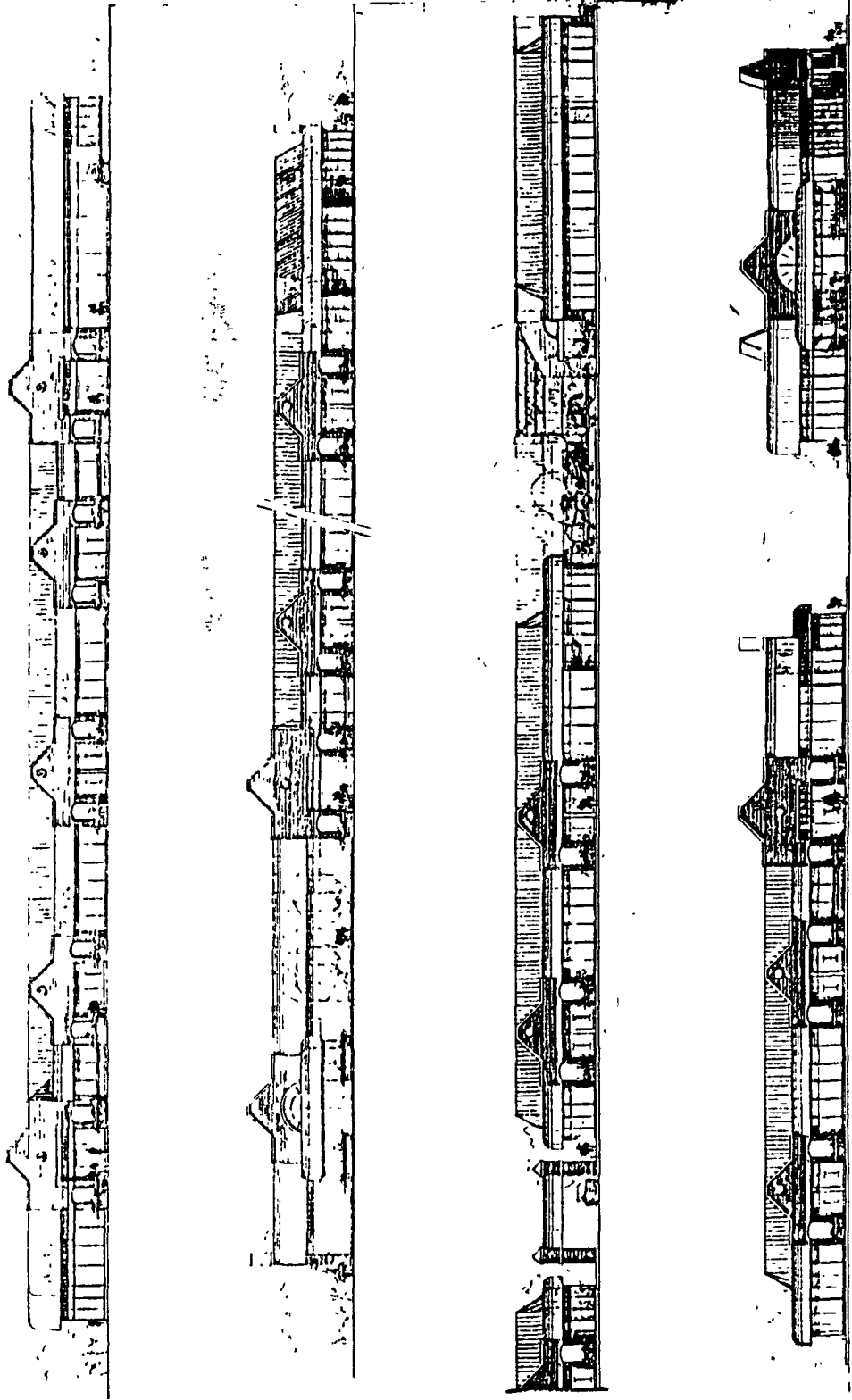
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Planning and Development

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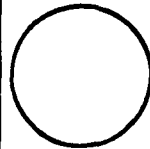
File no. C10E3.3 Map no. 69-4E

E6-36



CONCEPT BUILDING ELEVATIONS

802158 ONTARIO LIMITED



**CITY OF BRAMPTON**  
Planning and Development

Date: 89. 07 21 Drawn by:  
File no. CIOE3.3 Map no. 69-4H

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning &amp; Development

November 3, 1989

To: The Chairman and Members of  
Planning Committee

From: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and the Zoning By-law  
Part of Lot 3, Concession 10, N.D.  
**802158 ONTARIO LIMITED**  
**(INDUCON URBAN PROPERTY CORPORATION)**  
Ward Number: 10  
Regional File Number: 21T-86044B (Revised)  
Our File Number: C10E3.3

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The notes of the Public Meeting held on November 1, 1989, are attached for the information of Planning Committee.

Approximately 15 members of the public attended the meeting and no written submissions have been received.

Three members of the public spoke at the meeting. Questions were asked regarding water supply and the road connection to Highway Number 50. The questions on these matters were addressed at the meeting. One member of the public who spoke at the meeting indicated support for the proposal while another indicated a concern with the impact of the development on his property on Manswood Crescent. The applicant subsequently outlined the extent of buffering, landscaping and screening that will be provided on the subject proposal to minimize any impact on the residential properties to the west.

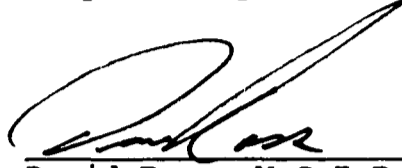
With respect to this concern raised, staff note that a number of development conditions contained in the staff report have been included to minimize the potential impact of the proposed development on the residential properties to the west and in the opinion of staff, will provide an appropriate level of protection for the residential properties to the west.

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

- A. The notes of the Public Meeting be received.

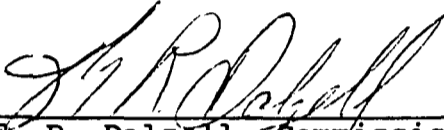
- B. The application be approved subject to the conditions approved by City Council on October 23, 1989.
- C. Staff be directed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,

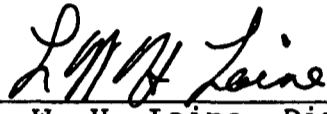


David Ross, M.C.I.P.  
Development Planner

AGREED:



F. R. Dalzell, Commissioner of  
Planning and Development



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

DR/icl  
attachment

A Special Meeting of Planning Committee was held on Wednesday, November 1, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:30 p.m., with respect to an application by 802158 ONTARIO LIMITED (INDUCON URBAN DEVELOPMENT CORPORATION (File: C10E3.3 - Ward 10) to amend both the Official Plan and Zoning By-law to permit the subdivision of the subject property into four (4) commercial blocks, 4 industrial blocks and 1 open space block.

Members Present: Alderman E. Ludlow - Chairman  
Alderman J. Sprovieri  
Alderman J. Hutton  
Alderman D. Metzack  
Alderman A. Gibson

Staff Present: F. R. Dalzell, Commissioner of Planning  
and Development  
J. A. Marshall, Director, Planning Policy  
and Research  
L.W.H. Laine, Director, Planning and  
Development Services  
J. Armstrong, Development Planner  
D. Ross, Development Planner  
W. Winterhalt, Policy Planner

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Approximately 15 interested members of the public were present. The Chairman inquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

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

Mr. George Talbot, R.R. #1, Brampton, expressed concern relating to adequacy of the water supply.

- cont'd. -



Mr. Ross advised that the Region of Peel has a condition of approval that adequate water supply be available.

D. Matthews, Patrick Sweet & Associates, consultant for development to the north of the subject site, expressed support for the application, and inquired about the location of the proposed intersection. He advised that after review, further comments will be made at the Planning Committee Meeting of November 20th.

V. Raison, 4 Manswood Crescent, Brampton, indicated concern about the impact of the development on the well water supply and possible devaluation of property in the area. He acknowledged the landscaping provisions, however, objected to the proposal and he requested more protection for his property.

Mr. Ross advised of the Region of Peel condition of approval, requiring securities to be posted for protection of well water.

Cathy Speirs, of Inducon Urban Development Corp., noted provision for extensive landscaping to ensure that impacts are minimized and she indicated willingness to meet with the residents.

There were no further questions or comments and the meeting adjourned at 7:47 p.m.



July 10, 1989

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. Dave Ross  
Development Planner

*[Handwritten initials]*

City of PLANNING DEPT	
Date	JUL 1 1989
File No.	C10E33

Re: Official Plan Amendment and  
Rezoning Application  
Inducon Urban Properties Corporation  
Pt. Lot 3, Conccsion 10 N. D.  
Your File: C10E33  
Our File: 21T-86044B  
City of Brampton

Dear Mr. Ross:

In reply to your memorandum dated June 26, 1989 concerning the above noted application, please be advised that our Public Works Department has examined the proposal and offers the following comments:

- Sanitary: No objection subject to adhering to the restrictions of the Bolton/Brampton Trunk Sewer Servicing Agreement
- Roads: Those lots/blocks abutting the Gore Road are subject to an 8.0 metre road widening and a 0.3 metre reserve along the widened limit.

Our Transportation Policy Division has also reviewed the above-noted applications and has no comments or objections to offer at this time. The Traffic Study dated June 1989, as prepared by UMA Engineering, has not yet been received by the Region.

Additional comments regarding the revised draft plan of subdivision will be provided by our Public Works Department and Transportation Policy Division shortly.

I trust that these preliminary comments are of assistance.

Yours truly,

*[Handwritten signature]*  
D. R. Billett  
Director of  
Development Control

*Ozzie advises further detailed comment on this way.*  
*Pluse sq 07/12*  
*July 1989*

JL:nb

# The Regional Municipality of Peel

Planning Department

August 8, 1989

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

*[Handwritten initials]*

City of Brampton PLANNING DEPT.	
Date	AUG 10 1989 Rec'd.
File No.	C10E33

Attention: Mr. Dave Ross  
Development Planner

Re: Proposed Plan of Subdivision - Revised May 1989  
21T-86044B - 802158 Ontario Limited  
Pt. Lot 3, Concession 10, N.D. (Toronto Gore)  
City of Brampton

Dear Mr. Ross:

Further to our correspondence dated July 10, 1989, please find attached a copy of comments dated August 1, 1989 and July 14, 1989 as received from the Regional Public Works Department and Transportation Policy Division regarding the above noted revised draft plan of subdivision.

We trust that this information is of assistance.

Yours truly,

D. R. Billett  
Director of  
Development Control

JL:nb

cc: Meg Davis, Inducon Urban Property Corporation

*890811*

To: D.R. Billett

Date: August 1, 1989

From: C. Otten

File: T-86044

04/12/89

---

Re: 802158 Ontario Limited  
Highway 7 and 50 Business Park  
City of Brampton

---

## 2 PART A - SERVICING

---

### 3 1. SANITARY SEWER FACILITIES

- Sanitary sewer facilities are available in a 250mm dia. sewer located on easement at the north limit of the subject lands.
- External easements and construction will be required.
- Note that the sanitary sewer flows allocated to this development is 47,235 gallons per day, as per the Bolton/Brampton Trunk Sewer Agreement.

### 2. WATER FACILITIES

- The lands are located in Water Pressure Zone 4.
- Water facilities are available in a 300mm dia. watermain on Highway 7 at the Gore road. Presently, supply is available for domestic use only, with little processing or fire supply.
- External easements and construction will be required.
- Extension of a 300mm dia. watermain will be required on Highway 7 from Gore Road to the north limit of the subject lands.

### 3. REGION ROADS

- A 0.3 metre reserve along widened limit.
- An 8.22 metre widening is required along Gore Road, including the proposed Block 9.
- The 1989-93 Capital Budget and Forecast does not provide for widening or reconstruction of Gore Road from Highway 7 to Highway 50.

### 4. WASTE MANAGEMENT

#### Brampton Industrial

- There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990.
- It is expected that this development will generate approximately 484 tonnes of solid waste per year. (1.43 tonnes/employee/year X 338.7 employee = 484.3 tonnes/year).
- In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

---

## PART B - FINANCIAL IMPACT

---

1. LOT LEVIES

- Full industrial levies apply.

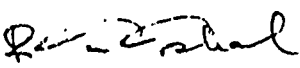
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## PART C - SPECIFIC DRAFT PLAN CONDITIONS

---

- ✓ The developer will be required to enter into an Industrial Servicing Agreement with the City and Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services will be in accordance with the latest Region standards and requirements.
- Provision will be required in the Industrial Servicing Agreement for the following clause:

"An amount of \$20,000.00 shall be held in the Letter of credit until final acceptance of the watermain systems is issued by the Region of Peel, to service as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the well systems."

  
R.M. Moskal, M.C.I.P.  
Manager, Master Plan Policy & Promotion  
Waste Management Division

  
C. Otten, P.Eng.  
Planning & Development Engineer  
Engineering & Construction Division

AOD/tc  




MEMORANDUM

	ACTION	INFO	SEEN
COMMISSIONER			
DIRECTOR CONTROL			
DIRECTOR SUBDIVISION			
DIRECTOR TO			
DIRECTOR			

To: D.R. Billett, P.Eng. Date: July 14, 1989  
 From: Director, Development Control Planning Dept. MONTH DAY YEAR

P.M. Crockett, P.Eng.  
 Acting Director  
 Transportation Policy

Subject: Plan of Subdivision  
 07 17 89 21T-86044B  
 Revised May 1989  
 City of Brampton

We have reviewed the above noted revised plan of subdivision and have no objections to the proposal.

Since access to the development is restricted to Street A, Highway 50 and Highway 7, there will be minimal traffic impact along The Gore Road.

P.M. Crockett, P. Eng.  
 Acting Director,  
 Transportation Policy

TD/jr

C:50 86004B.802

WILLIAM J. TEGGART  
Chief of Police

Telephone: Area Code 416  
453-3311



PEEL REGIONAL  
POLICE FORCE

P.O. BOX 7750  
7750 HURONTARIO ST.  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

Address all correspondence to  
The Chief of Police  
Referring to

Our File No. ....  
Your File No. ....  
Attention of .....



July 13, 1989

City of Brampton PLANNING DEPT.	
Date	JUL 18 1989 Rec'd.
File No.	.....

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

Re: File 21T-86044B / Pt. Lot 3, Con. 10, N.D.

The draft plan for the above noted subdivision has been considered by the Planning and Research Bureau.

It appears this development will have no adverse affect on any of our future plans.

Yours truly,

Paul F. Fairgrieve  
Inspector  
Planning Services

PFF:tmh

C.C. City of Brampton, Planning Department

*Done 8/9/89*



Delivery Services  
1865 Meyerside Drive, Unit 3  
Mississauga, Ontario  
L5T 1G6

July 10, 1989

The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: Mr. D. R. Billett  
Director of Development Control

Dear Sir:

Canada Post Corporation appreciates the opportunity to comment on draft plan of subdivision number 21T-86044B - 802158 Ontario Limited, City of Brampton.

Canada Post Corporation has no comment on this plan at this time, but would request that we receive three above ground service maps prior to registration so that we may locate our Community Mail Box sites.

Our multi unit policy will be in effect for buildings or complexes with a common municipal address, containing 3 or more units. It will be the responsibility of the builder/developer to provide the central mail facility at their expense.

Sincerely

*A. Tavender*

A. (Bun) Tavender  
Delivery Service Specialist  
West Area, York Division

Enclosed - Canada Post Corporation Multi-Unit Delivery Policy

✓ cc: Planning Department, City of Brampton

*RD*

City of Brampton PLANNING DEPT.	
Date	JUL 18 1989 Rec'd
File No.	<i>COE33</i>

*Dave 840718*



Bell Canada  
 M.A. Thompson  
 Manager D.P. Facilities  
 Floor 3  
 2 Fieldway Road  
 Etobicoke, Ontario M5G 2E1

1989 07 13

The Region of Peel  
 10 Peel Centre Drive  
 Brampton, Ontario  
 L6T 4B9

Attention: D.R. Billett

Re: Proposed Plan of Subdivision  
 Part lot 3, conc. 10 N.D.  
 File No. 21T-86044B  
 City of Brampton

	ACTION	INFO	SEEN
COMMISSIONER			
DEV. CONTROL			
TRANSPORTATION			
WORKS/REG.			
PLANNING			

Planning Dept.

**Be**  
*BR*

Planning Dept.

07 18 09

City of Brampton PLANNING DEPT.	
Date	JUL 31 1989 Rec'd.
File No.	21T-86044B

Thank you for your letter of June 29, 89 concerning the above proposed subdivision.

Will you please add the following two paragraphs as conditions of Draft Plan Approval:

1. Bell Canada shall confirm that satisfactory arrangements financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
2. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for rearrangements or relocation.

Any questions you may have, please contact M. Laxton at (416)236-5106.

*Billett*  
 for Manager - Utilities Coordination (CV/H)

*Done 8/10/89*

cc: M. Laxton Mgr. D.P. Facilities  
 City of Brampton

July 7, 1989

950 Burnhamthorpe Road West  
 Mississauga, Ontario L5C 3B4  
 Mississauga and Brampton  
 (416) 276-3100  
 Orangeville  
 (519) 941-1560

Mr. D.R. Billett  
 Director of Development Control  
 The Regional Municipality of Peel  
 10 Peel Centre Drive  
 BRAMPTON, Ontario  
 L6T 4B9

*ADP*

City of Brampton PLANNING DEPT.	
Date	JUL 25 1989 Rec'd
File No.	C10.13.3

Dear Sir:

Re: Revised Draft Plan of Subdivision  
 21T-86044B - 802158 Ontario Limited  
 Pt. Lot 3, Concession 10, N.D. (Toronto-Gore)  
 City of Brampton  
 Our Ref: EM-130-89

We hereby acknowledge the receipt of your plan as noted above.

Upon examination of the drawing(s) submitted, we have no comments regarding the same.

Yours truly,

CONSUMERS GAS

*E. Mundy*

E. Mundy  
 Supervisor Distribution Planning  
 Western Region  
 276-3531

/gcm

PLANNING & BUILDING DEPARTMENT RECEIVED			
JUL 20 1989			
	ACTING	DATE	TIME
PROMOTER			
BUSINESS			
LABOR & EMP.			
DEVELOPMENT			
DEVELOPMENT			
POLICY			
SUPPORT SERVICES			

cc: City of Mississauga, Planning Department  
 ✓ Commercial Industrial Sales  
 File

*Done by 890727*

Ontario Hydro



700 University Avenue, Toronto, Ontario M5G 1X6  
Telephone: (416) 592-3205

	ACTION	INFO	SEE
COMMISSIONER			
DEVELOPMENT CONTROL	✓		
TRANSPORTATION			
MUN. DEV. EC.			
SUBMITTER			

Planning Dept - Brampton

MONTHLY YEAR

File 630.41 (T5)

07 20 89

July 17, 1989

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Mr. Billett:

Revised Plan of Subdivision  
Lot 3, Concession 10, N.D.  
City of Brampton  
Ministry File: 21T-86044B (R1)

The plan has been circulated to the interested divisions of the Corporation for comment.

We have no objections to the proposed subdivision as presently laid out.

Yours truly,

D. Markovic  
Special Assignments Coordinator  
Corporate Real Estate Department  
U09 B03

July 18, 1989

David Ross  
Development Planner  
Planning and Development Department  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	JUL 21 1989 Rec'd
File No.	.....

Dear Mr. Ross:

Re: Draft Plan of Subdivision and Application to Amend the Official Plan and the Zoning By-law Part of Lot 3, Concession 10, N.D. **INDUCON URBAN PROPERTIES CORPORATION** (formerly Antoniuk-Fines Property) Regional File Number: 21T-86044B (Revised) P.D.D. File Number: C10E3.3

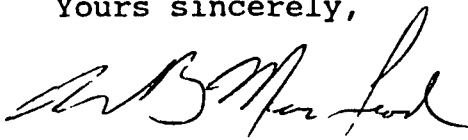
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Thank you for the opportunity to respond to this proposed amendment.

My review of the proposed amendment did not indicate any potential for major impact on the future services of Peel Memorial Hospital. Our Strategic Plan incorporates the population expansion projected for Brampton and thus indirectly the related commercial and industrial growth. Since this amendment is for a commercial development the only unusual impact on PMH could be one of emergency care. An emergency from this site could be handled at PMH, although other local hospitals might also be utilized in such a situation.

If you wish any further clarification please call.

Yours sincerely,



W. B. MacLeod  
President  
WBM/mg

4407 21



	ACTION	INFO	SPEN
COMMISSIONER			
LAND CONTROL	✓		
STORM DRAINAGE			
PLANNING			
ENGINEERING			

the metropolitan toronto and region conservation authority

5 shoreham drive, downsvew, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

August 8, 1989

Planning Dept

CFN 02830

Regional Municipality of Peel  
 Planning Department  
 10 Peel Centre Drive  
 BRAMPTON, Ontario  
 L6T 4B9

101609

ATTENTION: D.R. Billett

RE: Revised Draft Plan of Subdivision 21T-86044B  
 802158 Ontario Limited  
 Part Lot 3, Concession 10 ND (Toronto-Gore)  
 City of Brampton

This will acknowledge receipt of the above-noted plan of subdivision prepared by Inducon, project no. 0705, revised May 1989.

We note that the top-of-bank indicated on this plan was confirmed in the field by our staff and the City of Brampton. Staff would therefore have no objections to this plan receiving draft approval ~~subject to the following conditions:~~

1. Prior to the initiation of grading and prior to the registration of this Plan or any phase thereof, that the owner shall submit for the review and approval of The Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) the following:

(A) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands. This report should include:

- plans illustrating how this drainage system will tie into surrounding drainage systems, i.e.--Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
- storm water management techniques which may be required to control minor or major flows;
- proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;
- location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86

...../2

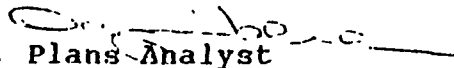
RE: Draft Plan of Subdivision 21T-86044B

- (B) plans for the treatment of the small watercourse affecting the site;
  - (C) overall grading plan for the subject lands.
- (2) That the owner agree in the subdivision agreement, in wording acceptable to the M.T.R.C.A.:
- (A) to carry out, or cause to be carried out, to the satisfaction of the M.T.R.C.A., the recommendations referred to in the report, as required in Condition (1).
  - (B) to obtain a permit for the works described in Condition (1).
  - (C) prior to the initiation of any grading or construction on the site, to erect a temporary snow fence and filter cloth barrier along the rear lot line of Blocks 7 & 8. This barrier shall remain in place until all grading and construction on the site are completed.
  - (D) to submit individual lot, site and grading plans to the M.T.R.C.A. for their review and approval of Blocks 7 & 8. These plans shall be submitted prior to the issuance of building permits by the Municipality.
  - (E) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 9 without prior written approvals being received from the M.T.R.C.A..

In order to expedite the clearance of condition (2), we would request that a copy of the signed subdivision agreement be forwarded to this Authority.

Should you have any questions do not hesitate to contact this office.

Yours truly,

  
Luch Ognibene, Plans Analyst  
Plan Review Section  
Water Resource Division

cc -- City of Brampton, Planning Department  
-- M.N.R., Maple  
LO:bb



Ontario

Ministry  
of the  
Environment

Ministère  
de  
l'Environnement

COPY

Central  
Region

Région du  
Centre

1989 08 09

7 Overlea Boulevard  
4th Floor  
Toronto, Ontario  
M4H 1A8  
416/424-3000

7, boulevard Overlea  
4<sup>e</sup> étage  
Toronto (Ontario)  
M4H 1A8  
416/424-3000

D. R. Billett, MCIP  
Regional Municipality of Peel  
Regional Administration Building  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

*Handwritten signature*

City of Brampton PLANNING DEPT.	
Date	AUG 11 1989
File No.	CME33
Rec'd.	1

Dear Sir:

Re: Draft Plan of Subdivision  
City of Brampton  
File: 21T-86044B (Revised)

We have reviewed the revised plan and provide the following comments.

We note that the revised plan is for a mix of industrial, commercial and institutional uses, while the previous plan was for commercial uses only. As the revised plan will result in industrial development on Blocks 5 to 8, we recommend that appropriate separation distances be established between the use areas of the industrial lots and any adjacent residential uses. This Ministry recommends a minimum distance separation of 60 metres between light industrial and residential uses, and a minimum separation distance of 90 metres between medium industrial and residential uses.

On the basis of the above, we would have no objection to draft approval, subject to the following condition:

Prior to final approval, the Ministry of the Environment shall be in receipt of a copy of a fully adopted by-law that establishes a minimum distance of 60 metres between the proposed industrial uses and the neighbouring residential uses.

Yours truly,

ORIGINAL SIGNED BY

Robert P. Ryan, B.A. M.E.S.  
Planner

cc: S. Dewdney ✓  
J. Budz  
A&P File

*Handwritten: 890811*

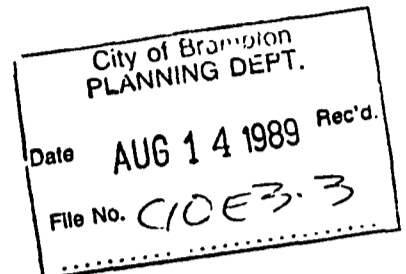
se:RR/BIL/A8F



August 4, 1989

The Corporation Of The City Of Brampton  
Planning & Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

*Handwritten initials*



Dear Mr. David Ross:

Re: Draft Plan of Subdivision and Application  
to Amend the Official Plan and Zoning By-law  
Part of Lot 3, Concession 10, N.D.  
Inducon Urban Properties Corp.  
Your File C10E3.3  
Regional File: 21T-86044B.

We have reviewed this proposal as requested. I note that Vaughan commented on a development proposal for this property in 1986 (see copy of our comments attached). At that time, our concerns were primarily with the appropriateness of more intensive commercial development in this area, and the form which such development might take.

In reviewing the current application, we agree with the proponent that, in view of changes in land use, market conditions and development potential, commercial development at this location is now more appropriate. Also, we consider the current draft plan to be more suitable because of the reduced road allowance and larger lots. Therefore, our concerns have been adequately addressed.

Thank you for the opportunity to review this proposal.

Yours truly,

*Handwritten signature of Joanne Arbour*  
Joanne Arbour,  
Deputy Director of Planning

PR/cm

*Handwritten number 690514*

cc Regional Municipality of Peel  
Planning Department





Ontario

COMMISSIONER DEVELOPMENT CONTROL PLANNING DEPARTMENT	ACTION	INFO	FILE

Ministry of  
Culture and  
Communications  
Heritage Branch  
(416) 965-2186

Ministère de la  
Culture et des  
Communications

77 Bloor Street West  
Toronto, Ontario  
M7A 2R9  
Planning Dept

77 Bloor Street West  
Toronto, Ontario  
M7A 2R9

*cc. Copy*

Your File: 100602

Our File:

September 8, 1989

Mr. Doug Billett  
Director of Development Control  
Planning Department  
The Regional Municipality of Peel  
10 Peel Centre Dr.  
Brampton, Ontario  
L6T 4B9

Re: Subdivision Plan 21T-86044B - 802158 Ontario Ltd.  
Pt. Lot 3, Conc. 10, N.D. (Toronto-Gore)

Dear Mr. Billett:

Our office has reviewed the above plan of subdivision and finds that it has a moderate potential for the discovery of archaeological remains. This is based upon the nature of the terrain, the proximity to a watercourse and the fact that there are sites in the vicinity.

Consequently, we would recommend that the standard archaeological condition of approval be applied to the proponent's draft plan.

Yours truly,

Peter Carruthers  
Environmental Assessment Co-ordinator  
Planning and Development Review

c.c: Meg Davis  
Inducon

MacViro Communications Inc.	
SEP 13 1989	
Route to	
J.F.L.	
	C.C.
	Fido, etc.

wp/peelpot.



Telephone No. 235-3830

Transportation Corridor  
Management Office  
Room 226, Central Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

September 12, 1989

File No. 21T-86044(Revised)

The Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9  
Attention: D.R. Billett

Dear Sir:

Re: Proposed Subdivision (802158 Ontario Ltd.)  
Pt. Lot 3, Concession 10 N.D/City of Brampton  
Hwys 7 & 50/District #6, Toronto

We have now reviewed the above revised proposal (dated May 1989) and would request the following conditions of draft approval:

1) That prior to final approval:

a) Blocks 14 and 15 (0.3m reserves) be conveyed by deed to the Ministry of Transportation.

2) That prior to final approval, the owner shall:

a) submit a drainage engineering plan/report acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation detailing how surface water will be managed on and conveyed from the site.

b) submit a traffic engineering report acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation, indicating the peak hour turning volumes at the street entrance to Hwy. 50 and detailing the necessary design improvements required.

c) enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the construction of the street entrance and the related highway improvements.

3) That prior to final approval, the owner shall agree in the Subdivision Agreement (in wording acceptable to the Manager, Transportation Corridor Management Office, Ministry of Transportation):

a) to carry out the works approved under Condition #2a (Drainage Plan).

b) to include the following warning clause in all offers of Purchase and Sale and the deeds for Blocks 1, 2 and 5:

"Purchasers are advised that this Block is subject to Permit Control by the Ministry of Transportation and that Building and Land Use/Sign permits are required prior to the commencement of any grading or construction. Further information and permits must be obtained from the Signs/Permits Inspector at the Toronto District Office (1201 Wilson Avenue, Atrium Tower, 1st Floor, Downsview, Ontario M3M 1J8)".

GENERAL M.T.O. NOTES

a) Conveyance of Reserve

The Ministry uses a 0.3 metre reserve to notify the public that access to the provincial highway will not be granted across the reserve. It should be shown as a block on the final plan. Deeds in duplicate conveying Block \_\_\_\_\_, Plan M- \_\_\_\_\_ to the "Queen in the right of the Province of Ontario as represented by the Minister of Transportation", together with the proposed final plan should be sent to the Ministry.

b) Subdivider's Agreement Conditions

- i) the wording of the draft Subdivision Agreement should be approved by the Ministry of Transportation prior to execution of the document.
- ii) an executed copy of the Subdivision Agreement will be required in order to clear condition 3.

c) Clearance of Conditions

The contact for all M.T.O. conditions of approval including the submission and approval of all required reports, subdivider's agreement wordings, conveyance of reserves etc., is:

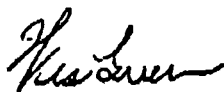
Manager  
Transportation Corridor Management Office  
Ministry of Transportation  
1201 Wilson Avenue  
Room 226, Central Building  
Downsview, Ontario  
M3M 1J8

d) M.T.O. Permits

After registration, the owner must obtain permits from the Ministry of Transportation for all access points to Provincial highways, all encroachments for utilities and all buildings, structures and signs within the area of permit control. Normal Ministry setbacks from the right-of-way limits are 7.5m (25 feet) for residential dwellings and 14m (45 feet) for most commercial/ industrial/multi-family buildings. Setbacks can be greater adjacent to controlled access highways.

Thank you for your cooperation in this matter and, if you require any further information, please do not hesitate to contact me.

Yours truly,



W.W. (Wes) Green  
Senior Planner (West)  
Land Development Review

Attach.

cc: District No. 6  
Central Region

WWG:ch



129 Glidden Road  
Brampton, Ontario  
L6W 3L9  
Tel. (416) 451-6300  
Fax. (416) 451-9650

08/11/89

Mr. D. R. Billett  
Director of Development Control  
The Region of Peel,  
10 Peel Centre Drive,  
BRAMPTON, Ontario  
L6T 4B9

City of Brampton PLANNING DEPT.	
Date	AUG 17 1989 Rec'd.
File No.	C-100334

Dear Sir:

Re: Revised Draft Plan of Subdivision,  
21T-86044B - 802158 Ontario Limited,  
Part Lot 3, Concession 10, N.D. (Toronto-Gore)  
City of Brampton

Thank you for the copy of the proposed plan of subdivision.

We have no comments or modification requests at the present time. Most of our requests are guaranteed by the owner in the agreements undertaken for hydro servicing.

Yours truly,

BRAMPTON HYDRO-ELECTRIC COMMISSION

Gordon S. Good

Gordon S. Good, O.L.S.,  
SURVEYS & RECORDS SUPERVISOR

per: L. Sheppard.

CSG:ls

cc. City of Brampton, Planning Dept.  
Att: Mr. F.R. Dalzell

*Noted + referred*

*DW 890817*

Chairman - J.J. YAGROW • Vice Chairman - W.J. BAILLIE

Commissioners - M.G. WHEELER, Mayor • M.M. McALLISTER • J.E. MARTIN • General Manager - R.D. MATTHEWS, P. ENG.

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, July 5, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:41 p.m., with respect to an application by 717495 ONTARIO LIMITED (GLEN ROSE PARK DEVELOPMENTS) (File: ClW9.10 - Ward 5) to amend both the Official Plan and Zoning By-law to permit a residential development containing 860 residential single family units, 95 on-street townhouse units, 236 multiple family units and 240 apartment units.

Members Present: Alderman S. DiMarco - Chairman  
Councillor F. Russell  
Alderman E. Ludlow

Staff Present: F. R. Dalzell, Commissioner of Planning and Development  
L.W.H. Laine, Director, Planning and Development Services  
J. Armstrong, Development Planner  
R. Burnett, Development Planner  
E. Coulson, Secretary

Approximately 2 interested members of the public were present.

Lori VanMeenen, 242 Vodden Street West, commented on her objection to the practice of busing children to school, and addressed the issue of school accommodation for area students and student enrolment due to the subject proposal.

Mr. Dalzell advised that acceptance of school sites is under the jurisdiction of the School Boards. He read the summary comments from the Board of Education which appeared in the Planning Report in relation to student yield from the proposed development and school facilities.

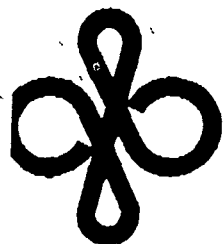
Ms. VanMeenen objected to the insufficient provision for schools for the existing students, without adding additional enrolment from new development in the area.

- cont'd. -

Walter Tywoniuk, 19 Slater Circle, asked about plans for widening Williams Parkway and expressed concern relating to traffic. Also, he asked about a vacant lot on Murray Street, south of Williams Parkway, designated as a school site, which has never been used and would help alleviate the school shortage.

Chairman DiMarco advised that Williams Parkway would be widened this summer to McLaughlin Road, and that the School Board did not pick up the option to use the above noted school site.

There were no further questions or comments and the meeting adjourned at 7:50 p.m.



John Bousfield Associates Limited  
Consulting Town Planners

July 6th, 1989

Project No. 8742

Mr. Fred Dalzell  
Commissioner of Planning  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario L6T 2T9

Dear Mr. Dalzell:

**Re: Glenrose Park Developments (Kodak Lands) 21T-88014B**

On behalf of our client, we have now had an opportunity to review the conditions in the Brampton Staff Report dated June 15th, 1989. Our comments are as follows:

- 1.3) With respect to the 8.0 m road widening McLaughlin Road, we note that only an additional 2.82 m remains to be dedicated.
- 1.4) Further to our discussions with our engineering consultants, Knox Martin Kretch, we would prefer to shift the Street F/Street A intersection to the north as shown on the attached revised plan rather than re-orienting Street F to exit to Street B as this would require a considerable increase in the volume of fill necessary to accommodate overland flows from the south west corner of the Plan.
6. It is not clear whether the City is proposing that staging of the plan should occur but it is patent of course, that the installation of services must proceed from south to north. The school and park sites should be registered as early as possible of course, and it would be desirable to bring onstream some medium and higher density units early in the marketing program, Unless there are localized constraints we are not aware of, we wonder why the building cannot simply be governed by market demand, in the normal course.
8. We question whether the number of single family units should be specified as minor adjustments may be made in the final plan prior to final approval.
23. Although we note that the requirement for a 2.0 m wall along the C.P.R. is not required by the C.P.R. for noise attenuation, the owner is willing to provide a wood fence at this height.
25. The owner is prepared to provide landscape and fence treatment for lots abutting McLaughlin Road and on the east side to minimize headlight glare but we would question why this is necessary on Street C, D, E, Q and R for existing properties along the west side of McLaughlin which are already exposed to lights on McLaughlin.



F2-6

July 6th, 1989

2

Project No. 8742



- 27. The requirement for a ground vibration transmission study is questionable as a study was done for the lots east of the C. P. track which should address any concerns the City might have. This applies also to Condition 28. Correct typo in warning clause which should refer to the C. P. Rail line along the east boundary.
- 37 iv) We believe the reference should be to siltation rather than filtration.
- 38 ii) We would suggest the last clause be reworded (i.e. "between June 15th and November 30th unless otherwise cleared by the C.V.C.A.").
- 53 & 59 With regard to the school blocks (878 and 879) we would ask that they be rezoned for residential uses so that they may be so developed if they are not required by the Boards of Education. The draft conditions should also reflect this.

With regard to the red-line revisions proposed in the Staff Report, we are enclosing 10 prints of the revised draft plan being our Drawing No. B-8742-22 dated July 4, 1989 which incorporates these revisions as well as two further minor revisions. These include a shift in the central parkette site to a location fronting on Street 'N' and a reduction in the separate school site frontage to 350 feet following our discussion with the Separate School Board concerning their frontage policies.

We trust that these changes will meet with your approval.

Yours very truly,

John Bousfield Associates Limited

H. Lesley Rogan

HLR:ck

cc:

Dufferin Peel Separate School Board

HLR:sr

*[Faint, illegible text, possibly bleed-through from the reverse side of the page]*

June 23, 1989

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9



Date	JUN 27 1989
File No	

Attention: Mr. Ron Burnett  
Development Planner

Dear Sir:

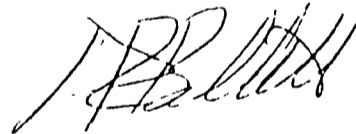
Re: Revised Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
Pt. Lots 9 & 10, Concession 1, W.H.S.  
City of Brampton

Dear Mr. Burnett:

Please be advised that the Regional Transportation Policy Division has reviewed the above noted revised plan of subdivision and suggest that the road layout in the vicinity of Street "C" be revised so that Street "N" becomes a through street accessing McLaughlin Road. A sketch showing their preferred road layout is attached for your consideration. In addition the convenience commercial block adjacent to Street "C" should not have direct access onto McLaughlin Road.

I trust that these comments are of assistance.

Yours truly,

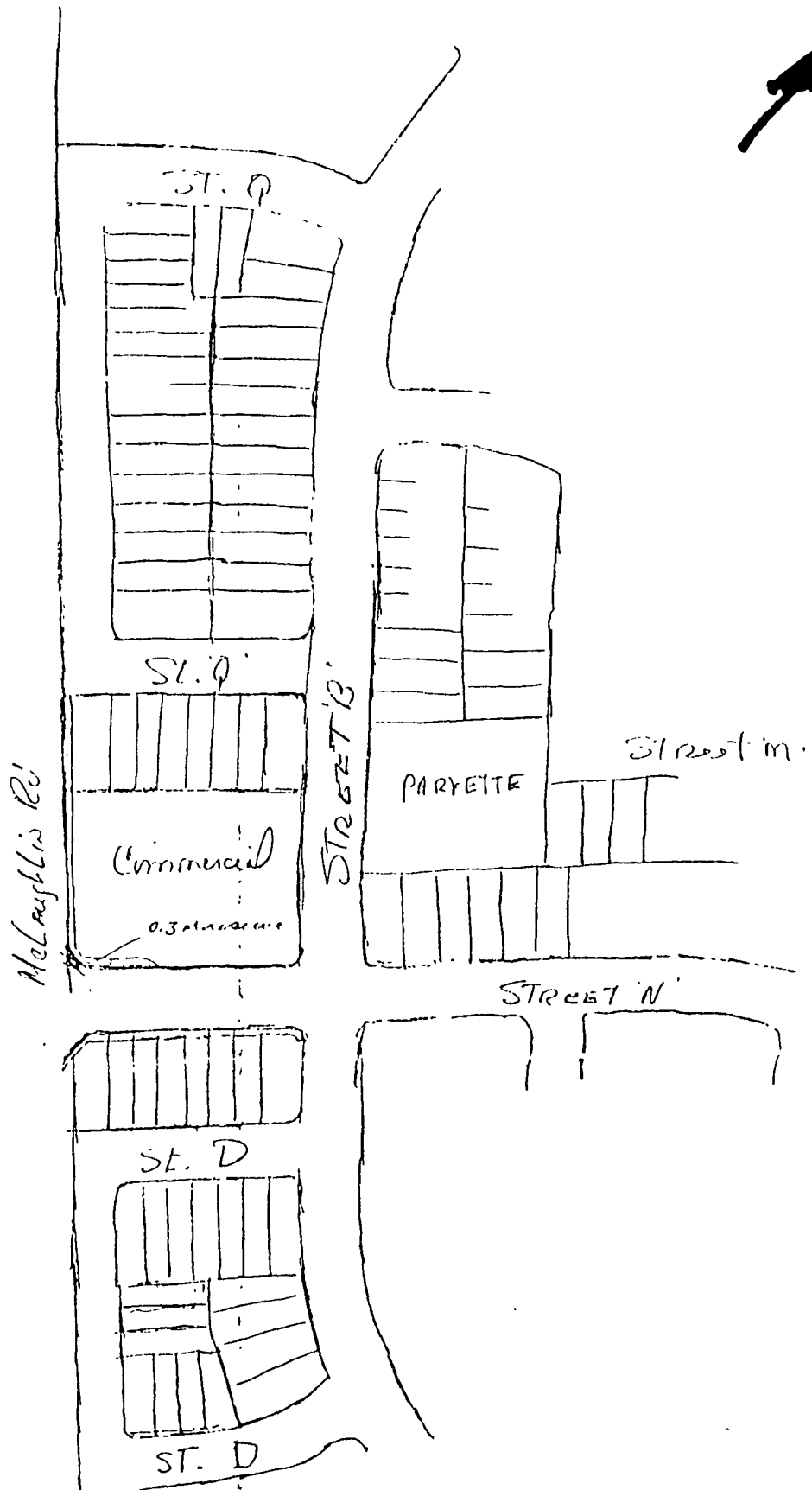


D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.



21T-88014B



64 parcels vs  
71 parcels

REGIONAL TRANSPORTATION - JUNE 19, 1989

# The Regional Municipality of Peel

Planning Department

January 25, 1989

City of Brampton  
Planning Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Ron Burnett  
Development Planner

Re: Draft Plan of Subdivision  
21T-88014B - Revised October 21, 1988  
717495 Ontario Limited (Kodak Lands)  
Your File: C1W9.10

CITY OF PEEL  
PLANNING DEPARTMENT

Date: JAN 30 1989

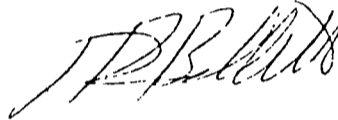
File No: C1W9.10

Dear Sir:

In reply to your letter dated January 16, 1989 concerning the above noted application, attached for your consideration is a copy of comments as received from our Public Works Department.

We trust that this information is satisfactory.

Yours truly,



D. R. Billett  
Director of  
Development Control

VZ:nb





MEMORANDUM

FILED  
NOV 22 1988

To: D. R. Billett  
Director,  
Development Control

Date: November 22, 1988

From: M. D. Zamojc

Re: Revised Draft Plan  
of Subdivision -  
717495 Ontario Ltd.,  
Pt. Lots 9 & 10,  
Conc. 1, W.H.S.,  
City of Brampton

SEARCHED	INDEXED
SERIALIZED	FILED
NOV 22 1988	
FBI - BRAMPTON	

*W. H. S.*  
*W.H.S.*

File: T-88014

We have reviewed the above described plan, and wish to add to our May 10th, 1988, comments with respect to waste management, as follows:

Section 4 Item 3:

"Notwithstanding the waste generation for the above subdivision, release of the plan for registration will not be permitted until such time as the Regional Clerk is in receipt of a Regional Council resolution, indicating that Council is satisfied that adequate landfill arrangements exist or will exist".

M. D. Zamojc, P. Eng.,  
Planning & Development Engineer,  
Engineering &  
Construction Division,  
Department of Public Works.

MDZsh

Planning Dept.

RECEIVED

MAY 24 1988

	Admin.	Info.	Exec.
To: D.R. Billett			
From: M.D. Zamojc			

Date: May 10, 1988  
File: T-88014 (B-23)  
*cc C. [unclear]*

---

Re: Residential Draft Plan  
717495 Ontario Limited,  
Part of Lots 9 & 10, Conc. 1, W.H.S.,  
City of Brampton

---

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**PART A - SERVICING**

---

**1. Sanitary Sewer Facilities**

- o Sanitary sewer facilities are available in a 675mm dia. sewer located on easement along the east limit of the subject lands adjacent to the Canadian Pacific Railway lands.

**2. Water Facilities**

- o The lands are located in Water Pressure Zone 6.
- o Water facilities are available in a 400mm dia. watermain on Highway No. 7 at Van Kirk Drive.
- o Extension of a 400mm dia. watermain will be required on Highway No. 7 from Van Kirk Drive to McLaughlin Road. In addition, a 300mm dia. watermain will be required on McLaughlin Road from Highway No. 7 to the south limit of the subject lands.

**3. Region Roads**

- o Region roads are not adversely affected.

**4. Waste Management**

- o There are no waste disposal sites on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990.
- o It is expected that this development will generate approximately 1,543 tonnes of solid waste per year. (0.33 tonnes/capita/year X 4,675 people = 1,543 tonnes/year).

Date: May 10, 1988  
File: T-88014  
Page: 2

- o In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- o Should the subject property be found to contain an old landfill site, then the developer shall take appropriate measures to clean up the landfill to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

---

PART B - FINANCIAL IMPACT

---

1. Lot Levies

- o Full residential lot levies apply.

2. Frontage Charges

- o Watermain frontage charges apply on Highway No. 7 from Van Kirk Drive to the east limit of the plan, calculated at the current rate.

3. Capital Budget

- o The 400 mm dia. watermain on Highway No. 7 is eligible for participation by the Region of Peel on the basis of oversizing, subject to Council approval.

---

PART C - SPECIFIC DRAFT PLAN CONDITIONS

---

- o The developer will be required to enter into a Subdivision Agreement with the City and Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services shall be in accordance with the latest Region standards and requirements.
- o Provision will be required in the Subdivision Agreement for the following clause:
  - (a) "An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area.

Date: May 10, 1988  
File: T-88014  
Page: 3

(a) Continued:

If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the well systems."

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*M Zamojc*

M.D. Zamojc, P.Eng.  
Engineering & Construction  
Division

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*R.M. Moskal*

R.M. Moskal, M.C.I.P.  
Waste Management

---

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*May 11/88*

Dated

---

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*May 17, 1988*

Dated



# The Regional Municipality of Peel

Planning Department

November 18, 1988

Mr. F. Dalzell  
Commissioner of Planning  
City of Brampton  
Planning Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
21T-88065B - 780396 Ontario Ltd.  
City of Brampton

*[Handwritten signature]*  
RECEIVED  
NOV 22 1988  
C1W9-10

Dear Sir:

Please find attached a copy of comments dated November 11, 1988 and November 14, 1988 as received from our Transportation Policy Division concerning the above noted draft plans of subdivision.

We trust that this information is of assistance.

Yours truly,

*[Handwritten signature: D. R. Billett]*

D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.

*[Handwritten initials: Row, K. H., 11/22]*



# The Regional Municipality of Peel

Planning Department

June 2, 1988

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. Ron Burnett  
Development Planner

Re: Official Plan Amendment  
and Rezoning Application  
Glenrose Park Developments  
(Kodak Lands)  
Your File: C1W9.10  
Our File: R42 1W74B (T-88014B)

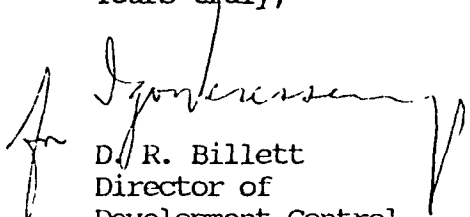
City of Brampton PLANNING DLPT.	
Date	JUN 3 1988 Rec'd
File No.	C1W9.10

Dear Sir:

In reply to your letter dated April 15, 1988 concerning the above noted application, attached please find a copy of comments as received from our Transportation Policy Division. Comments from the Regional Public Works Department will be available in the near future.

I trust that this information is of assistance.

Yours truly,

  
D. R. Billett  
Director of  
Development Control

VZ:nb  
Encl.

540603

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 - (416) 791-9400



Ontario Dept.  
RECEIVED

MAY 30 1988

MEMORANDUM

	Action	Info	Seen
Commissioner			
Dir. De. Control			
Dir. Transportation		Date	
Policy			
		Subject	

To D. R. Billett  
Development Control

May 30, 1988

From D.H.C. Thwaites  
Transportation Policy

Plan of Subdivision  
21T-88014B  
City of Brampton

We have no objections to the rezoning and amendment proposed for the above noted subject property.

However, with respect to the plan of subdivision per se, we have the following comments:

- The designated right-of-way width for McLaughlin Road as per the Brampton OP is 36.0 m. The plan of subdivision, however, shows it to be only 27.0 m wide. This should be investigated by City staff.
- Access to the commercial convenience from Highway 7 will impede traffic movement on this road. Consequently access to block 972 should be restricted to Street 'A'.
- It is recommended that access should be restricted to Street 'B' from residential block 965 in order to minimize conflicting moves with the egress and ingress moves from the convenience commercial (block 972).
- This development will generate approximately 800 a.m. auto trips. Due to its location, the traffic from the subdivision will have only a minimal impact on the Regional road system. However, it is estimated that about 300 a.m. auto trips will use Highway 7 eastbound east of Highway 10. This road presently (1987) carries 842 vehicles during the a.m. peak hour eastbound and with an additional 300 autos, this volume will reach about 1100 vehicle trips. The Ministry of Transportation of Ontario (MTO) has scheduled the widening of Highway 7 between Hurontario and Kennedy Road for 1989 as part of the Highway 410 construction program.

D.H.C. Thwaites  
Director of  
Transportation Policy

BW/ML:jg  
cc M. Zamojc, Public Works



The Regional Municipality of Peel

Planning Department

June 7, 1988

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton  
PLANNING DEPT.

Date JUL 8 1988 Rec'd

File No. C1234.16  
C1234.16

Attention: Mr. F. Dalzell

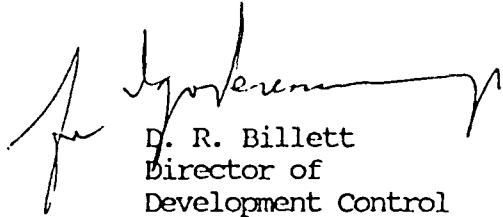
Re: Draft Plans  
21CIM 88-519B, 21T-86105B  
& 21T-88014B  
City of Brampton

Dear Sir:

Please find enclosed various comments received from Regional Public Works regarding the above noted draft plans.

We trust these are of assistance.

Yours truly,



D. R. Billett  
Director of  
Development Control

MB:nb  
Encl.

*Ran*

960609

To: D.R. Billett

Date: May 10, 1988

From: M.D. Zamojc

File: T-88014 (B-23)

---

Re: Residential Draft Plan  
717495 Ontario Limited,  
Part of Lots 9 & 10, Conc. 1, W.H.S.,  
City of Brampton

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PART A - SERVICING

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1. Sanitary Sewer Facilities

- o Sanitary sewer facilities are available in a 675mm dia. sewer located on easement along the east limit of the subject lands adjacent to the Canadian Pacific Railway lands.

2. Water Facilities

- o The lands are located in Water Pressure Zone 6.
- o Water facilities are available in a 400mm dia. watermain on Highway No. 7 at Van Kirk Drive.
- o Extension of a 400mm dia. watermain will be required on Highway No. 7 from Van Kirk Drive to McLaughlin Road. In addition, a 300mm dia. watermain will be required on McLaughlin Road from Highway No. 7 to the south limit of the subject lands.

3. Region Roads

- o Region roads are not adversely affected.

4. Waste Management

- o There are no waste disposal sites on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990.
- o It is expected that this development will generate approximately 1,543 tonnes of solid waste per year. (0.33 tonnes/capita/year X 4,675 people = 1,543 tonnes/year).

- o In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- o Should the subject property be found to contain an old landfill site, then the developer shall take appropriate measures to clean up the landfill to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

---

PART B - FINANCIAL IMPACT

---

1. Lot Levies

- o Full residential lot levies apply.

2. Frontage Charges

- o Watermain frontage charges apply on Highway No. 7 from Van Kirk Drive to the east limit of the plan, calculated at the current rate.

3. Capital Budget

- o The 400 mm dia. watermain on Highway No. 7 is eligible for participation by the Region of Peel on the basis of oversizing, subject to Council approval.

---

PART C - SPECIFIC DRAFT PLAN CONDITIONS

---

- o The developer will be required to enter into a Subdivision Agreement with the City and Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services shall be in accordance with the latest Region standards and requirements.
- o Provision will be required in the Subdivision Agreement for the following clause:
  - (a) "An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area.

Telephone No. 235-3830

Transportation Corridor  
Management Office  
Room 226, Central Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

May 8, 1989

File No. 21T-88014

The Regional Municipality  
of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: D. R. Billett

Dear Sir:

Re: Draft Plan of Subdivision  
Lot 9-10, Concession W.H.S.  
City of Brampton  
Highway No. 7, District 6 - Toronto

We have completed our review of the proposed plan of subdivision and advise that the subject proposal was previously reviewed by our Ministry as outlined in our letter dated December 7, 1988. We attach a copy of our letter for your information.

Our position remains unchanged from that outlined in our previous correspondence.

Yours truly,

ORIGINAL SIGNED  
BY W. W. GREEN

W. W. (Wes) Green  
Senior Planner (West)  
Land Development Review

WWG:jm  
attach.

cc: District #6  
Central Region  
City of Brampton



(a) Continued:

If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the well systems."

---

*M. D. Zamojc*  
M.D. Zamojc, P.Eng.  
Engineering & Construction  
Division

---

*R. M. Moskal*  
R.M. Moskal, M.C.I.P.  
Waste Management

---

*May 11/88*  
Dated

---

*May 17, 1988*  
Dated

---

Transportation Corridor  
Management Office  
Room 226, Central Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

Telephone No: 235-3829

December 7, 1988

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: Doug Billett

Re: Draft Plan of Subdivision  
Lot 9-10, Concession W.E.S.  
City of Brampton  
Highway 7, District 6 - Toronto  
21T-88014

We have completed our review of the revised draft plan and offer the following comments for your information .

The location of Street 'A' directly opposite Van Kirk Drive on Highway 7 is now satisfactory to this Ministry.

We note that the 0.3m reserve along Highway 7 is not continuous. Under no circumstances will direct access to Block, 970 and 971 be permitted. All access will be restricted to the local roads.

This Ministry will require a road widening measuring 23.0m from our highway centreline. Lands required for the future widening of Highway 7 will be dedicated as public highway on the owner's certificate of the final plan.

As a condition of draft approval we will require only the following apply:

- i) That a 0.3m reserve extending across the entire frontage of Highway 7 with the exception of the proposed Street 'A' entrance be conveyed by deed to the Ministry of Transportation.

...2

- ii) That a road widening measuring 23.0m from Highway 7 centreline be dedicated as public highway on the owner's certificate of the final plan.
- iii) That prior to final approval the owner shall submit a copy of a stormwater management report and drainage plan to the Ministry of Transportation for their approval.
- iv) That the owner submit a traffic report containing the anticipated peak hour turning volumes at the Street 'A' entrance to Highway No. 7, to the Ministry of Transportation for review and;
- v) that the owner enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the street entrance and related highway improvements.

This Ministry will require all commercial/multiple family buildings be setback a minimum distance of 14m (45 feet) from our future highway property while all residential dwellings must be setback a minimum distance of 7.5m (25 feet) from our future highway property line. A review of the required setbacks (Provincial and Municipal) for Lots 303 and 304 should be made to decide whether these lots are viable building lots.

Yours truly,

*Heather Doyle/jh*

Heather Doyle  
Senior Planner (East)  
Land Development Review

HD/jb  
cc: District 6  
Central Region  
City of Brampton

January 18, 1989

City of Brampton  
Planning & Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton  
PLANNING DEPT.  
JAN 23 1989  
TIEIS 4

Attention: Mr. Ron Burnett  
Development Planner

Re. Revised Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Limited  
Pt. Lots 9 & 10, Concession 1, W.H.S.  
City of Brampton

Dear Sir,

Further to your telephone request of January 17, 1989, please find enclosed a copy of comments dated December 7, 1988, as received from the Ministry of Transportation concerning the above-noted revised draft plan of subdivision

I trust that this information is of assistance.

Yours truly,

D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.

490124



Ontario

Ministry of Transportation  
Ministère des Transports

Transportation Corridor  
Management Office  
Room 226, Central Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

Telephone No: 235-3829

December 7, 1988

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: Doug Billett

Re: Draft Plan of Subdivision  
Lot 9-10, Concession W.H.S.  
City of Brampton  
Highway 7, District 6 - Toronto  
21T-88014

We have completed our review of the revised draft plan and offer the following comments for your information .

The location of Street 'A' directly opposite Van Kirk Drive on Highway 7 is now satisfactory to this Ministry.

We note that the 0.3m reserve along Highway 7 is not continuous. Under no circumstances will direct access to Block, 970 and 971 be permitted. All access will be restricted to the local roads.

This Ministry will require a road widening measuring 23.0m from our highway centreline. Lands required for the future widening of Highway 7 will be dedicated as public highway on the owner's certificate of the final plan. ))

As a condition of draft approval we will require only the following apply:

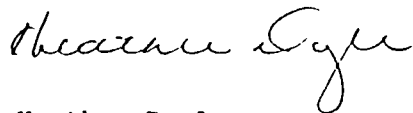
- i) That a 0.3m reserve extending across the entire frontage of Highway 7 with the exception of the proposed Street 'A' entrance be conveyed by deed to the Ministry of Transportation.

...2

- ii) That a road widening measuring 23.0m from Highway 7 centreline be dedicated as public highway on the owner's certificate of the final plan.
- iii) That prior to final approval the owner shall submit a copy of a stormwater management report and drainage plan to the Ministry of Transportation for their approval.
- iv) That the owner submit a traffic report containing the anticipated peak hour turning volumes at the Street 'A' entrance to Highway No. 7, to the Ministry of Transportation for review and;
- v) that the owner enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the street entrance and related highway improvements.

This Ministry will require all commercial/multiple family buildings be setback a minimum distance of 14m (45 feet) from our future highway property while all residential dwellings must be setback a minimum distance of 7.5m (25 feet) from our future highway property line. A review of the required setbacks (Provincial and Municipal) for Lots 303 and 304 should be made to decide whether these lots are viable building lots.

Yours truly,



Heather Doyle  
Senior Planner (East)  
Land Development Review

HD/jb

cc: District 6  
Central Region  
City of Brampton



Transportation Corridor  
 Management Office  
 Room 226, Central Building  
 1201 Wilson Avenue  
 Downsview, Ontario  
 M3M 1J8

Telephone: 235-3830

July 8, 1988

File: C1W9.10  
 (21T-88014B)

City of Brampton  
 Planning Department  
 150 Central Park Drive  
 Brampton, Ontario  
 L6T-2T9

Attention: R. Burnett

City of Brampton PLANNING DEPT.	
Date	JUL 14 1988 Rec'd
File No	C1W9.10

Dear Sir:

Re: Zoning By-Law/Official Plan Amendment  
Residential, Lots 9-10, Concession 1, W.H.S.  
Highway No. 7, District No. 6-Toronto

THOMAS CORP. LTD.

This Ministry has completed the review of the subject noted amendment and we forward the following for your information.

We advise the intersection of Highway No. 7/Van Kirk Drive/Street 'A' shown on the plan does not agree with our Ministry's base plans for this location. Our Planning and Design office should be contacted in this regard prior to final draft approval (S. Lo 224-7661). Direct access to Highway No. 7 as proposed from BLKs 973 and 972 is not recommended as shown on the draft plan.

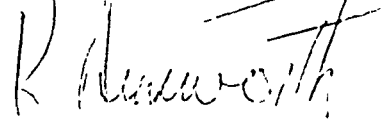
As conditions of draft approval we will require the following :

- a) submission of a drainage plan and report outlining the developer's intended treatment of the calculated run-off,
- b) submission of a traffic report indicating the anticipated peak hour turning volumes,
- c) enter into a legal agreement for all costs associated with entrance improvements i.e. Highway 7/Street 'A',

..2..

- d) conveyance of a 0.3m reserve across the entire highway frontage including Blocks 972 and 973,
- e) dedication of lands required for future construction of Highway No. 7 (these will be determined when the revised plan is provided for review),
- f) building/land use permits are required for all structures within our permit control area. These must be obtained prior to construction being undertaken,
- g) all buildings to be setback based on the future right-of-way limits.

Yours, truly,



K. Ainsworth  
Senior Planner (West)  
Land Development Review

KA:sj

cc: District No. 6  
Central Region  
Regional Municipality of Peel



INDUSTRIAL

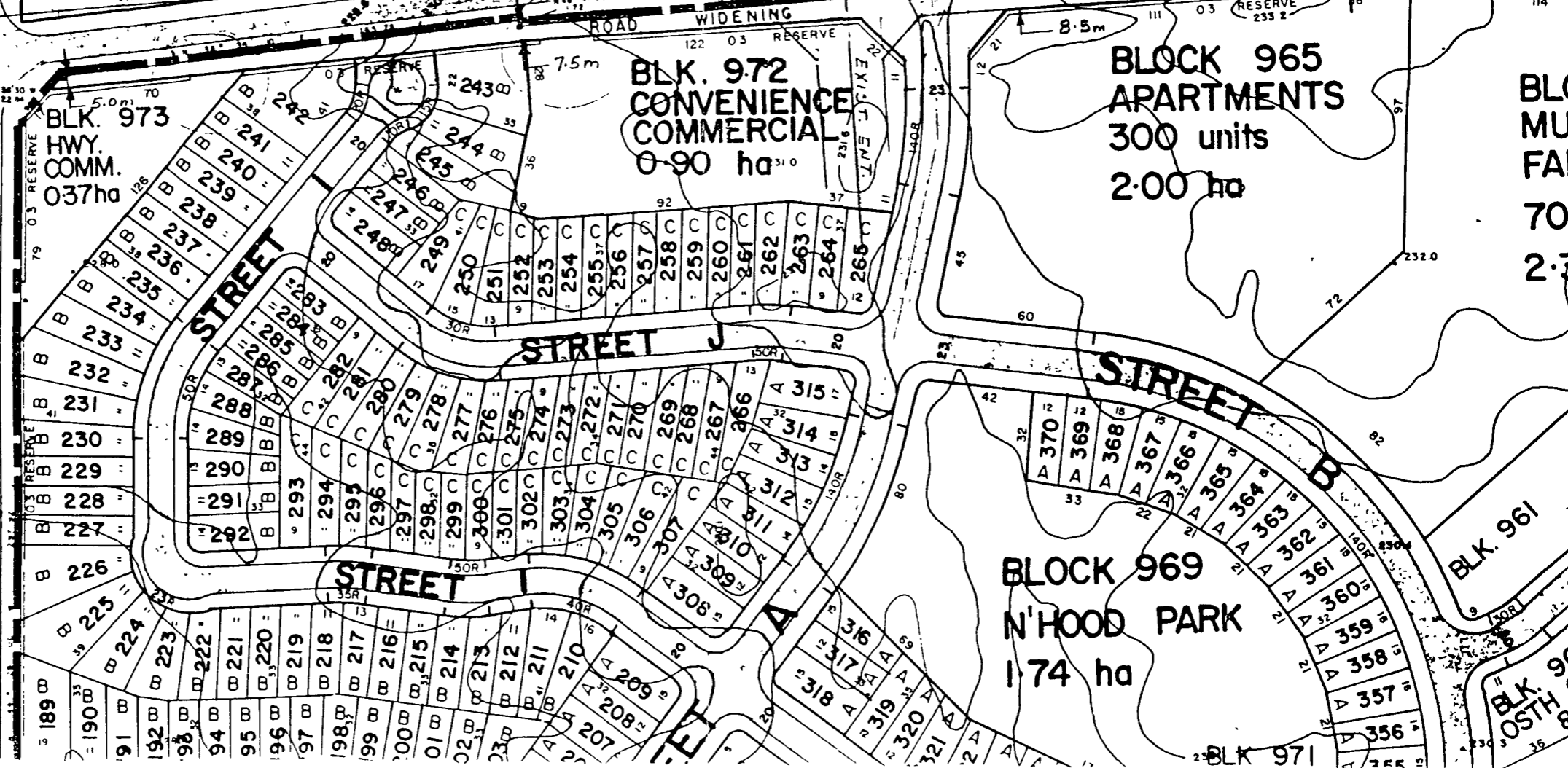
INDUSTRIAL

STA. 17+020 - 880 HWY. 7  
514 107000.000 McLAUGHLIN RD

334.952 HWY. 7  
514 107000.000 BY VAN KIRK RD.

STA. 17+512

APPROX. LOCATION OF EXIST. & HWY. 7  
HIGHWAY NO. 7



BLOC  
MUL  
FAMI  
70 u  
2.36

BLK. 961

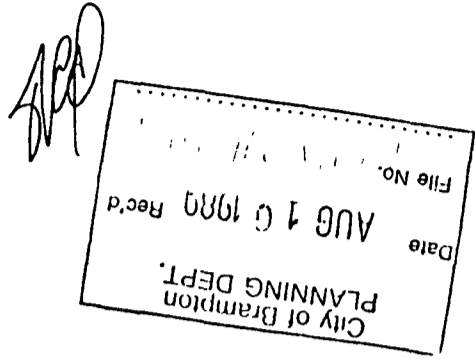
BLOCK 969  
N'HOOD PARK  
1.74 ha

BLK 971

BLK. 963  
OSTH 0.24

August 15, 1989

John Bousfield Associates Ltd.  
219 Front Street East  
2nd Floor  
Toronto, Ontario  
M5A 1E8



Attention: Ms. H.L. Rogan

Re: Draft Plan of Subdivision  
21T - 88014B Glenrose Park  
City of Brampton

Dear Ms. Rogan:

Attached for your information and files is a copy of comments dated August 8, 1989 as received from the Ministry of the Environment concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,

D.R. Billett  
Director of  
Development Control

VZ/jr  
Encl.

cc: ✓ R. Burnett, Planning, City of Brampton

To file  
890817



Ontario

Ministry  
of the  
Environment

Ministère  
de  
l'Environnement

Central  
Region

Région du  
Centre

7 Overlea Boulevard  
4th Floor  
Toronto Ontario  
M4H 1A8  
416 424-3000

7 boulevard Overlea  
4<sup>e</sup> étage  
Toronto (Ontario)  
M4H 1A8  
416 424 3000

1989 08 08

D. R. Billett, MCIP  
Regional Municipality of Peel  
Regional Administration Building  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

*cc: file -1*

Dear Sir:

Re: Proposed Plan of Subdivision  
City of Brampton  
File: 21T-88014B

We have completed our review of the updated report entitled "Kodak Brampton Plant Site Decommissioning" prepared by Barenco Inc., dated March 1989. On the basis of our review, we provide the following comments.

1. The consultant should acknowledge in his report that additional testing was undertaken at the request of this Ministry.
2. With regard to Table 2, page 13, the consultant should be aware that this Ministry has developed Provisional Clean-up Guidelines for Soils for Antimony, Barium, Beryllium, and Vanadium. We have attached a copy of a table that contains clean-up guidelines for these elements.

In summary, the report indicates that the site is suitable for residential development. We will be in a position to comment on draft approval following our receipt and review of the noise feasibility study as requested in our initial review of the plan. Our other concern with respect to land use compatibility has been partially satisfied in that it would appear that the lands to the north are designated for light industrial uses. This information was provided by the City of Brampton in a letter dated

January 23, 1989. In this regard, we recommend a minimum separation distance of 60 metres between the use areas of the residential and industrial designations. This matter can be addressed as a condition of draft approval through the enactment of a by-law to implement the separation distance.

Yours truly,



Robert P. Ryan, B.A. M.E.S.  
Planner

cc: S. Dewdney  
Barenco Inc.  
J. Budz  
A&P File

se:RR/DRB/A3F

Table 2  
Provisional Clean-up Guidelines for Soils

Parameter <sup>b</sup>	Criteria for Proposed Land Use <sup>a,c,d</sup>			
	Residential/Parkland		Commercial/Industrial	
	Medium & Fine Textured Soils	Coarse Textured Soils <sup>e</sup>	Medium & Fine Textured Soils	Coarse Textured Soils <sup>e</sup>
Antimony	25	20	50	40
Barium	1000	750	2000	750
Beryllium	5	4	10	8
Vanadium	250	200	250	200

Notes:

- a. These guidelines are tentative; actual permissible levels of contaminants may vary according to site-specific circumstances. Further information on the application of these guidelines may be obtained from the Phytotoxicology Section of the Air Resources Branch, Ministry of the Environment.
- b. All units are in ppm (ug/g), dry weight.
- c. For comparison with these guidelines, analyses must be conducted using an approved strong, mixed-acid digestion procedure. Contact the Laboratory Services Branch of MOE if in doubt about acceptable methods.
- d. These provisional guidelines apply to soil of minimum pH 6.
- e. Defined as greater than 70% sand and less than 1% organic matter.

19110  
 CLIENT COPY  
 NOT FOR DISTRIBUTION  
 ACTION REF 1581  
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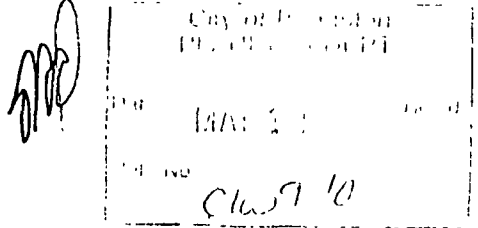
7 Overlea Boulevard  
4th Floor  
Toronto Ontario  
M4H 1A8  
416 424-3000

7 boulevard Overlea  
4<sup>e</sup> etage  
Toronto (Ontario)  
M4H 1A8  
416 424 3000

Mr. Ron Burnett, MCIP  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Sir:

Re: Proposed Plan of Subdivision  
City of Brampton  
File: 21T-88014B



In response to your letter dated January 23, 1989 concerning the subject proposed plan of subdivision, we provide the following comments.

We have previously noted the errors in our letter dated September 6, 1988 in our subsequent letter dated February 1, 1989 and have corrected them in our file. Again, we apologize for any inconvenience that may have resulted from the errors.

In review of our comments dated September 6, 1988, we have discovered an additional inaccuracy. Reference to separation distances between industrial and residential uses should have read "60 to 300 metres or more", rather than "90 to 300 metres".

Your letter outlines uses permitted in the Official Plan designations and zoning (Industrial for A) that are clearly commercial and light industrial. In this regard, the 60 metre separation distance is recommended. It would appear from the plan that this distance can be met through a combination of road width (Highway No. 7) and normal setbacks associated with properties of abutting roadways.

On the basis of your clarification of the permitted uses on the adjacent lands, we advise that our concerns in this regard have been satisfied. However, our concerns with respect to noise and soil studies remain applicable.

Yours truly,

Robert P. Ryan, B.A. M.E.S.  
Planner

cc: D. R. Billett  
J. Budz  
A&P File

*Pln*  
8907-11

se:RR/BURN/M05F

COPY

7 Overlea Boulevard  
4th Floor  
Toronto, Ontario  
M4H 1A8  
416-424 3000

7 boulevard Overlea  
4<sup>e</sup> etage  
Toronto (Ontario)  
M4H 1A8  
416 424 3000

1989 05 05

*DRB*  
City of Brampton  
Planning Dept.  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9  
File No. 21T-88014B

D. R. Billett  
Regional Municipality of Peel  
Regional Administration Building  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

Re: Proposed Plan of Subdivision  
City of Brampton  
File: 21T-88014B (Revision No. 2)

We have reviewed the revised plan and advise that our previous comments remain applicable.

Yours truly,

*[Faint signature]*

Robert P. Ryan, B.A. M.E.S.  
Planner

cc: F. R. Dalzell ✓  
J. Budz  
A&P File

se:RR/DRB/M05F

*DRB*  
*890511*



Ministry  
of the  
Environment

Ministère  
de  
l'Environnement

Central  
Region

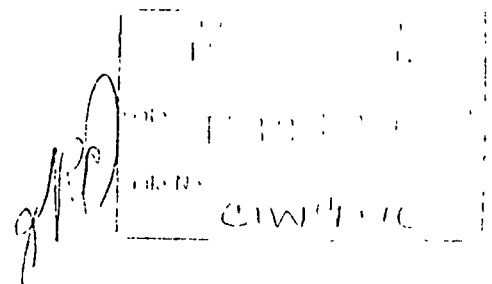
Région du  
Centre

7 Overlea Boulevard  
4th Floor  
Toronto Ontario  
M4H 1A8  
416 424 3000

7 boulevard Overlea  
4<sup>e</sup> étage  
Toronto (Ontario)  
M4H 1A8  
416 424 3000

1989 02 16

D. R. Billett  
Regional Municipality of Peel  
Regional Administration Building  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

717 492 ONT  


Dear Sir:

Re: Proposed Plan of Subdivision  
City of Brampton  
File: 21T-88014B (Revised)

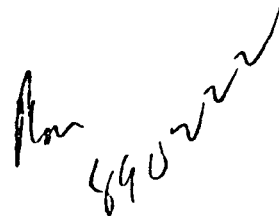
We have reviewed the revised plan and advise that our  
previous comments remain applicable.

Yours truly,

Robert P. Ryan, B.A. M.E.S.  
Planner

cc: F. R. Dalzell ✓  
J. Budz  
A&P File

se:RR/BIL/F10F







7 Ovedea Boulevard  
 4th Floor  
 Toronto, Ontario  
 M4H 1A8  
 416 424-3000

7 Boulevard Ovedea  
 4<sup>e</sup> étage  
 Toronto (Ontario)  
 M4H 1A8  
 416 424 3000

1989 02 01

*[Handwritten signature]*

CITY OF BRAMPTON  
 PLANNING DEPT.

Date: [ ] - [ ] 1989

File No. C 107 10

D.R. Billett  
 Regional Municipality of Peel  
 Regional Administration Building  
 10 Peel Centre Drive  
 Brampton, Ontario  
 L6T 4B9

Dear Sir:

Re: Proposed Plan of Subdivision  
 City of Brampton  
 File: 21T-88014B *71749 Ext. R.H.*

We have completed our review of the soil chemistry report prepared by Gartner Lee, dated May 15, 1987. On the basis of our review, we provide the following comments. Before these comments are made, however, some corrections are necessary to our previous letter, dated September 6, 1988. Reference was made to "Canadian National Railways"; this should have read "Canadian Pacific Railways". Similarly, reference was made to "City of Mississauga" on two occasions; these should have read "City of Brampton". We apologize for any inconvenience that may have been caused. Our comments on the soils report are as follows.

1. It should be noted that the consultant collected soil samples from locations selected by the proponent. Normally, the consultant prepares a sampling program and presents it to the company and the Ministry for Ministry approval.
2. The sampling program was limited to the collection of soil from only three areas. This would not characterize the level of contamination at this site.
3. Kodak acknowledges in the report that the site is to be decommissioned and sold for redevelopment. Under these circumstances, all buildings should be dismantled before soil sampling programs are carried out.
4. The consultant carried out his sampling program during the winter when the ground was frozen. Under these conditions, it would be difficult to obtain representative samples.

*Am. 890207*

5. The consultant mentions in the report that there is a septic tank and tile field on-site. There is no mention that these materials would be removed and disposed of at an approved site. Removal of these materials is required.
6. A complete analysis for organic and inorganic contaminants was not carried out on soil samples collected. This work should be done as part of a soil chemistry report.

In summary, we will be in a position to comment further on the plan following our receipt and review of information that addresses our noted concerns with the soil study.

Yours truly,

Robert P. Ryan, B.A. M.E.S.  
Planner

lt:RR/BIL/F1F

cc: F.R. Dalzell ✓  
Gartner Lee Limited  
J. Budz  
A&P File



Ministry  
of the  
Environment

Ministère  
de  
l'Environnement

11-11-88

Central  
Region

Région du  
Centre

1988 09 06

7 Overlea Boulevard  
4th Floor  
Toronto Ontario  
M4H 1A8  
416/424 3000

7 Boulevard Overlea  
4<sup>e</sup> étage  
Toronto (Ontario)  
M4H 1A8  
416 424 3000

P. E. Allen  
Regional Municipality of Peel  
Regional Administration Building  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

717495 Ont. LTD

Dear Sir:

City of Brampton PLANNING DEPT.	
Date	SEP - 9 1988 Rec'd
File No.	C1W9-10

Re: Proposed Plan of Subdivision  
City of Brampton  
File: 21T-88014B

The plan proposes the creation of 956 single detached residential units, 164 townhouses and 300 apartment units on the basis of full municipal services. The subject site is located on Highway 7 on the west side of McLaughlin Road. Detailed servicing comments should be obtained from the Regional Engineering Works Department.

We have reviewed the application and have identified a serious noise concern due to the development's proximity to the Canadian National Railways Line and Highway 7. We therefore recommend that a noise feasibility study be prepared prior to draft approval, to meet provincial noise level guidelines. This report should be prepared to the satisfaction of the Ministry of the Environment and the City of Mississauga. *CPA*

A portion of the subject property was formerly under industrial use. Therefore, we recommend that prior to draft approval, a soil study be undertaken to ascertain whether there are any contaminated soils on-site, and to develop a clean-up program should contaminated soils be discovered. *X*

We note that industrial development exists on the north side of Highway 7. Ministry guidelines for land use compatibility recommend a separation distance of 90 to 300 metres between industrial and residential uses. We therefore request that prior to draft approval, we be advised by the City of Mississauga as to the type of industrial use on the lands immediately north of Highway 7, and the industrial use permitted by the zoning. *Brampton*

*Pln: Please write to R.P. Ryan ASAP, advising him of the sit-  
ence of Brampton & C.P.R. and the existing uses and possible (zoned)  
uses north of #7.*

In summary, until we are in receipt of the required studies and information, we recommend that the plan be deemed premature.

Yours truly,

ORIGINAL SIGNED BY

Robert P. Ryan, B.A. M.E.S.  
Planner

cc: F. Dalzell ✓  
J. Budz  
A & P File

kk:RR/AL2/S6F

*Planning*  
*[Handwritten initials]*

JUL 12 1989  
BUILDING DEPT

City of Brampton  
PLANNING DEPT.  
Date JUL 19 1989 Rec'd  
File No.

Ref: 215-360

P.O. Box 7400  
1920 Hurontario Street  
Brampton, Ontario  
L6A 1G9

July 12, 1989

Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6P 1B9

FOR DEPOSIT ONLY  
to the Clerk  
THE CITY OF BRAMPTON  
JUL 12 1989  
1989

ATTENTION: Mr. D.R. Billett

Dear Sir:

SUBJECT: Proposed Plan of Subdivision  
Revised March 21, 1989  
215-88014.8 - 71/495 Ontario Ltd.  
Part Lots 9 and 10, Concession 1, WMS  
City of Brampton

Staff of the Ministry of Natural Resources have now reviewed the above revised application.

The subject lands are drained by headwaters of Fletcher's Creek, identified by the Ministry of Natural Resources as providing habitat for the sideside dace, a fish species that has been assigned provincially rare status as the result of continued degradation and loss of its native habitat. It is our objective to protect these resources from the negative impacts that can result from development.

There is concern that, unless proper stormwater management techniques and erosion and sedimentation control measures are employed on site both during and after construction, negative impact on the downstream water quality as it relates to fish and their habitat could result.

Accordingly, the Ministry of Natural Resources would not object to Grant approval, subject to the following conditions:

- 1) Prior to final registration of the plan of subdivision, or any on site grading, the Ministry of Natural Resources must have reviewed and approved the following reports describing:
  - (a) the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required, in accordance with the provincial 'Urban Drainage Design Guidelines', April 1987;
  - (b) the impact of the proposed stormwater management techniques on the water quality of receiving waters as it relates to fish and fish habitat;

*[Handwritten initials]* 490719

- (c) The means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with the provincial 'Guidelines on Erosion and Sediment Control for Urban Construction Sites', May 1987;

Notes: Funds for sediment control shall be capable of accommodating 125 cubic metres/hectare of contributing drainage for a period of not less than 12 hours or removing particle sizes down to 40 microns.

- (d) site soil conditions, including grain size distribution profiles; and
- (e) site grading plans;
- 2) That detailed plans be submitted regarding alterations to the watercourse. Any proposed alterations require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources. Three copies of this information should be submitted in conjunction with the requirements of condition 1); and
- 3) That the owner agree in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:
- (a) to cause to be carried out the works referred to in conditions 1) and 2) above;
- (b) to maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Ministry of Natural Resources; and
- (c) to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.

Please advise us about your decision. Should you have any questions, please contact Leanne Perle (832-7230) at this office.

Yours sincerely,



C. I. Goddard  
District Manager  
Maple District

LR/jw

cc: The Credit Valley Conservation Authority  
City of Brampton  
Ministry of Municipal Affairs  
John Dousfield Associates, Attention: Leslie Rogan  
:2178804.B

# The Regional Municipality of Peel

Planning Department

February 9, 1989

Mr. F. Dalzell  
Commissioner of Planning  
City of Brampton  
Planning Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

*[Handwritten initials]*

City of Brampton PLANNING DEPT.	
Date	FEB 15 1989 Rec'd
File No.	C 11011-10

Re: Revised Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
Pl. Lots 9 & 10, Concession 1, W.H.S.  
City of Brampton

Dear Sir,

Please find attached a copy of comments dated February 3, 1989 as received from the Credit Valley Conservation Authority concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,

*for* *[Handwritten signature]*  
D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.

*[Handwritten signature]*  
890214

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 - (416) 791-9400



BY COURIER

# CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WATERFLOODED AREAS ARE  
INDICATED

February 3, 1989

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: Mr. D.R. Billett  
Director of Development Control

Dear Sir:

Re: Revised Draft Plan of Subdivision  
File No. 21T-88014-B  
717495 Ontario Limited  
Part Lots 9 and 10, Concession 1, ...n.s.  
City of Brampton

Further to your circulation of the revised Draft Plan, the following comments are provided for your information.

As noted in our earlier letter, dated August 23, 1988, the Authority had concerns regarding the susceptibility of the site to flooding under 'Regional Storm' conditions, as well as, the increase of stormwater runoff and any potential erosion and sedimentation within the lower reaches of Fletcher's Creek. Since this time, Authority staff have reviewed a preliminary Storm Drainage Study, prepared by Knox, Martin, Kretch Limited and dated November 7, 1988, and a supplementary Information Report dated January 16, 1989. These Reports indicate that a regraded channel (Block 966) along the Easterly property boundary, in addition to the Main's Creek diversion channel, shall have the capacity to convey 100 year storm flows (which are greater than the 'Regional Storm' flows in this location). It is also proposed that the channel will provide storage for the 2, 5 and 10 year storm events at pre-development levels under post-development conditions. However, it must be confirmed at the detailed design stage, and prior to the registration of the Plan, that the regraded channel can provide storage, as well as convey the 100 year storm without overtopping. Subsequently, the top of the regraded channel will then serve as the limit of development for the site.

On this basis, we recommend that the plan receive draft approval, subject to the following conditions:

...continued...



1. Prior to registration of the plan, the limit of the regraded channel (Block 966) shall be shown as a surveyed line on the final plan, referencing geodetic elevations to ensure that all lots and blocks abutting the channel will end at the top of the channel and will not be susceptible to flooding.
2. The Municipality's Restricted Area (Zoning) By-law shall contain provisions which will have the effect of:
  - a) placing all lands required for 100 year flows and stormwater detention purposes (Block 966) in the appropriate 'Open Space' or 'Greenbelt' category;
  - b) requiring a minimum setback of 3 metres from the top of the regraded channel for all buildings and structures, including swimming pools;
  - c) prohibiting the erection of all buildings and structures of any kind within Block 966, other than those structures necessary for flood and/or erosion control purposes.
3. Prior to registration, or prior to any site grading or servicing of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will describe:
  - a) the means whereby stormwater will be conducted from the site to a receiving body;
  - b) the detailed design of the regraded channel within Block 966;
  - c) the means whereby post-development flows will be maintained to pre-development levels for the 2, 5 and 10 year storms, in accordance with the Storm Drainage Study, dated November 7, 1988 and January 16, 1989, prepared by Knox, Martin, Kretch Limited;
  - d) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period. Sediment controls are required on catchbasins and areas where surface drainage is leaving the site.

In this regard, the appropriate permits will be required from this Authority, pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulations), for the enclosure of the minor tributaries, the reconstruction of the tributary channel of Main's Creek and any required stormwater outfall structures.

4. The Servicing/Subdivider's Agreement between the Owner and the Municipality shall contain provisions with respect to the following, with wording acceptable to the Credit Valley Conservation Authority, wherein the Owner agrees:

...continued...

February 3, 1989

- a) to carry out or cause to be carried out the works noted in Condition 3;
- b) to carry out any required works in or adjacent to the tributary channel only within the Authority approved periods for construction within this reach of the Credit River (i.e. - from June 15th to November 30th);
- c) neither to place nor remove fill of any kind whether originating on the site or elsewhere, nor to alter any existing vegetation, nor in any way disturb the existing watercourse, without the written consent of the Credit Valley Conservation Authority, pursuant to Ontario Regulation 162/80;
- d) to erect a sediment fence (snow fence and filter cloth) 1 metre from the top of the reconstructed channel, i.e. - Lots 368 to 377 inclusive, Lots 413 to 415 inclusive, Lots 805 to 820 inclusive and Blocks 959, 960, 961 and 962, to prevent the unauthorized placement of fill material and any sedimentation which may occur. A note shall be added to the appropriate plans, to the effect that a sediment fence shall be erected prior to initiating any grading or construction on the site, and shall remain in place and in good repair during all phases of grading and construction;
- e) to develop Lots 368 to 377 inclusive, Lots 413 to 415 inclusive, Lots 805 to 820 inclusive and Blocks 959, 960, 961 and 962, only according to site and grading plans acceptable to the Municipality and the Credit Valley Conservation Authority. The plans shall indicate the locations of all proposed buildings, structures, accesses, site drainage and existing and proposed grades.

In order to expedite clearance of the final plan, a draft copy of the Servicing/Subdivider's Agreement should be forwarded to this office when available.

Yours very truly,



Lisa Ainsworth  
Resource Planner

LA:dl

cc: City of Brampton  
Attention: Mr. D.J. Van Beilen, P. Eng.  
Director,  
Development and Engineering Services  
Attention: Mr. H.P. Hornblow  
Supervisor, Plans and Permits  
(BY COURIER)

John Bousfield Associates Limited

Knox, Martin, Kretch Limited  
Attention: Mr. R. Varia



BY COURIER

**CREDIT VALLEY CONSERVATION AUTHORITY**

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

August 23, 1988

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

City of Brampton PLANNING DEPT	
Date	AUG 30 1988 Rec'd
File No.	CIW9-10

Attention: Mr. D.R. Billett  
Director of Development Control

Dear Sir:

Re: Draft Plan of Subdivision  
File No. 21T-88014-B  
717495 Ontario Limited  
Part Lots 9 and 10, Concession 1, W.H.S.  
City of Brampton

Further to your circulation dated June 21, 1988, the following comments are provided for your reference.

The subject site is traversed by a tributary and a wetland/tributary of the Main's Creek diversion. Portions of the subject site may be susceptible to flooding from the tributary during 'Regional Storm' conditions due to an upstream drainage area of approximately 125 hectares. The Fill, Construction and Alteration to Waterways Regulations (Ontario Regulation 162/80) prohibit the erection of any structure or the placement or removal of any material within a floodplain area or the alteration to any watercourse without the written approval of this Authority. A copy of our mapping relating to the subject site is enclosed for your reference.

The upstream drainage of the tributary and the wetland/tributary must be calculated for the area, upstream of the subdivision lands, in order to determine the extent of flooding under 'Regional Storm' conditions. A copy of our correspondence dated July 5, 1988 to the engineering consultant for the proposed plan, Knox, Martin, Kretch Limited, is enclosed for your information.

...continued...

*Handwritten signature and date: pm 8/30/88*

August 23, 1988

In addition, the subject site drains to Fletcher's Creek via the Main's Creek diversion channel. The Authority has concerns regarding the increase in stormwater runoff, and any potential erosion and sedimentation within the lower reaches of Fletcher's Creek, which may occur as a result of the proposed development.

A comprehensive Stormwater Management Study prepared for this Authority in 1983 for the Fletcher's Creek South Secondary Plan District, identified a need for further study of the upstream reaches of the Fletcher's Creek watershed. It was apparent that stormwater management would have to be implemented in the upstream areas, to mitigate post-development flows to pre-development levels within the newly developing areas North of Steeles Avenue. As a result, the Authority has adopted a policy, that requires the implementation of stormwater detention techniques, for storms up to and including the level of the 10 year, for all new development or redevelopment North of Steeles Avenue. Therefore, on-site stormwater detention will be required for the proposed development.

It is Authority policy, to recommend that new lots created through the subdivision of lands end at the 'Regional Storm' Floodline, the top of bank or the stable slope line of valley systems, whichever is greater. This limit of development will be determined by the Credit Valley Conservation Authority on a site specific basis. It is also the general policy of this Authority, to recommend that all lands below the approved limit of development, or lands required for stormwater management purposes, in a Plan of Subdivision be maintained in a single block, zoned in the appropriate 'Open Space' or 'Greenbelt' category, with dedication to the Municipality.

In the case of the subject property, the lands required for stormwater management purposes, as well as any areas required to convey 'Regional Storm' flows, would form the limit of development. The exact location of these limits must be determined to the satisfaction of the Credit Valley Conservation Authority.

On this basis, we will not be in a position to issue Conditions of Draft Approval for the subject plan, until such time as the previously mentioned technical concerns are addressed to our satisfaction.

Yours very truly,

Original signed by

Lisa Ainsworth  
Resource Planner

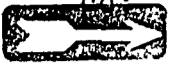
LA:dl  
Encl.

...continued...

August 23, 1988

CARBON COPIES

cc: City of Brampton

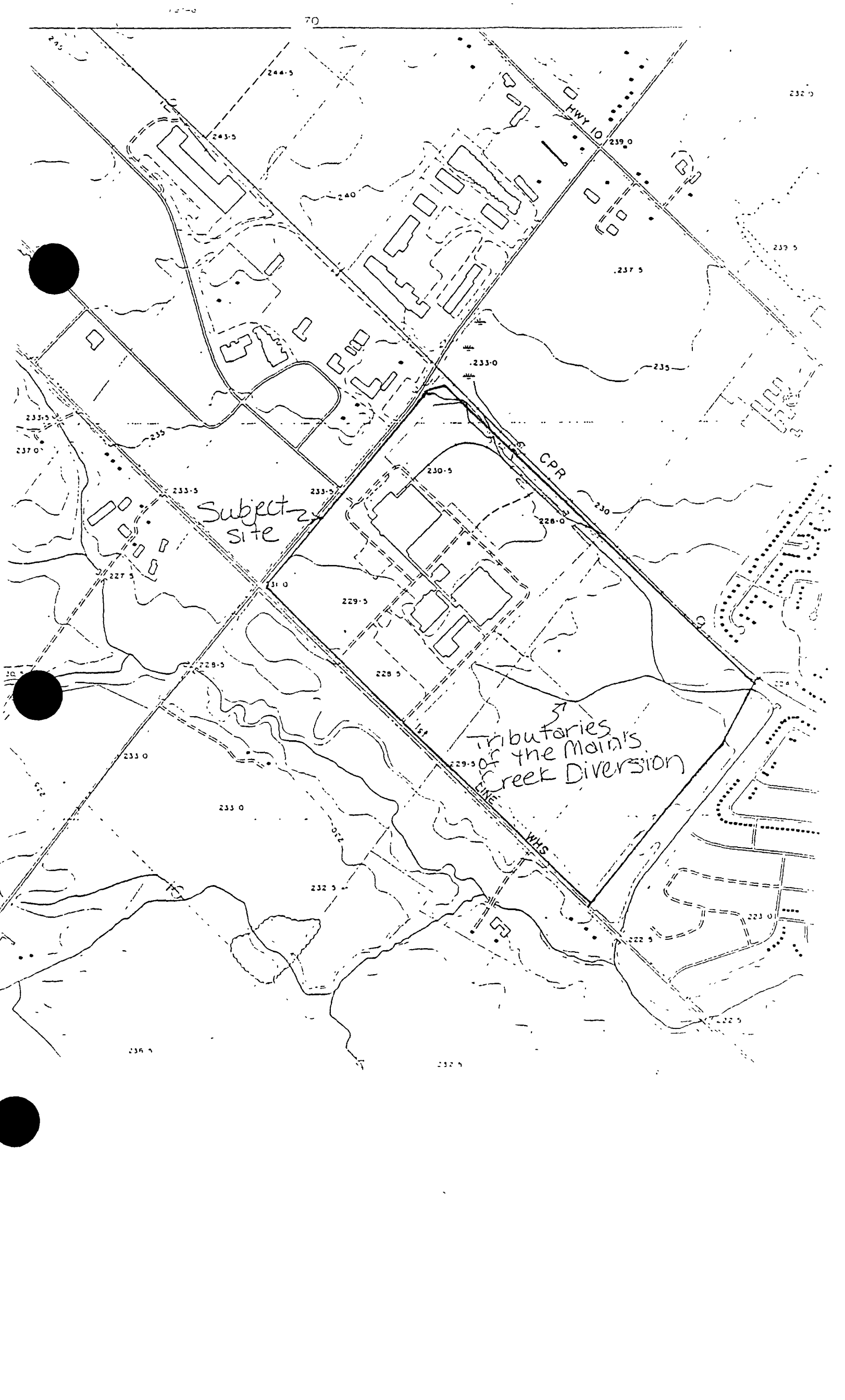


Attention: Mr. L.W.H. Laine  
Director,  
Planning and Development Services  
Attention: Mr. D.J. Van Beilen, P. Eng.  
Director  
Development and Engineering Services  
Attention: Mr. H.P. Hornblow  
Supervisor, Plans and Permits

(BY COURIER)

John Bousfield Associates Limited  
219 Front Street East  
2nd Floor  
Toronto, Ontario  
M5A 1E5

Knox, Martin, Kretch Limited  
220 Advance Blvd.  
Brampton, Ontario  
L6T 4J5



Subject site

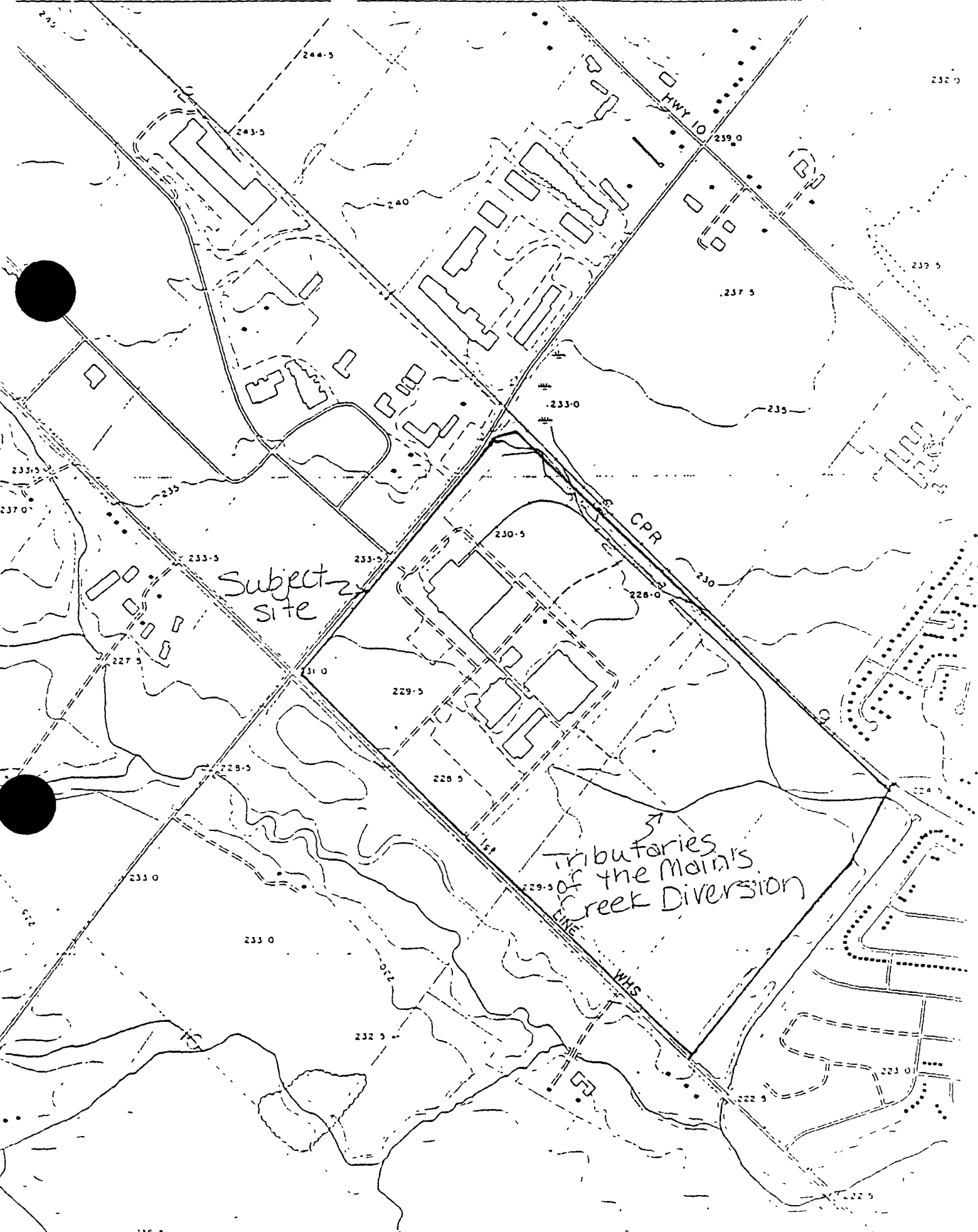
Tributaries of the Main Creek Diversion

HWY 10

CPR

WHS

LINE





# CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

July 5, 1988

*Handwritten initials*

Knox, Martin, Kretch Ltd.  
220 Advance Blvd.  
Brampton, Ontario  
L6T 4J5

City of Brampton PLANNING DLPT.	
Date	JUL 11 1988 Rec'd
File No.	61W9-10

Attention: Mr. J.A.J. Knox

Dear Sir:

Re: Application to Amend the Official Plan  
and Restricted Area (Zoning) Bylaw  
Part Lots 9 & 10, Con. 1 WHS  
Glenrose Park Developments  
City of Brampton  
File No.'s OZ/B/5/88 and 21T-88014B

Further to your letter dated June 15, 1988, the following comments are provided for your information.

Our comments and concerns as outlined in the attached letter to the City of Brampton remain the same. However, we wish to clarify a number of points, mentioned in your letter, as follows:

1. The upstream drainage of the tributary and tributary/wetland must be based on the area upstream of the subdivision lands and not just within the subdivision, in order to determine the extent of flooding under 'Regional Storm' conditions.
2. Regardless of the level of flooding any alteration to the tributary and or tributary/wetland requires a permit from the Authority pursuant to Ontario Regulation 162/80 (the Fill, Construction and Alteration to Waterways Regulation).
3. The predevelopment flows for the site should be based on a combination of industrial (the area previously covered by the Kodak plant and parking) and agricultural land use. In this regard the level and location of on site stormwater detention must be determined prior to the formal adoption of the bylaw and the issuance

. . . continued

*Handwritten signature and number 80711*

of draft plan conditions for the subdivision.

Yours very truly,

Original signed by

Lisa Ainsworth  
Resource Planner

LA/sc  
encl.

cc: City of Brampton

Attn: Mr. L.W.H. Laine ✓  
Dir. Planning and Development

Attn: Mr. D. VanBeilen  
Dir. Development and Engineering

John Bousfield Associates Ltd.  
219 Front St. E.  
2nd Floor  
Toronto, Ontario  
M5A 1E8





# CREDIT VALLEY CONSERVATION AUTHORITY

MILADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

May 11, 1988

City of Brampton PLANNING DEPT.	
Date	MAY 15 1988, Rec'd
File No.	C1W9.10

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. Ron Burnett  
Development Planner

Dear Mr. Burnett:

Re: Application to Amend the Official Plan and  
Restricted Area (Zoning) By-law  
Part Lots 9 and 10, Concession 1, W.H.S.  
Glenrose Park Developments  
City of Brampton  
Your File No. C1W9.10  
Our File No. OZ/B/5/88

Further to your circulation dated April 15, 1988, Authority staff have reviewed the above noted application, and provide the following comments for your information.

The subject site is traversed by a tributary and a wetland/tributary of the Main's Creek diversion. Portions of the subject site may be susceptible to flooding from the tributary during 'Regional Storm' conditions due to an upstream drainage area of approximately 125 hectares. The Fill, Construction and Alteration to Waterways Regulations (Ontario Regulation 162/80) prohibit the erection of any structure or the placement or removal of any material within a floodplain area or the alteration to any watercourse without the written approval of this Authority. A copy of our mapping relating to the subject site is enclosed for your reference.

Accordingly, any watercourse enclosures, channelizations, or outfalls require a permit from this Authority, pursuant to Ontario Regulation 162/80, and must accommodate 'Regional Storm' flows.

The subject site drains to Fletcher's Creek via the Main's Creek diversion channel. The Authority has concerns regarding the increase in stormwater runoff, and any potential erosion and sedimentation within the lower reaches of Fletcher's Creek, which may occur as a result of the proposed development.

...continued...

*Handwritten signature/initials*

May 11, 1988

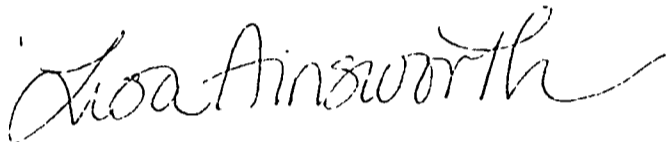
A comprehensive Stormwater Management Study prepared for this Authority in 1983 for the Fletcher's Creek South Secondary Plan District, identified a need for further study of the upstream reaches of the Fletcher's Creek watershed. It was apparent that stormwater management would have to be implemented in the upstream areas, to mitigate post-development flows to pre-development levels within the newly developing areas North of Steeles Avenue.

As you are aware, the Authority and the City of Brampton have not yet finalized arrangements for the preparation of such a Study. In this regard, the Authority has adopted an interim policy, that requires the implementation of stormwater detention techniques, for storms up to and including the level of the 10 year, for all new development or redevelopment North of Steeles Avenue.

Therefore, on-site stormwater detention, as well as sediment controls, will be required for the proposed development. The Authority would recommend that any stormwater detention block or ponding area be zoned in the appropriate 'Open Space' or 'Greenbelt' category.

The Authority does not object in principle to the subject Amendment, as our concerns will be dealt with through the Plan of Subdivision review process. However, until such time as the previously mentioned technical concerns are addressed to our satisfaction, we consider the formal adoption of the By-law to be premature.

Yours very truly,

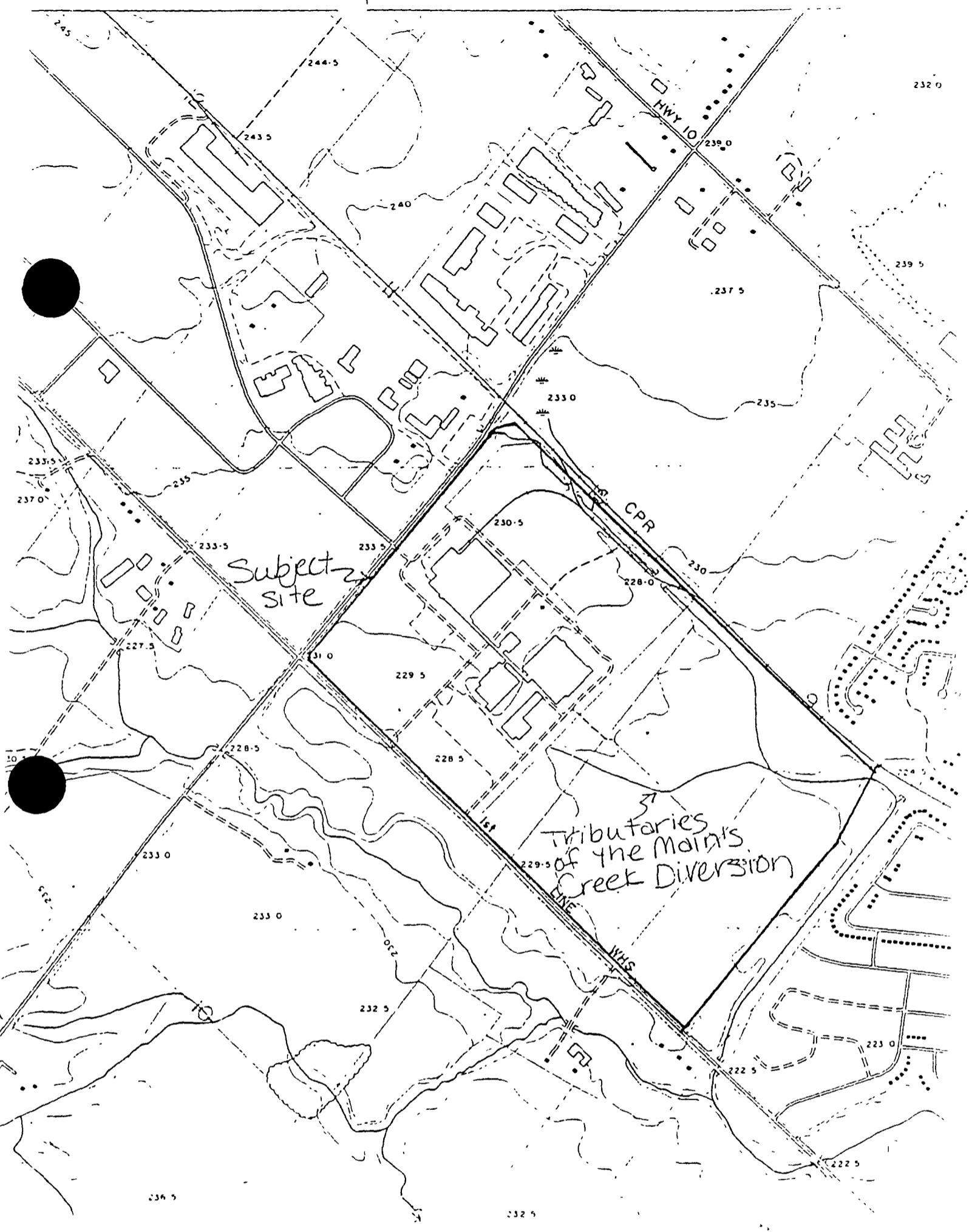


Lisa Ainsworth  
Resource Planner

LA:d1  
Encl.

cc: City of Brampton  
Attention: Mr. D.J. Van Beilen, P. Eng.  
Director,  
Development and Engineering Services  
Attention: Mr. H.P. Hornblow  
Supervisor, Plans and Permits  
(BY COURIER)

John Bousfield Associates Limited  
219 Front Street East  
2nd Floor  
Toronto, Ontario  
M5A 1E8





TRUSTEES  
Carolyn Parrish  
(Chairman)  
L. Cliff Gyles  
(Vice Chairman)

Roger Barrett  
Joanne Booth  
Cathrine Campbell  
George Carlson  
Karen Carlensen  
Beryl Ford  
Gail Green  
Dr. Ralph Greene  
Gary Heighington  
Alex Jupp  
William Kent  
Robert Lagerquist  
Thomas McAuliffe  
Janet McDougald  
Marilyn Morrison  
Sandy Ransom  
Rosemary Taylor  
Ruth Thompson  
Carolyn Wedgbury

Director of Education  
and Secretary  
R. J. Lee, B.A., M.Ed.

Associate Director  
of Education  
W. W. Hulley, B.A., M.Ed.

Associate Director of  
Education/Business  
and Treasurer  
M. D. Roy, C.A.

January 25, 1989

Mr. Peter Allen  
Commissioner of Planning  
Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Mr. Allen:

Re: 21T-88014B 717495 Ontario Limited  
Part Lots 9 and 10, Concession 1, W.H.S.  
City of Brampton

At the Regular Board Meeting of January 24, 1989, The Peel Board of Education approved the following response, by Resolution, to the above noted draft plan of subdivision circulation:

"The Peel Board of Education requires the following conditions be included in the Conditions of Draft Approval as well as the Engineering Agreement:

1. "The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy."

The above signs are to be to the Board's specifications and at locations determined by the Board.

2. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement.

"Whereas, despite the efforts of The Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of The Peel Board of Education to determine the exact schools."

H. J. A. Brown Education Centre  
5650 Hurontario Street  
Mississauga, Ontario L5R 1C6  
Telephone (416) 890-1099  
Fax (416) 890-6747

An Equal Opportunity Employer

.../2

This plan of subdivision proposes a significant number of units for which there is no available permanent accommodation. The Board will, therefore, be utilizing portable accommodation and busing to holding schools until justification and funding for a new school is available from the Ministry of Education.

Additional requirements relative to the school site within this plan are as follows:

3. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of schools.
4. "Prior to registration of the plan the City requires that satisfactory arrangements shall have been made with The Peel Board of Education for the acquisition or reservation for future acquisition of Block 960 designated in the plan for school purposes. The implementation of this prerequisite to approval will consider the pertinent policies of the relevant Secondary Plan.

Such arrangements shall take into consideration the equitable distribution of educational facilities, the protection of the financial and economic well-being of the Province and the City of Brampton and the Regional Municipality of Peel and the health, safety, convenience and welfare of the present and future inhabitants of the City of Brampton."

5. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans it is requested that such easements be approved by the Planning and Resources Department prior to their establishment on the proposed school site.

The anticipated yield from this plan is as follows:

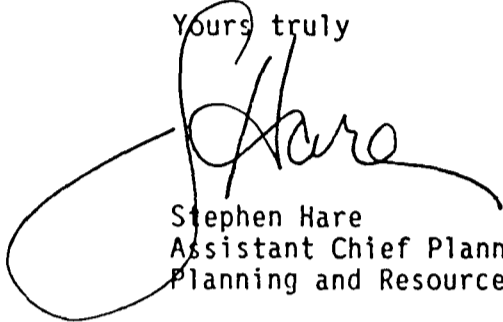
310	JK-5
179	6-8
238	9-OAC.

The students generated are presently within the following attendance areas:

		<u>Enrol.</u>	OME <u>-10%</u>
Glendale P.S.	JK-5	484	462
Beatty-Fleming Sr.P.S.	6-8	390	344
Brampton Centennial S.S.	9-OAC	1264	1526

The foregoing comments apply for a two year period, at which time updated comments will be supplied upon request."

Yours truly



Stephen Hare  
Assistant Chief Planning Officer  
Planning and Resources Department

SH/sr  
CPO/888

c. D. Mullin  
F. Dalzell  
Applicant



TRUSTEES

- Margaret McKee (Chairman)
- L. Cliff Gyles (Vice-Chairman)
- Judee Beer
- George Carlson
- Karen Carlensen
- Beryl Ford
- Gail Green
- Dr. Ralph Greene
- Gary Heighington
- William Kent
- Pierre Klein
- Robert Lagerquist
- Thomas McAuliffe
- Carolyn Parrish
- Ruth Thompson
- George Wiatr

Director of Education and Secretary  
R.J. Lee, B.A., M.Ed.

Associate Director of Education  
W.W. Hulley, B.A., M.Ed.

Associate Director of Education/Business and Treasurer  
M.D. Roy, C.A.

September 8, 1988

Mr. John Bousfield  
John Bousfield Associates Limited  
219 Front Street East  
2nd Floor  
Toronto, Ontario  
M5A 1E8

DATE  
FILED

Date SEP 14 1988

File # C1009-10

Dear Mr. Bousfield:

Re: 21T-88014B (Kodak Lands)  
717495 Ontario Limited

The area and location of the public elementary school site shown on Drawing No. B-8742-SK9 dated August 30, 1988, is satisfactory subject to an acceptable school/park site plan.

The matter of the easement across the rear of the site requires clarification in terms of the placement of athletic facilities.

Yours truly,

Stephen Hare  
Assistant Chief Planning Officer  
Planning and Resources Department

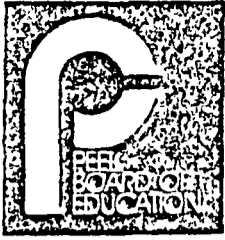
SH/sr  
CPO/677

c. F. Dalzell  
P. Allen

*Handwritten note:* Now 460915

H.J.A. Brown Education Centre  
5650 Hurontario Street  
Mississauga Ontario L5R 1C6  
Telephone (416) 890-1099  
Fax (416) 890-6747

An Equal Opportunity Employer



TRUSTEES  
 Margaret McKee  
 (Chairman)  
 L. Cliff Gyles  
 (Vice-Chairman)  
 Judee Beer  
 George Carlson  
 Karen Carstensen  
 Beryl Ford  
 Gail Green  
 Dr. Ralph Greene  
 Gary Heighington  
 William Kent  
 Pierre Klein  
 Robert Lagerquist  
 Thomas McAuliffe  
 Carolyn Parrish  
 Ruth Thomson  
 George Wiatr

Director of Education  
 and Secretary  
 R.J. Lee, B.A., M.Ed.  
 Associate Director  
 of Education  
 WW Hulley B.A., M.Ed.  
 Associate Director of  
 Education/Business  
 and Treasurer  
 MD Roy, C.A.

August 23, 1988

Mr. John Bousfield  
 John Bousfield Associates Limited  
 219 Front Street East, 2nd Floor  
 Toronto, Ontario  
 M5A 1E8

Dear Mr. Bousfield:

Re: 21T-88014B  
 717495 Ontario Limited

The location of the Junior Elementary School Site indicated on Drawing Number B-8742-SK7 is satisfactory to the Board.

The area must be increased to 3.04 hectares.

The Board requires the preparation of a school park site plan indicating the location of the required facilities.

The Board has noted the existing easement over the rear of the school block. The Board requires confirmation that athletic facilities are permitted over this easement.

Yours truly,

  
 Stephen Hare  
 Assistant Chief Planning Officer  
 Planning and Resources Department

SH/sr  
 CPO/644

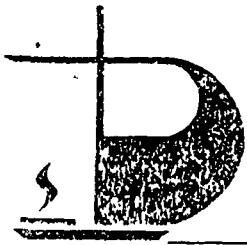
c. D. Gordon  
 G. Giovan  
 F. Dalzell  
 P. Allen

City of Brampton  
 PLANNING DEPT.  
 Date AUG 30 1988 Rec'd  
 File No CW9-10

H.J.A. Brown Education Centre  
 5650 Hurontario Street  
 Mississauga Ontario L5R 1C6  
 Telephone (416) 890-1099  
 Fax (416) 890-6747

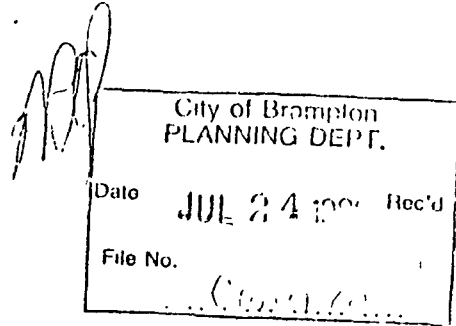
An Equal Opportunity Employer





July 19, 1989

D. R. Billett  
Director of Development Control  
The Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9



Dear D. Billett:

Re: Revised Draft Plan  
21T-88014B  
Part Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton

Please be advised that the Dufferin-Peel Roman Catholic Separate School Board is satisfied with the revised separate school site.

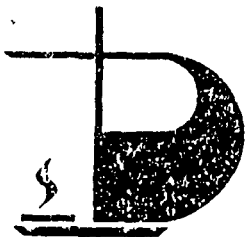
Yours truly,

  
Gilbert Giavon  
Planner

GG/is

cc: ✓ F. Dalzell, City of Brampton  
L. Rogan, John Bousfield and Associates

*Handwritten note:*  
Approved  
5/9/89

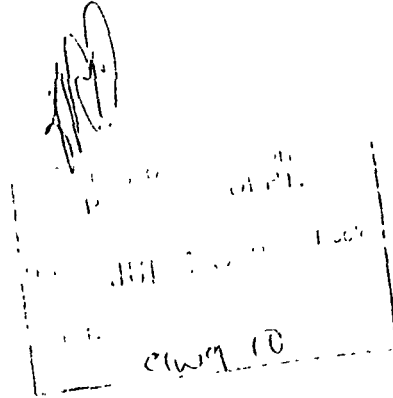


THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ECOLES SEPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

July 5, 1989

Doug Billett  
Director of Development Control  
The Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9



Dear D. Billett:

**Re: Revised Draft Plan  
21T-88014B  
Pt. Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton**


Please be advised that the Dufferin-Peel Roman Catholic Separate School Board is satisfied with the revised separate school site.

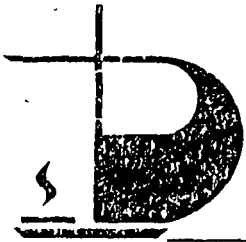
Yours truly,

  
Gilbert Giavon  
Planner

GG/is

cc: ✓ F. Dalzell, City of Brampton  
L. Rogan, John Bousfield Associates

  
850704



May 23, 1989

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

D. R. Billett  
 Director of Development Control  
 The Region of Peel  
 10 Peel Centre Drive  
 Brampton, Ontario  
 L6T 4B9

CITY OF BRAMPTON  
 PLANNING DEPT.  
 DATE: MAY 23 1989  
 FILE: CWS-10

*[Handwritten initials]*

Dear D. Billett:

**Re: Revised Draft Plan of Subdivision  
 21T-88014B, 717495 Ontario Ltd.  
 Pt. Lots 9 & 10, Con. 1, W.H.S.  
 City of Brampton**

No permanent facilities are available for separate school pupils generated by this subdivision. Until the designated separate elementary school in this subdivision is constructed, pupils will be accommodated outside the neighbourhood in temporary facilities such as host/holding school.

Approximately 312 Junior Kindergarten to Grade 8, and 110 Grades 9 to 12/OAC separate school pupils are projected to be the yield from the 1432 units proposed in the plan.

Elementary separate school pupils from this subdivision will attend Our Lady of Fatima. Secondary separate school pupils will attend Cardinal Leger.

The Dufferin-Peel Roman Catholic Separate School Board requires that the following conditions be fulfilled prior to registration of the plan:

1. That satisfactory arrangements have been made with The Dufferin-Peel Roman Catholic Separate School Board for the acquisition, or reservation for future acquisition of those lands designated in the plan for a separate elementary school site.
2. That the Board's consulting engineers be allowed to perform soil tests and soil analysis of those lands designated as the separate elementary school site.
3. That the following clause be inserted in all agreements of Purchase and Sale until the permanent school for the area has been completed;

"Whereas, despite the best efforts of The Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."

*[Handwritten notes: "Mw" and "C/O 4/2/89"]*

D. R. Billett, The Region of Peel  
Page 2  
May 23, 1989

4. That warning signs be erected at all major entrances into the subdivision advising prospective purchasers that until a school is constructed in this community alternate accommodation will be provided.
5. That the sanitary manhole identified on the separate school site be capped and buried.
6. That the site be cleared, grubbed, and graded to the satisfaction of the Board.

Yours truly,



Gilbert Giavon  
Planner

GG/is

cc: R. Burnett, City of Brampton  
J. Greeniaus, Peel Board of Education  
B. Cutler, John Bousfield Associates



MEMORANDUM

*[Handwritten initials]*  
*[Handwritten: Mar 31]*

To Doug Billett

DATE March 31, 1989

FROM Keith Ward

SUBJECT Revised Draft Plan of Subdivision  
21T-88014B  
Revised March 21, 1989  
Pt. Lots 9 & 10, Conc. 1, W.H.S  
City of Brampton

We have already had some contact with City of Brampton staff and with representatives of the developer with respect to the above site.

It has been proposed that Blocks 876 and 877 be developed by or for PNPHIC, or by another non-profit group in conjunction with PNPHIC. PNPHIC is prepared to negotiate such an arrangement, but it is first up to the City to satisfy itself with regard to the site plan and PNPHIC's allocation therein.

Concerns arising from our policy and program responsibilities would be met by the retention of some apartment land on this site (assuming its re-designation from industrial to residential proves acceptable in the first instance), and the reservation of some or all of the apartment land for non-profit housing.

We would be further interested in the acquisition of some of the medium density blocks, which might be attractive to the developer because of the financial diversification implied, and attractive as well to the City because of the additional design and social heterogeneity that would result. However, we would regard the developer as having met any obligation with respect to the "low end" of affordable housing through the provision of just the apartment blocks under the non-profit program.

*[Handwritten signature: Keith Ward]*

KW:eh

copy: - F.R. Dalzell, Comm. of Planning, City of Brampton  
Paul Vezina, Acting Commissioner of Social Services

*[Handwritten: 890412]*

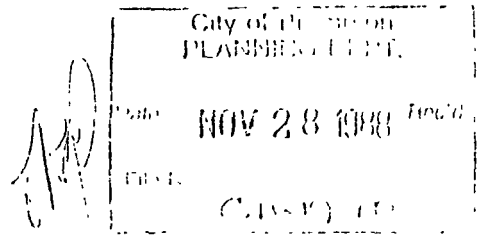
# The Regional Municipality of Peel

Planning Department

November 25, 1988

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. L. W. H. Laine, Director  
Planning and Development Services



Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Limited  
Pt. Lots 9 and 10, Concession 1, W.H.S.  
City of Brampton

Dear Sir:

Please find attached a copy of comments dated November 14, 1988 as received from our Social Services and Housing Departments concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,

D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.

cc: H. L. Rogan, John Bousefield and Associates



Region of Peel



# MEMORANDUM

To Doug Billett

Date November 14, 1988

From Keith Ward

Subject Draft Plan of Subdivision  
21T-88014B  
Pt. Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton

71-7405 (1) City of Brampton  
PLANNING DEPT.

NOV 23 1988

On behalf of the Social Services and Housing Departments, I would advise that we feel quite strongly that there should be some assured provision of affordable housing in the above plan. As you know, although the Draft Policy Statement on Housing under the Planning Act, 1983, issued by the Ministers of Municipal Affairs and Housing has not yet received Cabinet approval, nor has the Region established its own policies thereto, the Province intends to use this document to guide its own decisions. The Region clearly supports the directions of the Statement, as evidenced in the Housing Choices in Peel report, adopted by Regional Council.

While it remains for the Region and the City of Brampton to consider their detailed response to and implementation of the new Provincial policies, clearly any subdivision of this magnitude implies both the need and the opportunity to realize affordable housings. For practical purposes, our references to affordability herein use the definition set out by the Province in its Statement.

The plan has been revised since its earlier submission in two major regards: the number of 40 foot lots has been reduced in favour of more 35 foot lots; and the apartment site has been deleted altogether, in favour of just 85 more multiple family units. The changes will not significantly improve the affordability of the single family homes; the latter change will significantly reduce the potential affordable stock which could be produced in this subdivision. Our earlier recommendation (July 6, 1988) was that both the apartments and townhouses be increased in number. The plan has moved in the wrong direction.

The overall result on this plan is a reduction in the total number of units from 1420 to 1190, with a pronounced decrease in the proportion of potentially affordable units. The earlier plan had a gross residential density of 18.7 units/hectare (including roads, public amenity space, commercial, etc.) and a net density of 31.9 units per hectare (including just the land assigned for residential use). The revised plan has a gross residential density of 15.7 units/hectare and a net density of 26.8 units/hectare. Perhaps there are some servicing constraints which dictate a reduction in the number of units: that is out of our purview. However, there appears to be no compelling reason to have reduced the net densities at the expense of less expensive building forms.

In summary, we would prefer to see more townhouses and apartments included in the plan. Further, the only way to comply fully with provincial guidelines on affordability, which essentially target 12½% of new housing to the lowest 30% of the population (in incomes), is by making use of a government housing program. This could be achieved in the context of the currently proposed plan only if the entire component of multiple family units were turned over to the Peel Non-Profit Housing Corporation (PNPHC) or another non-profit producer.

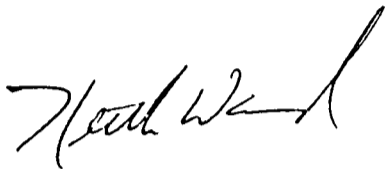
PNPHC has just been designated a Tier One producer by the Province (one of only four in Ontario so far) and has received its first reserved allocation under this designation. Accordingly, PNPHC can coordinate the provision of funding to either a PNPHC project directly or to another non-profit group. The developer should therefore be encouraged to enter into immediate negotiations with PNPHC with a view to transferring land or signing a turnkey project to construct a project to PNPHC specifications, observing non-profit program cost limits.

PNPHC will act in this project as in all its others: to ensure a well-developed, well-built and well-managed project is produced within program guidelines, and at the same time the maximum possible economic benefits are realized by the developer. PNPHC will further undertake to work with the developer to expedite all municipal and other approvals for its project. That said, there is an obligation on a huge site which will ultimately house at least 4,000 people, which will itself be a fairly self-contained new neighbourhood, to ensure that the neighbourhood is reflective of the broader composition of the surrounding community. There is also an obligation that any major new development should assume a share of the response to the affordable housing needs of the entire community.



If we cannot achieve these goals in a subdivision of this scope, we cannot possibly meet our overall housing objectives or those of the Provincial Government.

We would be pleased to discuss this proposal and our comments with your Department, with the City of Brampton, and with the developer as may be necessary. We look forward to meeting with the developer, presumably through the auspices of Brampton planners, to sort out detailed implementation.



KW:eh

c.c. - R.L. Frost, Acting Commissioner of Social Services  
- John Marshall, City of Brampton Planning Department

The Regional Municipality of Peel

Planning Department

July 13, 1988

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	JUL 1 . . . Rec'd
File No.	C1W19:10



Attention: Mr. R. Burnett

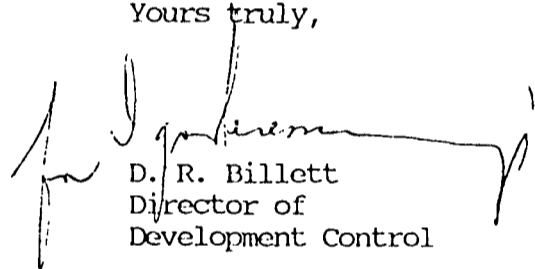
Re: Proposed Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
Pt. Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton

Dear Sir:

Please find attached for your consideration and files a copy of comments dated July 6, 1988 as received Regional Housing concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,



D. R. Billett  
Director of  
Development Control

VZ:nb  
Encl.

4/17/88



Planning Dept  
RECEIVED  
JUL 12 1988

To Doug Billett

Date July 6, 1988

From Keith Ward

Subject Draft Plan of Subdivision  
21T-88014B  
Pt. Lots 9 & 10,  
Con. 1, W.H.S.

	Action	Info	Seen

This is a very large parcel of land with a significant number of dwelling units. With a potential population of well over 4,000 residents, it will be important to recognize the housing needs of all segments of the marketplace. We have two concerns with respect to this plan of subdivision:

- 1) Two-thirds of the proposed dwellings in this plan of subdivision will be single-detached. On streets N through Q, single-detached dwellings on 30 foot lots predominate. The incorporation of townhouses in lieu of singles on 30 foot lots will enhance the streetscape and as well address the need for a balanced residential development.
- 2) There are currently no proposals from the landowner to develop the 2.0ha parcel designated for apartment use. Past experience has shown that down-zoning pressures will heighten once the adjacent lower density community has been constructed. It would be preferable, therefore, that the landowner be encouraged to develop the apartment site at the same time as the other dwelling units; or, if the landowner has no definite intentions, he should be encouraged to enter into discussions with social housing producers with a view of selling the apartment lands.

Also, we believe there should be additional lands designated for apartment use on top of the proposed 2.0ha parcel. Ideally, the municipality should be in a position to adequately respond to changing market dynamics in terms of housing choice and availability.

I trust these comments are helpful.

*John D. Anderson*  
for.

KW:eh  
c.c. - J. Crozier



January 5, 1989

City of Brampton
Planning Department
File No. 890110
Date: 1/5/89

*[Handwritten initials]*

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. F. R. Dalzell, Commissioner  
Planning and Development

Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Limited  
Pt. Lots 9 & 10, Concession 1, W.H.S.  
City of Brampton

Dear Sir:

Please find attached a copy of comments dated December 16, 1988 as received from the Canada Post Corporation concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,

*[Handwritten signature of D. R. Billett]*

D. R. Billett  
Director of  
Development Control

JL:nb  
Encl.

cc: C. Lustig, 717495 Ontario Limited

*[Handwritten signature]*  
890110



Delivery Services  
1191 Cawthra Road, Building 3  
Mississauga, Ontario  
L5G 4K8

December 16, 1988

The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attention: D. R. Billett

Dear Sir:

Canada Post Corporation appreciates the opportunity to comment on draft plan of subdivision no. 21T-88014B - 717495 Ont. Ltd.

Canada Post would like to propose that 3 sites be set aside for the location of a Kiosk installation. Developers/builders should be prepared to propose locations of Kiosks in co-operation with Canada Post.

Our multi unit policy will be in effect for buildings or complexes, with a common municipal address, containing 3 or more units. It will be the responsibility of the builder/developer to provide the central mail facility, at their expense.

Sincerely

*A. C. Miller*

*per*  
D. Dickinson  
Manager, Delivery Services  
West Area, York Division

Enclosed - Canada Post Corporation Multi Unit Delivery Policy

GUIDELINES FOR  
DELIVERY SERVICES  
TO MULTIPLE  
UNIT COMPLEXES

LIGNES DIRECTRICES  
POUR LES SERVICES DE LIVRAISON  
AUX COMPLEXES  
À UNITÉS MULTIPLES

1. APARTMENT BUILDINGS, CONDOMINIUMS  
OR MULTIPLE UNIT RESIDENCES

DEFINITION

Any building containing three or more self-contained dwelling units with a common entrance, or any building of more than one storey containing three or more self-contained dwelling units and to which access is gained directly from the street to each ground floor apartment and by means of a common stairway or elevator to apartments on higher or lower levels. For the purpose of this definition, common entrance means entrance to the building or to the complex (e.g. private lane or road).

DELIVERY

Delivery must be centralized to a lock box assembly provided by the owner of the building.

2. OFFICE COMPLEXES

DEFINITION

Office complex means an office building or building used for offices and some other purpose, containing three or more individual offices.

DELIVERY

Delivery must be centralized in any building containing three or more self-contained offices with a common entrance.

1. IMMEUBLES D'APPARTEMENTS,  
LOGEMENTS EN CORPOPRIETE OU  
COMPLEXES À UNITES MULTIPLES

DÉFINITION

Tout immeuble comprenant au moins trois unités d'habitation autonomes et doté d'une entrée commune, ou tout immeuble de plus d'un étage comprenant au moins trois unités d'habitation autonomes et qui permet un accès direct de la rue aux appartements du rez-de-chaussée et, par un escalier ou un ascenseur commun, aux appartements des étages supérieurs et inférieurs. Aux fins de la présente définition, entrée commune désigne l'entrée à tout immeuble ou complexe (p.ex. ruelle ou chemin privé).

LIVRAISON

La livraison doit être centralisée et effectuée au moyen d'une batterie de cases postales fournies par le propriétaire de l'immeuble.

2. COMPLEXES DE BUREAUX

DÉFINITION

Un complexe de bureaux est un immeuble à bureaux ou un immeuble servant à des fins administratives ou à d'autres fins et qui comprend au moins trois bureaux individuels.

LIVRAISON

La livraison doit être centralisée dans tout immeuble comprenant au moins trois unités d'habitation autonomes et dotées d'une entrée commune.

NOTE:

Mail box assemblies must be purchased by the building owner and installed according to CPC specifications. For delivery of parcels, the lock box facility is to include one "D" size lockbox for each 15 to 20 units to be served.

2. INDUSTRIAL PARKS

DEFINITION

An industrial park is any area zoned for business/commercial purposes. An industrial park can contain single owner units, multi business units, low rise office complexes, commercial industrial buildings or any mix of the above.

DELIVERY

Delivery must be centralized for each multi-unit building. The options are: centralized mail box assembly or mailroom.

With respect to supermailboxes and lock box assemblies, we suggest the following procedure:

- A) Establish the line of travel to cover all streets within the industrial park.
- B) For each building with 3 points of call or more deliver to a central point either outside or inside the building. The responsibility of installing lock box assemblies is the customer's.
- C) All other customers must be served through supermailboxes.

NOTA:

Le propriétaire doit se procurer la batterie de boîte aux lettres et l'installer selon les normes de la SCP. Pour la livraison des colis, les cases postales doivent comprendre une case de dimension "D" pour chaque groupe de 15 à 20 unités desservies.

3. PARCS INDUSTRIELS

DÉFINITION

Un parc industriel est formé d'emplacements réservés à des fins commerciales et industrielles. Il peut s'agir d'une entreprise unique ou de plusieurs, de petits complexes de bureaux, d'immeubles commerciaux et industriels ou d'une combinaison de ces éléments.

LIVRAISON

La livraison doit être centralisée pour tous les complexes à unités multiples. Les options sont: batterie de boîtes aux lettres centralisée ou salle du courrier.

Pour ce qui est des superboîtes et des batteries de cases postales, nous vous suggérons la marche à suivre ci-dessous:

- A) Le trajet doit être établie de sorte à comprendre toutes les rues de parc industriel.
- B) Pour chaque immeuble ayant trois points de remise ou plus, les envois doivent être livrés à un point central situé à l'intérieur de l'immeuble. Il revient aux clients d'installer les cases pertinentes.
- C) Tous les autres clients doivent être desservis au moyen des superboîtes.



#### 4. SHOPPING CENTRES

##### DEFINITION

A shopping centre can be defined as three or more commercial business's grouped together with common parking. This would include small neighbourhood strip malls to large regional shopping centres which are totally enclosed.

##### LIVERY

Delivery must be centralized.

#### 4. CENTRES COMMERCIAUX

##### DÉFINITION

Un centre commercial est un regroupement d'au moins trois entreprises commerciales qui disposent d'un stationnement commun. Il peut s'agir tout aussi bien d'un regroupement de petites entreprises à l'intérieur d'un quartier que d'un grand centre régional bien circonscrit.

##### LIVRAISON

La livraison doit être centralisée.

Mail Receiving Facilities in Multi-Unit Complexes:

- (1) Delivery Service for a multi-unit building may be authorized where there is:
  - (a) a central office located adjacent to the main entrance to which mail may be delivered for all tenants or occupants of the multi-unit building, or
  - (b) A group mail box system
    - (i) that is located adjacent to the main entrance of the multi-unit building and is readily accessible to delivery personnel.
    - (ii) that is constructed so that when it is open for sorting, the delivery personnel will not have to reach higher than 66" (170 cm) from the finished floor level to place mail in the top row of boxes or lower than 18" (45 cm) from the finished floor level to place mail in the bottom row of boxes.
    - (iii) where the inside dimensions of each box in the system are not less than 5 7/16" x 5" x 14" (13.5 cm x 12.5 cm x 35 cm),
    - (iv) that is constructed so as to avoid damage to the mail or injury to the delivery personnel
    - (v) where every individual box is equipped with a door through which mail can be obtained and where every door has a lock, and
    - (vi) where every individual box has a card holder in which the name and apartment number of the tenant may be placed and which may be readily visible by the delivery personnel placing mail in the box.
- (2) (a) Every group mail box system shall provide for the delivery of mail to the individual boxes by
  - (i) providing access to the rear of the boxes by an enclosed room with a minimum working space of three feet (90 cm) in width so that the mail may be placed in the boxes from the back, or
  - (ii) providing access to the front of the boxes by means of a master lock on the front of the system

installed not more than 66" (170 cm) nor less 18" (45 cm) from the finished floor level.

(b) - where a group mail box system is situated in such a manner that there is an open space or public foyer both at the front and rear of the installation, and where neither provision as outlined in Section 2, subsection (a) is feasible, the group mail box system may be equipped on the servicing side with cupboard type door or doors that

- (i) when closed will prevent unauthorized entry, and
- (ii) when open will provide access to the rear of the individual mail boxes, and
- (iii) shall be constructed of a metal, 3/4" (20 mm) plywood or other sturdy material, and
- (iv) shall be securely hinged so that the hinge or the hinge pin cannot be removed or tampered with from the outside when the doors are closed, and
- (v) have the master lock or locks firmly anchored through the entire thickness of the door(s) and, where the door or doors are constructed of a material other than metal, firmly anchored to a metal plate.

(c) where a group mail box system is equipped as set out in paragraph (a) or (b), the master door or doors to the access shall be fitted with an E-78 lock in such a manner that the bolt of the lock will engage in metal at least three-sixteenth (4.5 mm) of an inch when locked.

When the entrance door to a multi-unit building is to be kept locked, the delivery personnel must be permitted access to the group mail box assembly by,

- (a) placing the assembly in the foyer or elsewhere between the open street entrance and the locked entrance, or
- (b) having an E-78 lock inserted in or near the locking entrance door connected directly or by an electric circuit to the master lock so that the use of an E-83 key in the lock will release the catch allowing the letter carrier to enter, or
- (c) having one door in the foyer assigned for the use of the Post Office only, equipped with an E-78 lock, or
- (d) having the door to the room behind the mail box assembly situated so that entry can be gained directly from the open foyer or an outside wall.

- (4) (a) The E-78 lock referred to in Sections 2 and 3 shall be obtained from the Post Office Department.
- (b) The Postmaster shall supervise the installation of the E-78 lock and the keys shall remain in his custody.
- (5) Any electric bell, telephone or similar call equipment installed in conjunction with a group system shall be installed in such a manner as not to permit or require access to the interior of any mail box in order to use or maintain the equipment.
- (6) Every individual box in a group system may be equipped with an opening not longer than one-eighth of an inch by three inches, (3.5 mm x 80 mm) for the reception of calling cards, notices of telegrams and other similar items.
- (7) Where a group mail box system or unit within a system becomes or is considered unsafe, the Postmaster shall request the owner of the multi-unit building or his agent to repair or replace the box and shall at the same time notify him and the tenants affected, that unless the condition is corrected within a reasonable period of time, delivery of mail by delivery personnel to the group box system may be suspended.

NOTE: Parcel compartments may also be approved for some buildings to provide for parcel delivery when tenants are away. Refer to form 33-086-243 for the Postal Delivery Standards governing use of such equipment.

## OFFICE COMPLEXES, COMMERCIAL PLAZAS & INDUSTRIAL BUILDINGS

### Group Mail Box and Mail Room Facilities in Office Complexes, Commercial Plazas, and Industrial Buildings:

- (1) These Regulations apply to a building used for offices, stores, and some other purposes, and which contains at least three units or more.
- (2) (1) Every group mail box system shall be installed in a location that is
  - (a) readily accessible to the occupants of the office complex and to post office representatives; and
  - (b) on the main floor level unless a freight or passenger elevator service is available and can be used by post office representatives.
- (2) Where a group mail box system is installed with a mail room, the mail room shall be
  - (a) constructed so as to be completely enclosed including ceiling and conform to local building codes.
  - (b) situated behind the group mail box system;
  - (c) lighted with a brightness equal to not less than 100 foot candles (1 klx) measured two and one-half feet (75 cm) above the floor;
  - (d) adequately ventilated; and
  - (e) of a sufficient size to allow
    - (i) a minimum working space three feet (90 cm) in width along the length of the group mail box system, and
    - (ii) such additional working space as determined by the local postmaster, where
      - (A) there is a requirement for the processing or temporary storage of mail within the mail room, or
      - (B) the mail room is approved by the postmaster as a mail dispatching facility in accordance with the specifications set out with the Regulations for Private Urban Mail Dispatching Facilities.
- (3) (1) Subject to subsection (2), every group mail box system shall be constructed in accordance with the specifications set out in Part 3, items 2(b) (i) to (vi), 3 and 5.

- (2) The local postmaster may require that boxes in a group mail box system have the dimensions of the larger Post Office style boxes ( styles C, D, or E).
- (3) Where a group mail box system is installed without a mail room, a secure space of a size determined by the local postmaster shall, if he so requires, be provided for the temporary storage of mail for the office complex.
- (4) The secure space referred to in Section 2 shall be equipped with a lock obtained from the Department and shall be installed within or beside the group mail box system.
- (5) The owner of a group mail box system that is installed with a mail room shall, at his own expense, cause the system and room to be regularly inspected, cleaned, repaired and kept free from defects and obstructions.

Bell Canada  
S.M. Allen  
Manager OP Facilities  
Floor 3  
2 Fieldway Road  
Etobicoke, Ontario M9G 2E1

1988 11 22

**Bell**

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4R9

*717495*  
NOV 30 1988  
C/W 9-10

Re: Draft Plan of Subdivision  
Pt Lts 9 and 10, Conc 1, W.H.S.  
File No. 21T-88014B, City of Brampton

Attention: D.K. Billett, Director of Development Control

Thank you for your letter of 1988 11 04 concerning the above proposed subdivision.

Will you please add the following two paragraphs as conditions of Draft Plan Approval:

1. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
2. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for rearrangements or relocation.

Any questions you may have, please contact Frank Gulia at (416) 236-5104.

*M. J. ...*  
y. Manager - Utilities Coordination (CV/H)

cc: Frank Gulia, Manager O.P. Facilities  
City of Brampton, Planning Department

*From 5/21/201*

(Rev'd 88 07 21)

Bell Canada  
S.M. Allen  
Manager DP Facilities  
Floor 3  
2 Fieldway Road  
Etobicoke, Ontario M5G 2E1

**Bell**

1988 07 28

Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

*APD*

CITY OF BRAMPTON PLANNING DEPT.	
Date	AUG 11 1988 Recd
File No.	C1W91-10

Re: Draft Plan of Subdivision  
Part Lots 9 & 10, Conc 1, W.H.S.  
File No. 21T-88014B, City of Brampton

Attention: D.R. Billett, Director of Development Control

Thank you for your letter of 1988 06 21 concerning the above proposed subdivision.

Will you please add the following two paragraphs as conditions of Draft Plan Approval:

1. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
2. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

If there are any conflicts with existing Bell Canada facilities or easements, the Owner/Developer shall be responsible for rearrangement or relocation.

We have no concerns or objections to this proposed plan as submitted.

Any questions you may have, please contact Shirley Rerup at (416) 236-5151.

*M.P. Layelle*

*fed*

Manager- Utilities Coordination (CV-H)

cc: Shirley Rerup, Manager D.P. Facilities  
City of Brampton, Planning Department

*Am*  
*SPW/605*



# CP Rail

664 Richmond Street  
LONDON, Ontario  
N6A 3G9

City File: 620.4-OS-8.70-9.43



Office of the  
Superintendent

February 20, 1989

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	FEB 24 1989 Rec'd
File No.	C357.2

Knox Martin Kretch Limited  
220 Advance Boulevard  
BRAMPTON, Ontario  
L6T 4J5

Attention: Mr. Ramesh Varia, P. Eng.  
Associate and Senior Engineer

Dear Sir:

Re: Glenrose Park Subdivision, Brampton  
21T-88014B, (717495 Ontario Ltd.)  
Mileage 8.70 - 9.43 Owen Sound Subdivision

Further to your letter of February 13, 1989.

This will confirm that CP Rail is in agreement with the revised berm clause in the above letter, as it does not reduce requirements, as recommended in the "Policy of Environmental Protection of New Residential Development Adjacent to Railways".

Yours truly,

*[Handwritten signature]*  
A. S. Harris,  
Superintendent

AGM/SJ

c.c. Regional Municipality of Peel

Attention: Mr. D. R. Billet  
Director of Development Control

c.c. City of Brampton  
Planning Department

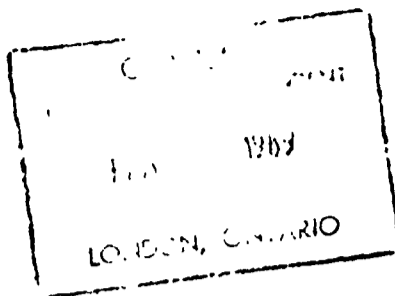
Attention: Mr. R. Burnett

*690224*



James A.J. Knox  
Patrick J. McGrenere  
Terry W. Card  
Robert D. Fleeton

Knox Martin Kretch Limited  
Consulting Engineers, Planners, Landscape Architects  
220 Advance Boulevard, Brampton, Ontario. L6T 4J5  
416-459-4780



13 February 1989.

C.P. Rail,  
164 Richmond Street,  
London, Ontario.  
N6A 3G9

Attention: Mr. A. Harris, Superintendent

RE: GLENROSE PARK SUBDIVISION BRAMPTON 21T-88014B  
MILEAGE 8.70-9.43 OWEN SOUND SUBDIVISION

Dear Sir:

Further to your letter dated 27 January 1989, we have discussed on 13 February 1989 Condition 1 (berm requirements) in your letter of 14 December 1989 to the Regional Municipality with Mr. Alan Mielke in the engineering department. After our explanation of the site specific condition he is in agreement that our request in letter dated 18 January 1989, that the height of berm be measured from the elevation of the top of rail or, where tracks are elevated from the ground level at the toe of berm closest to the tracks will not reduce the requirement as recommended in the "Policy on Environmental Protection of New Residential Development Adjacent to Railways".

We therefore request the following or similar modification to the noted proposed conditions of Draft Approval to reflect these site specific circumstances.

1. A berm having a total height of not less than 2.0 m above the top of rail or 2.0 m above the ground level at the toe of the berm closest to the tracks and with side slopes not steeper than 2.5 to 1 must be erected and maintained by the Developer on the adjacent property parallel to the CP right-of-way.

Please call the writer should you require further information. Your early review and reply would be much appreciated.

Yours very truly,

KNOX MARTIN KRETCH LIMITED

*RV*

Ramesh Varia, P. Eng.  
Associate and Senior Engineer

RV:tlk  
1550

cc: Peel Region Planning: D.R. Billet  
cc: City of Brampton Planning: R. Burnett  
cc: 717495 Ontario Ltd.: G. Lustig  
cc: John Bousfield Associates Ltd.: L. Rogan

**CP Rail**

664 Richmond Street  
LONDON, Ontario  
N6A 3G9

Our File  
Your File:

620.4-05-8.70-9.43



Office of the  
Superintendent

December 14, 1988

*Q1W9.10*

The Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
BRAMPTON, Ontario  
L6T 4B9

Attention: Mr. D. R. Billett  
Dir. of Development Control

---

Dear Sir:

Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Limited  
Part Lots 9 and 10, Con. 1 W.H.S.  
City of Brampton  
Mileage 8.70-9.43 Owen Sound Subdivision

---

This refers to your letter of November 4, 1988 concerning the above mentioned application.

We have reviewed the above-mentioned proposal and wish to state our opposition to it. Residential development in close proximity to our right-of-way is not compatible with Railway operations. The health, safety and welfare of residents could be adversely affected by our activities; however, should the application be approved, CP Rail requests the following conditions be imposed on the development:

*Am: See me please  
89 01 07. her*

1. A berm having a total height of not less than 2.0 meters above top of rail with side slopes not steeper than 2.5 to 1 must be erected and maintained by the developer on the adjacent property parallel to our right-of-way.
2. A 1.8 meter (6 ft.) high chain link fence to be constructed and maintained along the common property line of the Railway and development by the developer at his expense.
3. Dwellings should be set back a minimum distance of 15 meters from the property line. Unoccupied buildings, such as garages may be exempted.
4. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 meters of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz.
5. Clauses to be registered on and run with the title of all properties within 300 meters of our right-of-way warning prospective purchasers of the Railway's presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations.
6. Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
7. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.



# The Regional Municipality of Peel

Planning Department

August 16, 1988

City of Brampton  
PLANNING DEPT.  
Date AUG 18 1988 Rec'd  
File No. C 1009 10

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. Ron Burnett  
Development Planner

Re: Proposed Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
City of Brampton

Dear Sir:

Attached for your consideration and files is a copy of comments dated July 25, 1988 recently received from CP Rail concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly,



D. R. Billett  
Director of  
Development Control

VZ:nb  
Encl.

cc: J. Bousfield Associates Limited

880819

CP Rail



664 Richmond Street  
LONDON, Ontario  
N6A 3G9

Our File: 620.4-05-9.30

July 25, 1988

*Handwritten signature*  
Manning Dept  
RECEIVED

AUG 12 1988

The Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
BRAMPTON, Ontario  
L6T 4B9

	Author	Date	Time

Attention: Mr. D. R. Billett  
Dir. of Development Control

Dear Sir:

Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.  
Part Lots 9 and 10, Concession 1, W.H.S.  
City of Brampton  
Mileage 9.30 Owen Sound Subdivision

This refers to your letter of June 21, 1988 concerning the above mentioned application.

We have reviewed the above-mentioned proposal and wish to state our opposition to it. Residential development in close proximity to our right-of-way is not compatible with Railway operations. The health, safety and welfare of residents could be adversely affected by our activities; however, should the application be approved, CP Rail requests the following conditions be imposed on the development:

- Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
- There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.
- Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

To ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, your assurance that the following conditions will be imposed on the developer would

1. A berm having a total height of not less than 2.0 meters above top of rail with side slopes not steeper than 2.5 to 1 must be erected and maintained by the developer on the adjacent property parallel to our right-of-way.
2. A 1.8 meter (6 ft.) high chain link fence to be constructed and maintained along the common property line of the Railway and development by the developer at his expense.
3. Dwellings should be set back a minimum distance of 15 meters from the property line. Unoccupied buildings, such as garages may be exempted.
4. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 meters of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz.
5. Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
6. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.
7. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

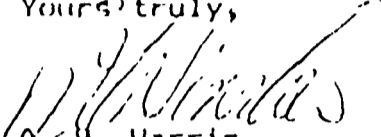
To ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, your assurance that the above conditions will be imposed on the developer would



be appreciated.

I would appreciate being advised of your decision regarding this application in due course.

Yours truly,



N. S. Harris

Superintendent

JRN/SJ

# CP Rail

Office of the  
Superintendent

664 Richmond Street  
LONDON, Ontario  
N6A 3G9  
May 4, 1988

Our File: 620.4-OS-8.70

The Corporation of the City of Brampton  
Planning and Development Department  
150 Central Park Drive  
BRAMPTON, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	MAY 11 1988
File No.	C1W9.10

Attention: Mr. Ron Burnett  
Department Planner

Dear Sir:

Re: Application to Amend the Official Plan  
and Restricted Area (Zoning) By-law  
Part Lots 9 and 10, Concession 1, W.H.S.  
GLENROSE PARK DEVELOPMENTS, WARD NUMBER 5  
Regional File Number 21T 88014B,  
Your File Number C1W9.10  
Mileage 8.70 Owen Sound Subdivision

This refers to your letter of April 15, 1988 concerning the above  
mentioned application.

We have reviewed the above-mentioned proposal and wish to state our  
opposition to it. Residential development in close proximity to our  
right-of-way is not compatible with Railway operations. The health,  
safety and welfare of residents could be adversely affected by our  
activities; however, should the application be approved, CP Rail  
requests the following conditions be imposed on the development:

1. A berm having a total height of not less than 2.0 meters above  
top of rail with side slopes not steeper than 2.5 to 1 must be  
erected and maintained by the developer on the adjacent property  
parallel to our right-of-way.

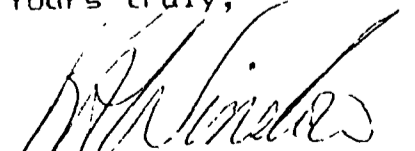
*Who owns and maintains  
2 metre no-man's-land?*

*4/18*

factors, your assurance that  
the developer would be appreciated.

I would appreciate being advised of your decision regarding this  
application in due course.

Yours truly,

  
R. B. Wilson,  
Acting Superintendent  
JRN /sj



Ontario

Ministry of Culture and Communications / Ministère de la Culture et des Communications

Archaeology Unit
Heritage Branch
(416) 965-4490

Your File.

Our File

February 13, 1989

Doug Billett
Director of Development Control
Planning Department
The Regional Municipality of Peel
10 Peel Centre Dr.
Brampton, Ontario
L6T 4B9

Handwritten file number 717495 and signature in a box.

Re: Subdivision Plan 21T-88014B, Pt. Lots 9 and 10, Con. 1, WHS, City of Brampton

Dear Mr. Billett:

Our office has reviewed subdivision plan 21T-88014B and finds that it has a moderate potential for the discovery of archaeological remains. While there are no registered archaeological sites or documented nineteenth century occupations on the property, there are two tributaries to Etobicoke Creek in the south half of the property that are good predictors of archaeological sites, particularly prehistoric ones. Consequently, we recommend that the standard archaeological condition of draft approval be applied to this subdivision plan.

Yours truly,

Gary Warrick
Archaeological Consultant
to the Ministry of Culture and Communications

MCC Contact:
William Fox
Senior Archaeologist

cc. Fred Dalzell, Commissioner of Planning and Development, City of Brampton

Handwritten signature

42-054A

Observations at the time of our assessment that the northern half is now, in any event, unsurveyable as it contains fill and rubble from the demolished plant.

The entire southern half of the property, encompassing about 36 hectares (89 acres), was formerly agricultural land. As per arrangements with the client, these lands were ploughed and allowed to weather prior to our survey.

Our assessment involves traversing the southern half of the property in systematic transects at 10 metre intervals. The land is gently rolling clay till, with

Handwritten mark at the bottom of the page



Mr. William Fox,  
June 7, 1989,  
Page 2.

several small knolls and low gulleys. There is also a low ridge running parallel to and west of two small intermittent streams on the property, and one larger knoll east of the easternmost stream. These knolls and ridges were surveyed at 5 metre intervals.

We observed no prehistoric artifacts on the property, and no early (or late) nineteenth century artifacts.

We therefore conclude there are no significant heritage resources on this property, and recommend that your office issue a letter clearing the property of its archaeological condition of Draft Plan approval.

Yours truly,

Robert J. Pearce,  
Senior Archaeologist.

RJP:ch  
enc.

cc ~~Mr.~~ C. Lustig  
Glenrose Park Developments  
1500 Don Mills Road, Suite 507  
Don Mills, Ontario, M3B 3K4

07/15/88

*[Handwritten initials]*

City of Brampton Planning Dept	
Date	JUL 21 1988
File No	...

Mr. D. R. Billett,  
Director of Development Control,  
The Region of Peel,  
10 Peel Centre Drive,  
BRAMPTON, Ontario  
L6T 4B9

Dear Sir:

Re: Draft Plan of Subdivision  
217-88014B - 717495 Ontario Limited  
Pt. Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton

Thank you for the copy of the proposed plan of subdivision.

We have no comments or modification requests at the present time. Most of our requests are guaranteed by the owner in the agreements undertaken for hydro servicing.

Yours truly,

BRAMPTON HYDRO-ELECTRIC COMMISSION

*[Handwritten signature: Gordon S. Good]*

Gordon S. Good, O.L.S.,  
SURVEYS & RECORDS SUPERVISOR

GSG:tm

per: *[Handwritten initials]*

cc. City of Brampton, Planning Dept.  
Att: Mr. F.R. Dalzell

*[Handwritten signature]*



700 University Avenue, Toronto, Ontario M5G 1X6  
Telephone: (416) 592-3205

November 25, 1988

File: 630.41 (T5)

The Regional Municipality of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Attn: D.R. Billett  
Director of Development Control

Dear Sirs:

- Proposed Plans of Subdivision:
  - 21T-88065B - City of Brampton
  - 21T-88014B - City of Brampton ←
  - 21T-88066B - City of Brampton
  - 21T-88062M - City of Mississauga
  - 21T-88064M - City of Mississauga

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	Nov 2 1988
File No	CI. W9.10

The plans have been circulated to the interested divisions of the Corporation for comment.

We have no objections to the proposed subdivisions as presently laid out.

Yours truly,

*[Handwritten signature]*  
D. Markovic  
Special Assignments Co-ordinator  
Real Estate & Security Division  
U09 B03

DM:deg

cc: Ministry of Municipal Affairs  
City of Mississauga  
City of Brampton

*[Handwritten signature]*  
5/8/902

WILLIAM J TEGGART  
Chief of Police



Telephone Area Code 416  
453 3311



PEEL REGIONAL  
POLICE FORCE

P O BOX 7750  
7750 HURONTARIO ST  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

Address all correspondence to  
The Chief of Police  
Referring to  
Our File No  
Your File No  
Attention of

November 9, 1988

City of Brampton PLANNING DEPT.	
Date	NOV 23 1988
File No.	C 100 1 10

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

Re: File 21T-88014B / Pt. Lots 9 and 10, Concession 1, W.H.S.

The draft plan for the above noted subdivision has been considered by the Planning and Research Bureau.

It appears this development will have no adverse affect on any of our future plans.

Yours truly,

Paul F. Fairgrieve  
Inspector  
Community Services and Planning

PFF:tmh

C.C. City of Brampton, Planning Department

City of Brampton  
PLANNING DEPT.

Date JUL 20 1988 Rec'd  
WILLIAM J TEGGART  
Chief of Police



Telephone Area Code 416  
453 3311

Address all correspondence to  
The Chief of Police  
Referring to  
Our File No  
Your File No  
Attention of



PEEL REGIONAL  
POLICE FORCE  
P O BOX 7750  
7750 HURONTARIO ST  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

July 18, 1988

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Sir:

Re: Draft Plan of Proposed Subdivision 21T-88014B

Further to my correspondence of July 8, 1988, please be advised that I met with Mr. R. Burnett of the City of Brampton on July 13, 1988.

The concerns that my staff identified were of a philosophical design issue; however, in analyzing the design the same end is reached via a different means.

Consequently, please be advised that it appears this development will have no adverse affect on any of our future plans.

Yours truly,

Paul F. Fairgrieve  
Inspector  
Community Services and Planning

PFF:tmh

C.C. City of Brampton, Planning Department, Mr. R. Burnett



WILLIAM J. TEGGART  
Chief of Police



Telephone Area Code 416  
453 3311

Address all correspondence to  
The Chief of Police  
Referring to  
Our File No  
Your File No  
Attention of



PEEL REGIONAL  
POLICE FORCE

P O BOX 7750  
7750 HURONTARIO ST  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

July 8, 1988

Mr. D.R. Billett  
Director of Development Control  
Region of Peel  
Planning Department  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

City of Brampton PLANNING DEPT.	
Date: JUL 12 1988	Rec'd
File No.	C.1129.10

Dear Sir:

Re: Draft Plan of Proposed Subdivision 21T-88014B

Please be advised that we have reviewed the above noted plan and wish to comment on some concerns that we have.

The whole issue of community design is far-reaching and may well have delayed repercussions on the police force and social services agencies several years from now. Consequently, the design of a community/subdivision as well as architecture that inhibits criminal acts is a goal in which we are most interested.

To this end, we will be meeting with the City of Brampton Planner, Mr. Ron Burnett, on Wednesday, July 13, 1988, at 2:00 p.m. at his office to discuss this issue further. Please be assured that we are not opposed to the plan, in total, but wish to reconcile our concerns in a positive manner with the City and the developer.

Should you wish to discuss this matter further, please feel free to call me.

Yours truly,

Inspector Paul F. Fairgrieve  
Community Services and Planning

PFF:tmh

C.C. Mr. Ron Burnett  
City of Brampton, Planning Department



950 Burnhamthorpe Road West  
Mississauga, Ontario L5C 3B4

Mississauga and Brampton  
(416) 276-3400  
Orangeville  
(416) 941-1560

1988-11-25

*Handwritten initials*

DATE: Nov 5 1988 REC'D

FILE NO: C107-10

Mr. D. R. Billett,  
Director of Development Control,  
The Regional Municipality of Peel,  
10 Peel Centre Drive,  
Brampton, Ontario  
L6T 4B9

Dear Mr. Billett:

Re: Draft Plan of Subdivision  
21T-88014B - 717495 Ontario Ltd.,  
Pt. Lots 9 and 10, Concession 1, W.H.S.  
City of Brampton

We hereby acknowledge receipt of your plan as noted above.

Upon examination of the drawing(s) submitted, we would have no  
comments regarding same.

Yours truly,

THE CONSUMERS' GAS COMPANY LTD.,

E. Mundy, C.P.T.,  
Supervisor,  
System Design,  
Western Region  
276-3534

*Handwritten note: Mundy 441 207*

EM:jb

cc: Planning Department, City of Brampton  
Residential Sales Department, Consumers Gas  
File



# Consumers Gas

June 27, 1988

950 Burnhamthorpe Road West  
Mississauga, Ontario L5C 3B4

Mississauga and Brampton  
(416) 276-3400  
Orangeville  
(416) 941-1560

Mr. D.R. Billett  
Director of Development Control  
The Regional Municipality of Peel  
10 Peel Centre Drive  
BRAMPTON, Ontario  
L6T 4B9

Dear Mr. Billett:

RE: 21T-88014B - 717495 Ontario Ltd.  
Pt. Lots 9 & 10, Con. 1, W.H.S.  
City of Brampton  
Our Ref: EM-140-88

City of Brampton PLANNING DEPT.	
Date	JUN 30 1988 Rec'd
File No	C1W9.10

We hereby acknowledge receipt of your plan as noted above.

Upon examination of the drawing(s) submitted, we would have no comments regarding same.

Yours truly,

CONSUMERS GAS

*Sz*  
S. Szilard  
Operations Manager  
Western Region  
276-3595

/gcm

cc: City of Brampton  
Planning Department

Residential Sales

File

PEEL NON-PROFIT HOUSING CORPORATION  
 PARKING DEMAND BY HOUSEHOLD TYPE  
 WAITING LIST CLIENTS - NOVEMBER, 1987  
 =====

Municipality	Rental Type	Number of Households	Number of Cars	Average Number of Cars Per Household
MISSISSAUGA				
Family	Deep Core	324	90	0.28
	Shallow Core	70	43	0.61
	Non-Core	2	0	0.00
	Market	4	2	0.50
	Total	400	135	0.34
Seniors	Deep Core	77	25	0.32
	Shallow Core	22	13	0.59
	Non-Core	0	0	0.00
	Market	1	0	0.00
	Total	100	38	0.38
Total*	Deep Core	417	117	0.28
	Shallow Core	94	56	0.60
	Non-Core	3	2	0.67
	Market	6	2	0.33
	Total	520	177	0.34
-----				
BRAMPTON				
Family	Deep Core	215	53	0.25
	Shallow Core	58	26	0.45
	Non-Core	1	0	0.00
	Market	6	6	1.00
	Total	280	85	0.30
Seniors	Deep Core	33	9	0.27
	Shallow Core	25	10	0.40
	Non-Core	0	0	0.00
	Market	1	0	0.00
	Total	59	19	0.32



# The Regional Municipality of Peel

Department of Housing

File: 1900.1 (Beech Street)

August 01, 1989

Mrs. Susan DiMarco  
Alderman, Ward 6  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	AUG - 8 1989 Rec'd.
File No.	C1E640

Dear Mrs. Di Marco:

RE: JUNE & BEECH STREET PROJECT  
PROPOSED NON-PROFIT HOUSING DEVELOPMENT  
PARKING STANDARDS AND EXPECTED POPULATION DEMOGRAPHICS  
REZONING APPLICATION C1E640

---

In reference to the rezoning application for the June and Beech Street project, we are pleased to provide you with the following supplementary information with respect to the anticipated population and parking requirements for the proposed project as a follow-up to the reports provided earlier to yourself and Mr. Dalzell.

1. The proposed project will be targeted to meet housing needs as follows:
  - ° 40% of the units will be targeted to deep need applicants
  - ° 40% of the units will be targeted to shallow need applicants
  - ° 20% of the units will be targeted to market applicants.

Based on the targeting plan.

- ° 24 one bedroom units and 24 two bedroom units will be rented to deep need applicants (total 48 units).
- ° 24 one bedroom units and 24 two bedroom units will be rented to shallow need applicants (Total: 48 units).
- ° 13 one bedroom units and 13 two bedroom units will be rented to market need applicants (Total: 26 units).

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 - (416) 791-9400

2. Based on PNPIC data for parking utilization in Brampton area projects, the projected parking demand is as follows:

Singles	1 Bedroom	2 Bedroom
RGI	Data Not Available	Not Applicable
RGM	Data Not Available	Not Applicable
Seniors		
RGI	0.33	0.73
RGM	0.67	0.94
Family		
RGI	.25	.60
RGM	.66	.93

Based on the above, 1.4 stalls per unit should provide sufficient parking for this project.

3. Based on PNPIC's existing waiting lists, the following is a breakdown of anticipated applicant family size and project population:

Deep Core Need: One (1) Bedroom

- ° Family: six (6) applicants
- ° Singles: fifty-six (56) applicants
- ° Seniors: eighty-nine (89) applicants

Shallow Core Need: One (1) Bedroom

- ° Family: two (2) applicants
- ° Singles: forty (40) applicants
- ° Seniors: seventy-seven (77) applicants

Market Applicants: One (1) Bedroom

- ° Family: seven (7) applicants
- ° Singles: fifty-seven (57) applicants
- ° Seniors: sixty-nine (69) applicants

Deep Core Need: Two (2) Bedroom

- ° Family: 167 applicants
- ° Singles not eligible
- ° Seniors: 3 applicants

Region of Peel

Shallow Core Need: Two (2) Bedroom

Family: 98 applicants  
Singles: not eligible  
Seniors: 4 applicants

Market Applicants: Two (2) Bedroom

Family: 81 applicants  
Singles: not eligible  
Seniors: 4 applicants

Based on the above data, we expect the project population to be as follows:

one bedroom units:

61 units @ 1.1 persons per unit 70 persons

two bedroom units:

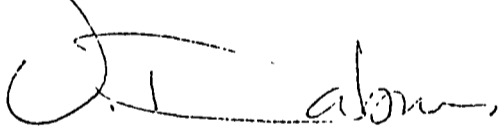
61 units @ 2.2 persons per unit \* 134 persons

Total 204 persons

\* Anticipates that the units will be selected by smaller sized families given the project location and the design of the units.

We trust that this information is of use to you and the Planning Commission.

Yours truly,



Virginia Dabrus  
Manager of Development

VAD:pm

- Copy - K. Ward
- J. Fogolin
- F. Dalzell, Commissioner of Planning
- C. Ash, Principle Planner

File No. 1900.1 (Beech Street)

August 10, 1989

City of Brampton PLANNING DEPT.	
Date	AUG 10 1989 Rec'd
File No.	126

Mr. Fred Dalzell  
 Commissioner of Planning  
 City of Brampton Planning Department  
 150 Central Park Drive  
 Brampton, Ontario  
 L6T 2T9

Dear Sir:

**Subject: Parking Requirements  
 122-unit Non-profit Project  
 Beech Street, Brampton**

On July 21, 1989 we submitted a report to the City of Brampton Planning Department noting our agreement with Tornat Construction Co. Ltd. seeking a reduction in the number of parking units to be incorporated into the project. Our letter indicates 1.4 stalls per unit. We note that Tornat has submitted a proposal incorporating 1.25 stalls per unit. This figure is supported by the statistics included in our July 21st presentation.

We are in agreement with their application and feel that the amount of parking provided will be sufficient.

Yours truly

Peter R. Smith  
 Commissioner of Housing and  
 General Manager, PNPHC

VAD:eh

copy: S. DiMarco  
 Tornat Construction

890811





City of Brampton  
 PLANNING DEPT.  
 Date SEP 20 1989 Rec'd  
 File No. C.E.6.40

MEMORANDUM

To

R. F. Bean, Regional Chairman  
 Maja Prentice, President - PNPHC

Date

September 18, 1989.

Peter R. Smith  
 Commissioner of Housing  
 & General Manager, PNPHC

Subject

122 Unit Non-Profit Housing Project  
 June Avenue and Beech Street, Brampton

This is intended to clarify the status of the proposed "Beech" street project in light of an editorial appearing in the Brampton Times, September 8th, 1989, under the headline "Sound planning principles are falling by the wayside".

Contrary to the editorial, the Peel Non-Profit Housing Corporation staff and the developer have addressed the matter of parking and have demonstrated to the City of Brampton that the proposed parking ratio (1.3 spaces per unit) is acceptable; that the garbage disposal and fencing items will be taken care of as part of the site plan approval process (as is customary) and that the proposal will provide 58% landscaped open space which is within 2% of the City's requirements.

The fact is, this 122 unit project will help satisfy a critical housing shortage without jeopardizing the overall planning principles of the City of Brampton. My staff have worked hard to ensure that despite the density increase, the project will not yield an excessively high child count. We have accommodated the Ward Alderman's concerns by increasing the proportion of one-bedroom units and agreeing to target this project to needy single-person households currently on Peel Non-Profit Housing Corporation's waiting list.

Throughout the process of developing this project, my staff and the developer have attempted to be sensitive to neighbourhood concerns and to accommodate the requirements of the local elected officials.

The basis of the Brampton Times editorial is outdated information and clearly does not reflect the situation as is described in the attached Project Information Sheet.

The project is on the City of Brampton's Planning Committee Agenda for the meeting of September 18th, 1989 and representatives of PNPHC and Tornat will be in attendance.

PRS/ad

- c.c. Frank Andrews
- Susan DiMarco
- Mayor K. Whillans
- John Fogolin, Tornat
- Keith Ward, PNPHC
- Fred Dalzell, Commissioner of Planning - Brampton

# OPINION

**"Conserve The Right, Reform The Wrong."**

The Times founded Jan. 10, 1855.

The Conservator founded Dec. 5, 1874

Times and Conservator amalgamated Oct. 12, 1933

33 Queen Street West, Brampton, Ontario L6Y 1M1

Published by The Canadian Newspapers Company Limited

**STEPHEN RHODES - PUBLISHER/GENERAL MANAGER.**

## Sound planning principles are falling by the wayside

There was no reason to be surprised this week when about 50 residents of a Brampton neighborhood showed up to oppose plans for a 13-storey public housing apartment building.

The Peel Non-Profit Housing Corporation (PNPHC), which is behind the proposal, has never been unopposed in its bids to build new projects in established residential areas. Nor has it ever lost a project to the complaints of nearby homeowners, its officials say.

But the debate over this most recent proposal is noteworthy for illustrating how tough market forces have made it for the PNPHC to grapple with Peel's affordable housing dilemma.

In the process, unfortunately, sound planning principles may be falling by the wayside.

The Beech Street building is to include 122 apartments on a 1.4-acre property — 38 units too many, according the City of Brampton's density guidelines for the area.

Although it is to be built in an area in which there are no nearby parks or recreation facilities, the building is certain to be home to dozens of children. And the plans include no mention of on-site recreational facilities.

There are 77 too few parking spaces provided, although the PNPHC argues, rightly, that their tenants own far fewer automobiles than more affluent families.

The proposal, which has been revised five times in an effort to please the city's planners, now includes no plans for garbage disposal facilities or fencing between the building and its neighbors.

No one needs to be told of the pressing need for more affordable housing in Brampton, and the PNPHC has earned a national reputation as leader in the field.

Yet the Beech Street proposal raises a simple but important question — if a project so drastically out of line with the city's planning regulations can ultimately serve its tenants well, without unduly aggravating neighbors, why are the regulations there in the first place?

A secondary plan for the Beech Street area calls for more high-rise buildings to be permitted there in the future. What kind of neighborhood will emerge if established planning policies are waived in every case?

City council should be willing to bend the rules for affordable housing. In this case, however, it is getting ready to snap them in half.

# June Avenue and Beech Street Project

122 Unit Non-Profit Housing Project  
637254 Ontario Limited

Developed by:  
The Tornat Group

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## Project Information Sheet

### The Tornat Group:

The Tornat Group is a privately owned Ontario corporation specializing in multiple unit residential and commercial construction. Since its founding just over 12 years ago, Tornat has become one of Ontario's most active mid-sized construction companies having initiated more than 30 projects totalling nearly \$100 million in construction value.

Over the past ten years, Tornat has participated in the development of over 1,200 non-profit housing units throughout Ontario.

### Project Overview:

The June Avenue/Beech Street project began as an assembly of land in late 1987 around the time when the City of Brampton began its deliberations regarding the redevelopment of the Queen Street Core.

The site, initially one property fronting on Beech Street was seen to be a unique location for the development of a small multi-unit residential project adjacent to the City core and within in the proposed redevelopment area along Queen Street. In initial discussions with senior officials of the City's Planning Department it was recommended that Tornat purchase additional properties adjacent to the site in order to propose a more comprehensive land assembly package.

Tornat subsequently successfully negotiated the purchase of three adjacent properties resulting in a land assembly with frontage on both June Avenue and Beech Street.

Tornat then prepared initial concept plans for the site and informally presented these to the City's Planning Department for comment. These discussions resulted in the suggestion that Tornat purchase yet another property, fronting on Beech Street, in order to more fully meet the Departments requirements for this comprehensive land assembly. Once again, Tornat was able to negotiate the purchase of the property resulting in a total land area of 1.399 acres.

During this time Tornat recognized that the opportunity existed to develop affordable housing on the June/Beech site and began negotiations with the Peel Non-Profit Housing Corporation (PNPHC) in early 1988 toward the development of a comprehensive non-profit housing proposal.

As a result of these preliminary discussions with PNPHC, Tornat's initial site concept described a mix of accommodation types and tenured including one and two bedroom apartments and three bedroom townhomes for rental under the PNPHC program as well as seven (7) freehold townhomes which would be offered for sale.

This initial proposal was formally submitted to the City in September of 1988 by The Tornat Group requesting approval for a Site Specific Rezoning and Official Plan Amendment to accommodate 138 units.

**Principal  
Issues:**

This first formal concept was reviewed by the Regional Councillor, the Alderman and Planning Staff and twelve issues were raised.

Issue 1: Unit Density

The application requested density in excess of OP designation for high density residential. The Brampton OP calls for 150 units per net hectare (60.7 units per acre).

Issue 2: Below Grade Parking

Parking requirements for the proposed development were 192.66 spaces according to the application, the proposed project was deficient by 49 spaces.

Issue 3: At Grade Parking

There was a concern about the lack of at grade parking.

Issue 4: Unit Mix

The City would have preferred the development of bachelor and one bedroom apartments on this site.

Issue 5: Lot Coverage

The maximum lot coverage for the site, based on the zoning by-law is 25% which was exceeded by the proposed project.

Issue 6: Landscaped Area

There is a landscaped area requirement of 60% for this site which was not met by the proposed project.

Issue 7: Side Yard Setbacks

The zoning by-law requires a side yard set back of 10 metres or one-half the height of the building whichever is greater, which in this case would be about 17 metres... only 4 metre setbacks were provided in the proposed project.

Issue 8: Access to Site

Brampton Public Works would prefer to see access to the high rise from Beech Street not June Avenue.

Issue 9: Access Drive (minimum width)

The driveway access from June Ave. to the high rise was 6.0 metres and should have been a minimum of 7.6 metres.

Issue 10: On Site Recreational Facilities

The City required on site recreational facilities for the proposed project.

Issue 11: Required Studies

The following studies were required

- (i) a Traffic Impact Study for Beech Street and
- (ii) a Storm Water Management Study.

Issue 12: Fencing

A 1.8 metre high chain link fence should surround the high rise to separate it from the (freehold) town houses.

As a result of these comments, Tornat revised their initial concept for the site and addressed the following issues without major revisions to the first concept:

- Lot Coverage was decreased slightly,
- Landscaped Area was increased slightly,
- Access to Site was moved to Beech Street as requested,
- Access Drive (minimum width) was increased to 7.6 meters,
- Required Studies were tendered to local contractors and
- Fencing was indicated and would be provided.

The remaining matters were left intact as part of the Application for Site Specific Rezoning. Once again, Planning Staff and local elected officials were consulted regarding the revised proposal. The outstanding matters remained unacceptable and Tornat revised the concept for the third time addressing the following:

- Density: Eight freehold townhomes were removed from the proposal,
- Below Grade Parking was increased according to PNPHC standards,
- At Grade Parking was increased according to PNPHC standards,
- Unit Mix became all rental 1 and 2 bedroom apartments and three bedroom townhomes,
- Lot Coverage was increased,
- Landscaped Area was increased,
- Side Yard Setbacks were increased and
- On Site Recreational Facilities were provided.

Tornat's third proposal called for 122 units of 1 and 2 bedroom apartments and eight three bedroom townhomes for a total 130 units.

The key issue remained population density and unit mix however as the Planning Staff continued to refer to OPA 145's limitations on units per acre and unit mix.

In order to accommodate the development of a PNPHC project under the current Ministry of Housing Program/Maximum Unit Prices (MUP) the June/Beech site had to be developed to a minimum of 122 units. The financial viability of the proposal was so significantly reduced at lower unit counts that both Tornat and PNPHC knew that the project would have to be abandoned if 122 units were not approved for the lands.

As such, Tornat revised the plan for a fourth time and later for a fifth time (resulting in the current proposal) to reflect the minimum feasible configuration under the Ministry of Housing's program.

This provided the following:

- 122 units of one and two bedroom apartments (61 units of each),
- sufficient at grade visitor and below grade tenant parking to meet (and, in fact, exceed) PNPHC's demonstrated parking requirements for this type of building,

- the re-orientation of the building to increase the side yard set backs to 20 meters on the North and 13 meters on the South,
- an increase in the landscaped area to 58.2%,
- a reduced footprint of the building to 13% coverage,
- the provision of interior and exterior amenity space to meet PNPHC standards,
- a single access from Beech Street,
- a 1.8 meter high wood fence surrounding the site,
- a floor space index of 1.68 and
- sufficient space for access to the site by waste removal and other service vehicles.

**Density:**

The issue of density, and its concomitant implications, remains the principal outstanding matter according to Planning Department staff and some members of the surrounding community.

In brief, "Density" appears to raise the following concerns:

1. The number of people which would be housed in the project.
  2. The increase in traffic and parking demand generated by the project.
  3. The impact of the project on surrounding property values.
- and an allied concern,
4. That this type of affordable housing should be developed in new communities.

To answer these, Tornat has provided the following comparative data:

1. The number of people which be generated by the project. According to PNPHC calculations, the proposed project will generate 204 persons (including 77 children). In a comparative study done by The Tornat Group, a 1 and 2 bedroom condominium of 83 units (as permitted under the current zoning and OP density guidelines) would generate a similar number of persons (i.e. 205). As such, the proposed project would not generate a greater number of persons than would a condominium project developed at the suggested OP density of 150 units per hectare.

2. The increase in traffic and parking demand generated by the project. As discussed, the actual demand for parking in a PNPHC project is significantly less than would be required for a private rental project or condominium. In fact, the demonstrated demand for parking in similar PNPHC projects equates to 1.25 spaces per unit for a total of 153 spaces. A condominium or private rental project developed at the suggested density of 150 units per hectare would be expected to provide 166 spaces and 125 spaces respectively. As Members of Council are aware, the development of private rental accommodation has become non-existent in recent years and therefore the only financially viable option for this site would be an 'up-scale' condominium development.

Logically, the reduced parking requirement of a PNPHC building (compared to a condominium) would generate less traffic. Tornat has however engaged a local traffic engineer to assess the implications of the traffic potentially generated by this proposed project on the existing street network. This study could be finalized within six to eight weeks.

3. The impact of the project on surrounding property values. As demonstrated in recent Provincial studies, the development of non-profit housing adjacent to existing single family residential housing does not lower the property value of the existing homes.

Practically speaking, in this case, the fact that the City of Brampton has designated the area surrounding the proposed project to be High Density Residential under OPA 145, the values of the adjacent properties have increased well beyond the normal rates one might expect if the area had remained designated as Low Density Residential.

The reality of the situation along June Avenue and Beech Street is that the OPA designation to High Density has dramatically increased the value of the adjacent properties regardless of the development of this proposed project. The fact is, that should the proposed project be approved, the relative value of the existing properties will increase even further as the City moves towards the realization of the intent of OPA 145, that being to redevelop the area for high density residential housing.

It is, therefore, highly unlikely that the approval of the proposed project will reduce the values of the surrounding properties.

4. That this type of affordable housing should be developed in new communities. While the Provincial Ministry of Housing has recommended to all municipalities that all future new development provide 25% of the available land for the provision of affordable housing, the fact remains that very often new communities do not possess the public amenities, transportation network(s) and easy access to job, day care, medical and other opportunities which 'infilling' or redevelopment proposals in established communities do provide.

As such, the provision of affordable, rental accommodation in the centre of the City of Brampton is a unique and much-needed opportunity for the more than two thousand applicants currently on PNPFC waiting lists in this community.

While it may be more palatable to accept the development of an upscale condominium apartment on this site, it may continue the trend in this area of Brampton for the development of a downtown core affordable only by the wealthy few. The result is that alternatives for affordable housing for low wage earners, resident labourers, single parents and the elderly citizen's of Brampton would be limited to outlying, new communities removed from the neighbourhoods and opportunities available in the downtown core.

The integration of affordable housing into established communities has long been shown to be the preferred housing development strategy.

**Summary:**

Based on the above, the proposed development will not produce the negative impacts presumed to be associated with high density residential development:

- property values will not decrease but will continue to increase,
- traffic and parking demands will not exceed those generated by a typical condominium development of lower density,
- the number of people generated by the project will not be greater than that generated by a typical condominium development of lower density,

In fact, the option for Brampton residents with low to moderate incomes to remain in their neighbourhood and take advantage of the amenities and opportunities which such a project will provide offers the overall community a most positive benefit.



# Peel Non-Profit Housing Corporation

July 21, 1989

Mr. Fred Dalzell  
Commissioner of Planning  
City of Brampton Planning Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

File No. 1900.1 (Beech St.)

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	JUL 21 1989 Rec'd.
File No.	CIEG-410 <i>[Handwritten initials]</i>

Dear Sir:

As you are probably aware, Tornat is developing a 122-unit project for the Peel Non-Profit Housing Corporation, on Beech Street.

It is our understanding that a variance will be sought to reduce the number of parking spaces from the amount required under the zoning by-law. It is very difficult to construct any non-profit project within the formal cost limits of the program. Since PNPHC recognized that adhering strictly to the parking requirement of the by-law would in fact produce many expensive and un-used spaces, we are prepared to endorse a reduction. Cost savings achieved in this way would maintain the quality of the project itself and have absolutely no impact on actual parking arrangements.

Tornat is seeking a reduction from the 1.7 spaces per unit called for under the by-law, to 1.4 spaces per unit. We agreed with their seeking a reduction to 1.4 spaces per unit, consisting of 1.2 tenant spaces and 0.2 visitor spaces.

As the attached memo from the Commissioner/General Manager explains, we have undertaken an analysis of parking demand in existing projects and the demand requested by applicants on our waiting list. The data clearly show that 1.4 spaces per unit will be more than adequate and that, at that level, we will still incur vacancies.

We prefer to go with the 1.4 figure, even though a lower figure would be justifiable from a demand perspective. We feel the 1.4 figure represents a sufficiently modest reduction that it would reassure the City it would not create any problems and that a minor variance could indeed be supported.

A couple of points from the parking data are worth highlighting. First, the program has changed from that responsible for all existing projects: it has become more carefully targetted, with a higher percentage of low-income tenants. As the waiting list data confirm, this will result in even fewer parking spaces being needed in future projects than in existing projects, where we already have un-rented spaces. Second, the control over client mix will be maintained for 35 years, by way of agreement between PNPHC and the Ministry of Housing, so that there should be no concern that parking demand will increase over time.

I would be pleased to discuss this project further at your convenience and to supply any additional information you believe would be useful. We look forward to expeditious and favourable resolution of this matter.

Yours truly

*[Handwritten signature of Keith Ward]*

Keith Ward  
Director of Policy and Development  
att  
KW:ch

*[Handwritten note: Keith 890726.]*

10 Peel Centre Drive, Brampton, Ontario L6T 4B9 Telephone: (416) 791-9400 Fax: 791-0373





# Peel Non-Profit Housing Corporation

July 20, 1989

To Whom It May Concern:

Proposed 122 Unit Non-Profit Housing Development  
Beech Street, Brampton

The targetting plan for the project breaks down as follows:

	40% deep units (48 units)	
	40% shallow units (48 units)	
	20% non-core (market) units (26 units)	
	one bedroom units (61)	two bedroom units (61)
deep	24	24
shallow	24	24
non-core	13	13

Appendix A gives a summary of the Waiting List as of June 29, 1989. This summary includes one and two bedroom units only as the proposed development on Beech Street has only these bedroom types.

Appendix B outlines Peel Non-Profit Housing Corporation occupancy standards. These are the standards by which we determine an applicant's eligibility for a particular unit size.

Sincerely,

Roger Maloney  
Acting Commissioner of Housing and  
General Manager

## WAITING LIST SUMMARY

## Brampton

	1 Bedroom				2 Bedroom			
	D	S	N	Tot	D	S	N	Tot
family	6	2	7	15	167	98	81	346
single	56	40	57	153				
seniors	89	77	69	235	3	4	4	11

## No Preferred Municipality

	1 Bedroom				2 Bedroom			
	D	S	N	Tot	D	S	N	Tot
family	5	3	9	17	53	33	31	117
single	6	13	25	44				
seniors	25	28	12	65	1	1		2

## Total Region

	1 Bedroom				2 Bedroom			
	D	S	N	Tot	D	S	N	Tot
family	21	13	35	69	346	378	319	1043
single	142	180	267	589				
seniors	265	227	149	641	4	5	4	13

- D deep income cutoff - households whose income is less than \$12,108 for a one bedroom unit and \$15,768 for a two bedroom unit
- S shallow income cutoff - households whose income is less than \$23,000 for a one bedroom and \$27,500 for a two bedroom unit
- N non-core income cutoff - households whose income exceeds the shallow cutoff but who would be paying more than 20% of their income for rent if housed by PNPFC

OCCUPANCY STANDARDS

The following are the occupancy standards used by PNPHC when allocating units. These standards are a combination of the Ministry of Housing guidelines and standards approved by the Corporation's Board of Directors.

No more than two persons per bedroom.

Where one or both spouses has a medically documented disability, a couple may be given separate bedrooms.

Apartments with one bedroom should be allocated to senior citizens couples, single senior citizens, non-senior citizen couples, childless couples and single applicants.

Separate bedrooms will be assigned to unrelated single individuals. If the individuals agree, a bedroom may be shared.

In most cases separate bedrooms will be assigned to a parent and child. However, a single parent may share a bedroom with a child of the same sex who is under the age of five if the parent agrees.

Children of the opposite sex do not share a bedroom unless both are under five years of age.

Two children of the same sex less than five years apart are required to share the same bedroom.

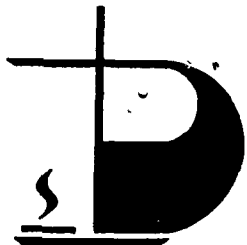
The following must be considered when determining the size of unit an applicant is eligible for:

Pregnant women - a room for the baby will not be allocated until the baby is born.

People who will be residing in the unit must already be in Canada (i.e. legal permanent status) at the time the application is made.

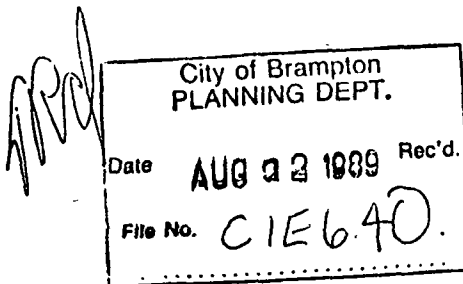
If a family requires more than 4 bedrooms they will be ineligible for housing with PNPHC as there are no units larger than a four bedroom unit.

Note: Any exceptions must be approved by the Director of Operations.



August 17, 1989

Kathy Ash  
Development Planner  
Planning & Development Department  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9



Dear Kathy Ash:

Re: Application to Amend the Official Plan and Zoning By-law  
Part of Lot 6, Concession 1, E.H.S.  
637254 Ontario Ltd.  
File No. CIE6.40  
City of Brampton

Please be advised that the Dufferin-Peel R.C.S.S. Board has no objection to the further processing of the above noted application.

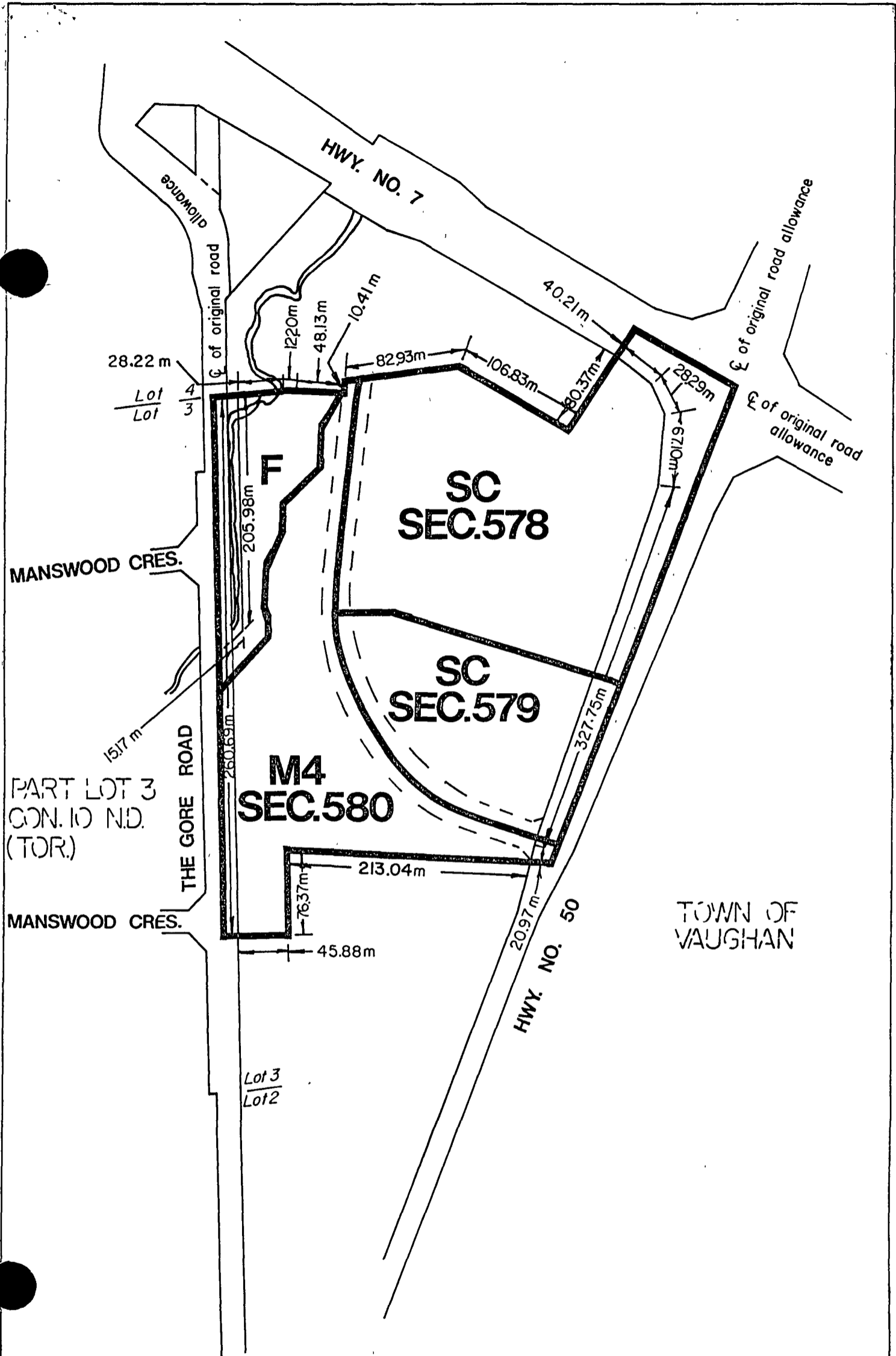
The revised student yields are 8 junior kindergarten to grade 8, and 3 grades 9 to 12/OAC as a result in the reduction of units from 139 apartment units to 122 apartment units.

Yours truly,

Rebecca McLean  
Junior Planner

c.c. P. Allen, Region of Peel  
J. Greeniaus, Peel Board of Education

RM//a



— ZONE BOUNDARY

PART OF LOT 3, CON.10 ND.(TOR.)

By-law 4-90 Schedule A



1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 89.07 24 Drawn by: J.K.  
File no.CIOE3.3 Map no. 69-4I

William Cook  
34 Beech Street  
Brampton, Ontario  
L6V 1V1

October 28, 1988

Kathy Ash M.C.I.P.  
Development Planning  
City of Brampton  
Brampton, Ontario

City of Brampton  
PLANNING DEPT.

Date NOV 2 - 1988 Rec'd

File No ?

CIE 6.40

Dear Ms. Ash:

My name is William Cook and I am writing this letter to formally oppose the proposal to build townhouses on Beech Street between Queen Street and Church Street facing the Brampton Cemetery.

My wife Eileen and I feel that this type of housing development is going to devalue our property. In addition, this proposed development will increase traffic on the street as well as create additional parking problems.

A study of this street will show that there is already quite a bit of traffic congestion due to the Brewers Retail Store, the U.A.W. hall and the bowling alley. Please review this area very carefully because it is now the center of our city, and townhouses are not good planning for this area.

Sincerely,

William Cook

*William Cook*

Eileen Cook

*Eileen Cook*

KA

City of Brampton  
PLANNING DEPT.  
DEC - 7 1988 Rec'd  
FILE NO C1E6-40

*[Handwritten signature]*

32 Beech St.  
Brampton, Ont.  
L6V 1V1  
Nov. 27, 1988

Ms Kathy Ash  
Development Planner  
150 Central Park Drive  
Brampton, Ont  
L6T 2T9

Dear Ms Ash:

This letter is to follow up on our telephone conversation that we had a couple of weeks ago regarding the planned development for the property at 30 Beech St.

As you will remember, I was quite concerned about the townhouses that are being planned for that area. I don't feel that Beech St. can handle the traffic that an apartment building and townhouses would create. As it is, it can hardly accommodate the traffic that is created now, with the beer store and the Union Hall, the chicken franchise and the bowling alley, that are situated at the end of the street. Whenever there is an Union meeting or a bowling tournament and cars are parked on the street, it is unsafe to meet oncoming traffic. Also, it is almost impossible to make a left turn onto Queen St. from Beech St. at any but the slowest times of the day.

I also feel that townhouses would bring children into the area that would have no place to play but the street as there are no parks or play areas in the vicinity. With having the cemetery directly across the street, enough vandalism is created to necessitate regular patrolling by officers. Bringing such an influx of people in our area couldn't help but devalue the property that we have worked so long and hard to improve and maintain.

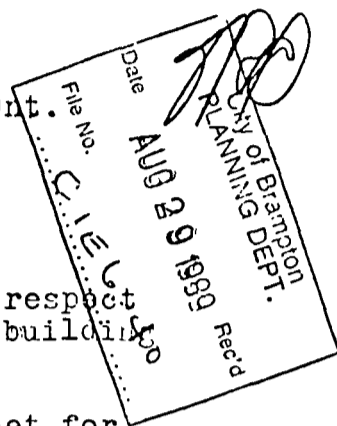
Our family hopes that you will be able to take these concerns into consideration when the plans are presented to council for approval.

Yours sincerely,

*[Handwritten signature: Harold Kalow]*

881208 KA

L6V 1V1 20 Beech St., Brampton, Ont.  
August 21 1989



Ladies & Gentlemen:

I wish to express my concern with respect to the proposed 13-story 122 apartments building on Beech St.

I have been a resident of Beech Street for nearly 50 years, during which time the residents have enjoyed the privilege of living in selective neighborhood.

With a pending change to take place in the near future, the environment will be greatly changed, the result being inadequate recreational facilities for the 77 children who will be residing in the new apartment. There always has been a lack of park land and the new proposal certainly will not improve matters.

The cemetery being in the immediate area does not make it conducive to the activities of teenagers.

I thank you for your consideration in this matter.

Yours truly  
*(Mrs) Lou Calvert.*  
(Mrs) Lou Calvert.

C.I.E.6.40



January 17, 1989

City of Brampton  
150 Central Park Drive  
Brampton Ontario

LOT 279

City Clerk

Subject: Townhouses Apartments - Beech St.

RECEIVED  
CITY

JAN 23 1989

REG. No 538  
FILE No.: C166.40

Dear Sir

On behalf of my neighbours and myself, I would like to register our objection to the proposed building of townhouses and apartment buildings on Beech Street.

I cannot understand why all of this high density construction is being planned for the central core of our fine city when there is ample room for expansion in the outer limits.

We purchased our Brampton street home because it was nestled in a quiet residential yet central part of Brampton. We have become con-

integral part of this area; my wife has served  
as a volunteer for many years at Paul  
Memorial Hospital. I have served in a  
Neighborhood Watch Captain since its inception  
on Beech Street and we both belong to  
several other organizations in this area.

If the City is planning high  
density buildings for this location, we  
will have no alternative other than to  
locate elsewhere, therefore, your assistance  
in relocating these proposals will be  
sincerely appreciated,

Yours truly,  
AS

ADAM R. T. SMITH

ADAM & MARGE SMITH  
107 BEECH ST.  
BRAMPTON, ONT.  
L6V 2Z2

- INTRODUCTION.
  - AL DOWNEY
  - REPRESENTING THE OWNERS OF 40 BEECH
- OVERVIEW OF APPLICATION

- OBTAINED STAFF REPORT:
- READ COPY OF OPA H/S
- TALKED TO P.N.P. BOARD
- FIFTH SUBMISSION.
- DOES NOT COMPLY WITH
  - ~~THE~~ HEIGHT RESTRICTION
  - DENSITY RESTRICTIONS
  - TYPE OF UNITS - BACHELOR & ONE-BEDRM
  - SET-BACKS
  - PARKING REQUIREMENTS
  - LANDSCAPE REQUIREMENTS
  - PROVISION OF RECREATIONAL AMENITIES
  - SAFETY CONCERNS.
  - ~~CONCRETE~~
  - GARAGE ~~STO~~ STORAGE FACILITIES.
  - FENCING REQUIREMENTS
  - FLOOR SPACE INDEX ~~RESTRICTIONS~~ RECOMMENDATIONS
  - ZONING ADMEN<sup>T</sup> REQUIRED.
  - O.P. REQUIRED ADMENDMENT.

ALICE FURIE  
CITY COUNCIL

- IT IS INCOMPREHENSIBLE THAT CITY COUNCIL HAS CHOSEN TO PERMIT AN APPLICATION THAT IS SO DEFICIENT IN ALL ASPECTS, WITH A IMPENDING TRAFFIC STUDY REQUIREMENT OUTSTANDING, TO BRING THIS APPLICATION TO PUBLIC HEARING. IF YOUR INTENT IS TO HEAR OUR OPINION IT IS NOT A SURPRISING NO.

- IN TRYING TO UNDERSTAND YOUR MOTIVATION IN PERMITTING THIS APPLICATION TO COME TO PUBLIC HEARING, WE CANNOT ~~SEE~~ THE ARGUMENT THAT WOULD SUBSIDISED ~~AGREE~~

RENTAL HOUSING IS OF PRIMARY  
IMPORTANCE. ANY PLANNER (IF YOU  
WOULD LISTEN TO THEM) WOULD TELL YOU  
THAT <sup>THIS</sup> IS ONLY A STOP-GAP SOLUTION  
TO AN AFFORDABLE HOUSING ISSUE, THIS  
IS WHERE WE SHOULD CONCENTRATE OUR  
EFFORTS.

EVEN WITH THIS NEED, IS IT APPROPRIATE  
TO INTRODUCE THIS INTO AN EXISTING  
10 YEAR OLD RESIDENTIAL COMMUNITY.

PERHAPS EFFORTS TO INTRODUCE THIS TYPE  
OF DEVELOPMENT INTO NEW SUBDIVISION  
PLANS SHOULD BE ATTEMPTED. <sup>BEFORE APPROVING IT</sup> <sup>HERE</sup> <sup>NO</sup> WHERE  
IN THE CITY IS THIS TYPE OF DENSITY  
BEING CONSIDERED OR HAS BEEN BEFORE.

I HESITATE IN COMMENTING ON THIS PLAN  
BECAUSE OF ITS EXTENSIVE LIST OF DEFICIENCIES  
IN THAT COUNCIL WILL ONLY ATTEMPT TO  
RECTIFY THOSE PROBLEMS WHICH HAVE BEEN  
RAISED. ~~OR MAYBE YOU WON'T~~ ~~BASED ON~~  
~~YOUR PERFORMANCE THUS FAR.~~

#### 1. ACCESS ONTO BEECH STREET ONLY.

- MOST HEAVILY TRAVELLED. <sup>BEECH - 1200 (PM)</sup>
- MOST RESIDENTIAL PROPERTIES. <sup>WINDY - 750</sup>
- COULD RESULT IN THE SKINCRACKING <sup>CANAL - 400</sup>
- WHICH IS A COST TO MUNK.
- COUNTERFLOW TRUCKING ON BEECH ONLY

#### 2. SERVICES

- SUFFICIENT FOR THIS CPA 195 BUT  
WHAT IMPACT WILL THIS APPLICATION

-3-

HAVE ON THE EXISTING SERVICES

- WILL THIS AFFECT FUTURE DEN. AND ITS DENSITY.
- CAN ALL FUTURE PROPERTIES BE DEVELOPED AT 87 UNITS ACRE.

### 3. FUTURE DEVELOPMENTS.

- PRECEDENT BEING SET WITH THIS DEVELOPMENT
- 87 UNITS PER ACRE
- OVERALL PLAN FOR ALL REMAINING PROPERTIES, PRIOR TO THIS APPLICANTS APPROVAL.

### 4. PARKLAND.

- CASH-IN-LIEU. SECTION 50 & 11
- WHAT VALUE.
- IF YOU ARE LOOKING FOR ~~WAYS~~ WAYS TO SUBSIDIZE, THERE ARE NO EXISTING V.P.C. FACILITIES IN THE AREA, MAYBE THIS SHOULD BE PUT INTO PROVIDING FACILITIES OR FORGO THE APPLICATION OF THE FEE.

### 5. ~~TYPES OF UNITS~~ COMMERCIAL ON GROUND FLOOR

- DAYCARE ON GROUND FLOOR WITH PRESENT TYPE OF UNITS

### 6. TYPES OF UNITS.

- OPA KTS, BACHELOR & ONE - BDRM.
- ONE OR ONE BDRM, 2 - BDRM
- APPLICANT INDICATES OPPORTUNITY TO MIX SENIORS, SINGLES AND SMALL FAMILIES
- WHO MONITORS THIS, IS THERE GOING TO BE A LIMIT OF EACH TYPE OF USE, IS THERE A MAX FAMILY SIZE
- ES.
- WILL THE CITY SUBSIDIZE THIS BLOCK OR PROVIDE ASSISTANCE TO THOSE WHO OWN IT. OR MANAGE IT.

### 7. APPLICANTS INTENT TO DEVELOP ~~THE PROJECT~~ - SCHEDULE

I MUST ONCE AGAIN RE-ITERATE OUR OBJECTION TO THESE ITEMS WHICH DO NOT COMPLY

- 1. HEIGHT RESTRICTION
- 2. DENSITY RESTRICTION
- 3. UNIT TYPE
- 4. SET BACKS
- 5. PARKING
- 6. LANDSCAPING
- 7. PROVISION OF REC AMENITIES.
- 8. SAFETY CONCERNS
- 9. GARAGE STORAGE
- 10. FENCING
- 11. FLOOR SPACE INDEX

I MUST EXPRESS MY DISAPPOINTMENT THIS TIME WITH THIS COUNCIL'S HANDLING OF THIS APPLICATION, TO SPITE STAFF'S RECOMMENDATIONS TO THE CONTRARY. IT IS AMAZING HOW QUICKLY YOU HAVE BECOME PLANNING PROFESSIONALS



March 28, 1989

Tornat Construction Inc.  
c/o Mr. Brian Johnston  
3645 Keele Street  
Suite 101  
Downsview, Ontario  
M3J 1M6

**Re: June/Beech Proposal**

Further to your query regarding the potential impact of occupancy of the above project by children, I would advise that, on the basis of our most current data from existing, new projects, we would anticipate 116 children in the project at most. This assumes the following unit mix: 25 one-bedroom, 99 two-bedroom, 7 three-bedroom.

We have not yet had an opportunity to review plans for this project. However, the number of children is relatively small, compared with other PNPHC projects, and so long as our usual requirements for private and common amenity space are met, we would not anticipate any adverse or unusual impact.

Given the location of this project, we would expect it to be especially attractive to senior and other non-family households. We can safely predict that the one-bedroom units and a proportion of the two-bedroom units would be occupied by such households. Further, because of our occupancy criteria, the vast majority of two-bedroom units occupied by families would have only one child present. The children in the project would of course represent all age categories and would therefore have a marginal effect on any given school or community facility.

The above should not be taken to constitute approval on our part for your proposal, which, as noted, we have not reviewed in any detail. It is the responsibility of City of Brampton officials to pass judgement on the planning merits of this project. However, the size and unit mix are close to what we would regard as ideal from our own financial and management perspective. We would be pleased to share our experience in this regard with City officials as appropriate.

Yours truly

Keith Ward  
Director of Policy & Development  
KW:eh



File No.

July 21, 1989

**TO WHOM IT MAY CONCERN:**

Peel Non-Profit Housing Corporation (PNPHC) staff have undertaken a detailed analysis of parking utilization among our existing tenants and the anticipated demand for parking from client households on our waiting list. The objective of this research was to obtain empirical evidence to support a proposed reduction in the number of required parking spaces as stipulated by the City of Brampton's zoning by-law.

The research revealed that existing rent-geared-to-income (RGI) family tenants in Brampton had a car per unit ratio of 0.60 vehicles; for RGI senior tenants, the car per unit ratio was lower, at 0.33 vehicles. For family market tenants in our Brampton portfolio, the car per unit ratio was 0.93 vehicles. A similar trend was evident for senior market households as well; the car per unit ratio was 0.73 vehicles.

A similar analysis was undertaken for households on the waiting list for PNPHC units in Brampton. Family households categorized as deep core exhibited a potential car per unit ratio of 0.25 vehicles. Shallow core family households recorded a potential car per unit ratio of 0.45 vehicles. Family households on the total waiting list for market units had a car per unit ratio of 0.80 vehicles; similar to the ratio of existing market tenants in the PNPHC portfolio.

Clearly, the statistical evidence suggests that subsidized family tenants have a much lower demand for parking than family market tenants. In this respect, the 1.40 parking spaces per unit proposed for (iii) Beech Street project will still yield a comfortable margin. The 1.40 ratio will compensate for any short-term deficiency.

A requirement of the non-profit program, secured in a binding agreement for 35 years between the federal and provincial governments, is to maintain the 40-40-20 ratio of deep core, shallow core and market tenants in our new projects. This cannot be altered. At all times 80 percent of the units in our Beech Street project will house subsidized tenants.

Sincerely

for Peter R. Smith  
Commissioner of Housing and  
General Manager, PNPHC

VAD:ch



PARKING UTILIZATION - BRAMPTON PNPHC

	<u>Rent-Geared-To-Income</u>			<u>Rent -Geared-To-Market</u>		
	<u># of Units</u>	<u># of Cars</u>	<u>Ratio*</u>	<u># of Units</u>	<u># of Cars</u>	<u>Ratio*</u>
<u>FAMILY</u>						
One Bedroom	20	5	0.25	7	6	0.86
Two Bedroom	92	55	0.60	100	93	0.93
Three Bedroom	56	39	0.70	47	52	1.11
<b>Total</b>	<b>168</b>	<b>99</b>	<b>0.59</b>	<b>154</b>	<b>151</b>	<b>0.98</b>
<u>SENIOR</u>						
One Bedroom	46	15	0.33	33	24	0.73
Two Bedroom	3	2	0.67	16	15	0.94

Brampton Family Buildings  
 - The Conover  
 - Newhaven Manors  
 - Wedgewood Court

Brampton Senior Buildings  
 - Manorbridge

\* "Average number of cars per dwelling unit"

PEEL TOTAL

Family	Deep Core	769	164	0.21
	Shallow Core	231	79	0.34
	Non-Core	12	0	0.00
	Market	30	27	0.90
	Total	1,042	270	0.26
Seniors	Deep Core	143	35	0.24
	Shallow Core	80	27	0.34
	Non-Core	1	0	0.00
	Market	3	1	0.33
	Total	227	63	0.28
Total*	Deep Core	955	202	0.21
	Shallow Core	316	106	0.34
	Non-Core	14	2	0.14
	Market	35	29	0.83
	Total	1,320	339	0.26

\* Total includes disabled singles.

Source: Social Housing Management Information System (SHOMIS),  
PNPHC, November, 1987.

Total	Deep Core	253	63	0.24
	Shallow Core	83	36	0.43
	Non-Core	1	0	0.00
	Market	7	6	0.86
	Total	349	105	0.30

---

CALEDON				
Family	Deep Core	0	0	0.00
	Shallow Core	0	0	0.00
	Non-Core	0	0	0.00
	Market	0	0	0.00
	Total	0	0	0.00

Seniors	Deep Core	5	0	0.00
	Shallow Core	1	0	0.00
	Non-Core	0	0	0.00
	Market	0	0	0.00
	Total	6	0	0.00

Total*	Deep Core	5	0	0.00
	Shallow Core	1	0	0.00
	Non-Core	0	0	0.00
	Market	0	0	0.00
	Total	6	0	0.00

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NO MUNICIPAL PREFERENCE				
Family	Deep Core	230	21	0.09
	Shallow Core	103	10	0.10
	Non-Core	9	0	0.00
	Market	20	19	0.95
	Total	362	50	0.14

Seniors	Deep Core	28	1	0.04
	Shallow Core	32	4	0.13
	Non-Core	1	0	0.00
	Market	1	1	1.00
	Total	62	6	0.10

Total*	Deep Core	275	22	0.08
	Shallow Core	133	14	0.10
	Non-Core	10	0	0.00
	Market	22	21	0.95

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	Total	415	57	0.13
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# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

August 10, 1989

TO: The Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan  
and Zoning By-law  
Part of Lot 6, Concession 1, E.H.S.  
Ward Number 5  
637254 ONTARIO LIMITED  
Our file: C1E6.40

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1.0 INTRODUCTION

The application was submitted to the City Clerk and referred to staff by City Council on December 19, 1988 for a report and recommendation. Subsequent to a deferral requested by the applicant at the Planning Committee meeting of Monday, June 19, 1989, and a referral by Committee on July 10, 1989, the applicant has submitted a revised site plan, being the fifth version presented to staff.

2.0 PROPERTY DESCRIPTION AND SURROUNDING LAND USE

The subject property:

- is situated between Beech Street and June Avenue approximately 145 metres (475.72 feet) north of Queen Street East
- has a 55.693 metre (182.72 foot) frontage onto Beech Street and a 49.631 metre (162.83 foot) frontage onto June Avenue
- is rectangular in shape
- has a depth of 112.2 metres (368.11 feet)
- has an area of 0.566 hectares (1.4 acres)

- is occupied by 3 single family detached dwelling units fronting on June Avenue and 2 dwelling units fronting on Beech Street. The middle portion of the Beech Street frontage is vacant.

The surrounding land uses are as follows:

- NORTH: residential
- SOUTH: commercial
- EAST: residential
- WEST: open space - cemetery

3.0 OFFICIAL PLAN AND ZONING STATUS

- "Residential" (Schedule A)
- "High Density Residential" (Brampton North Secondary Plan, Amendment Number 145)
- designated "Residential Single-Family B (RIB)" (By-law 200-82, as amended)

4.0 PROPOSAL

The applicant is proposing:

- one, 13 storey apartment building having a gross floor area of 9,325 square metres accommodating 122 dwelling units with the following characteristics:
  - 61 one bedroom units
  - 61 two bedroom units
  - a 8.0 metre setback to Beech Street
  - a 13.10 metre north side yard setback
  - a 12.0 metre south side yard setback
  - 128 below grade resident parking spaces
  - 31 surface visitor parking spaces located to the rear of the apartment building
  - two accesses to Beech Street
  - 58 percent landscaped open space

The proposal is intended for purposes of the Peel Non-Profit Housing Corporation. To assist in the review of required parking spaces, the Peel Non-Profit Housing Corporation has provided data with respect to existing tenants as it relates to anticipated demand for parking.

5.0 COMMENTS

Public Works and Building Department

The Development and Engineering Services Division has advised as follows:

"The revised site plan seems acceptable from an engineering point of view, provided all the conditions including a storm drainage study, traffic study, 2.0 metre R.O.W. widening along Beech Street and site plan agreement are incorporated in the approval process.

Traffic Engineering Services Division advises a traffic study is required to assess road capacity and the necessary improvements required to support this development proposal and other future proposals in the area.

The Zoning and By-law Enforcement Division advised the proposal should be zoned R4A. The provisions of the R4A zone require a minimum side yard of 10 metres or half the height of the building. The side yards as shown are less than required. The rezoning, if approved, should also deal with the height regulation and the maximum floor space index. The parking spaces shown are less than required for rental units, or for condominiums.

Planning and Development Department

The Community Design Section has indicated that:

- the density is questionable
- front yard landscaping is not acceptable
- it is questionable whether parking requirements should be reduced for the reason of cost as it is uncertain where the overflow parking will be provided. A more indepth parking study should be undertaken.
- the rear yard parking layout should be revised to avoid dead ends
- the loading area as shown is questionable

- no consideration has been given to waste disposal facilities

The Planning Policy and Research Division advises the subject property is designated High Density Residential in the Brampton North Secondary Plan (Official Plan Amendment Number 145) which was recently approved by the Minister of Municipal Affairs.

With a yield of 122 dwelling units from the subject property, a development density of 219.8 units per hectare (88.9 units per acre) would be realized. Such a density is far in excess of the limit specified by the secondary plan which is 150 units per hectare (60.7 units per acre). The secondary plan also states that the City "shall encourage redevelopment proposals in the high density residential designation to contain bachelor and 1 bedroom dwelling units". The reasoning for this policy being the deficiency of public open space and recreation areas in the general area. The subject development only proposes 50% (61 units) of the 122 units as 1 bedroom dwelling units while no provision is made for bachelor units. Parking for this project would not meet current by-law standards.

It is the Division's understanding that Tornat has approached the Peel Non-Profit Housing Corporation regarding the assumption of this project for assisted housing. The interest of the Peel Non-Profit Housing Corporation in the subject development does not justify a development which far exceeds the densities permitted in the Official Plan and any other recently approved high rise developments in the City.

Community Services Department

Parks and Recreation have commented as follows:

- "1. We note that the density is in the vicinity of 89 units per acre. Confirmation as to whether or not this density complies with Brampton North Secondary Plan Amendment No. 145 should be indicated; however in any event, given the fact that there is insufficient area to provide an adequate conveyance of parkland, we recommend that the apartment building include a reasonable amount of indoor and outdoor recreation facilities and these should be indicated by the applicant and viewed by staff for acceptability.

2. Based on the foregoing, we are prepared to accept cash-in-lieu of parkland based on the formula of one hectare for 300 dwelling units.
3. Fencing - side yards of the entire property should be screened from abutting residents by a solid screen fence of at least 1.8 metres high.
4. A landscape plan for the entire property is required and it is noted that a lower standard of landscaped area has been provided. Therefore, the landscaping to be submitted should be of a high quality. Additionally, boulevard trees will be required on the Beech Street and June Avenue frontage.

We would reiterate that we have concerns about a thirteen storey building with one and two bedroom apartment units that denotes there will be families living in this highrise structure without benefit from any of the material we have so far received that they will have a high degree of private amenities available to them.

In reviewing the site plan I note that the landscaped open space is primarily at the extreme easterly end of the site which implies that children will be crossing the parking lot to get to the open spaced area. In my opinion, this is not good planning and completely disregards the safety of children.

I would recommend; therefore, that the applicants be required to provide both indoor and outdoor recreational facilities of a size and type suitable to accommodate the many families that will be living in this building.

I would further suggest that consideration be given to providing a portion of this building for a daycare centre because one can assume that there will be many single parent families and low income families who would find it very advantageous to have a daycare centre on site while they are working."

The Transit Department has no comments or concerns.

The Fire Department has no comments or concerns.

#### 6.0 Background

On Wednesday July 17, 1989 City Council referred the subject proposal back to staff with further direction to report back to the August 14, 1989 meeting of Planning Committee.



Since that time, the applicant re-submitted a concept site plan on July 31, 1989 to address several of the concerns raised in the planning report dated July 6, 1989.

The following chart illustrates the changes which have been made to the proposal by the applicant since the previous report:

REVISED CONCEPT SITE PLAN	CONCEPT SITE PLAN CONTAINED IN JULY 6, 1989 REPORT
● 31 visitor parking spaces	● 41 visitor parking spaces
● 128 resident parking spaces	● 106 resident parking spaces
● a 13.1 metre side yard setback to the north	● a 12.0 metre side yard setback to the north
● 58% landscaped open space	● 55% landscaped open space
● no garbage facilities	● garbage facilities
● no fencing provided	● fencing provided

Of particular importance and note is that the proposed density has remained unchanged at 89.0 units per acre.

#### 7.0 Discussion and Summary

Considering policies contained in the Official Plan and appropriate secondary plan, the principal concern, with respect to the proposed development, is density. This density issue has been raised with each submission presented by the applicant. In this regard, the Official Plan outlines the following density policies:

"The City may permit a variety of residential densities to a maximum of 173 units per net residential hectare (70 units per net residential acre)...the City may consider an increase in residential densities above 173 units per net residential hectare (70 units per acre) in or adjacent to the Four Corners area as shown on Schedule "F" or in the vicinity of the Bramalea City Centre in accordance with the policies in the relevant secondary plan."

Similarly, the secondary plan for the subject property indicates the following development criteria also pertaining to density:

"(i) residential development shall not exceed a net residential density of 150 units per net residential hectare."

The applicant's primary argument in support of the application at the density proposed is that the project is scheduled for development as non-profit housing. In addition, the applicant notes that the project:

- would provide a much needed opportunity to develop a mix of uses including seniors, singles and small families
- is well served by public transit

For the purpose of this application, the density should be considered in light of the Official Plan and Secondary plan density policies noted above.

The 122 unit development is situated on 5550.8 square metres of net residential land area (1.372 acres) which yields:

- a density of 219.8 units per net hectare (89 units per net acre)
- a floor space index of 1.68

Since the property is removed from the Four Corners area and the Bramalea City Centre, a consideration to increase the density beyond 70 units per acre is inappropriate and inconsistent with Official Plan policies. In addition, the secondary plan for the area is specific regarding the permitted density of 60 units per acre, whereas the applicant is proposing a density which is one and a half times this amount. The interest in the property by the Peel Non-Profit Housing Corporation does not justify a density exceeding the densities permitted by the Official Plan and other recently approved high rise developments in the City. From a planning perspective there is no reason to utilize this small site and impose an excessive number of dwelling units resulting in a sizable departure from the intent of the secondary plan.

Another argument, presented by the applicant addresses the mix of uses including seniors, singles and small families, which is not appropriate in light of the following secondary plan policy:

"The City shall encourage redevelopment proposals in the high density residential designation to contain bachelor and one bedroom dwelling units."

The reasoning behind the bachelor and one bedroom units was to encourage "non-family" type dwelling units and therefore minimize the number of children in light of the recognized deficiency of public open space and recreational facilities in the area. The two bedroom units may aggravate this situation, particularly since the Peel Non-Profit Housing Corporation anticipates 77 children based on the proposed unit mix. At the same time, it is noted that the concept site plan illustrates 50 percent of the dwelling units as one bedroom units with no allocation for bachelor type units. Consequently, the unit mix, recognized by the secondary plan, has not been fully considered. For the purpose of the Peel Non-Profit Housing Corporation, the applicant contends the proposed project represents the right mix of one and two bedroom units for this area of Brampton. Staff is not questioning the Corporation's unit mix, but it is evident that the secondary plan policies were established in an attempt to discourage or limit the number of families, recognizing the lack of amenities in the area.

In further recognition of deficient open space and recreational facilities, the secondary plan also maintains the following:

- "3.2.1 As a condition of approval for any redevelopment project, the City shall avail itself of the cash-in-lieu of parkland dedication requirement, in accordance with City policy. Such cash-in-lieu requirement shall be utilized to enlarge or improve existing open space and recreation facilities in the area. Proponents of redevelopment schemes shall be required to provide on-site recreational amenities in conjunction with residential uses."

With regard to the foregoing, it is apparent that no indication has been made on the concept site plan which should illustrate the above noted recreational amenities. Considering the unit mix proposed, a broad range of recreational facilities should be established.

The applicant also suggested that the density, as proposed, is acceptable on the basis of close proximity to public transit. This argument is irrelevant to density requirements and not a basis upon which to consider development of this intensity.

It is clear from the foregoing discussion regarding the issues of density and unit mix, that the proposed development does not meet the requirements of the Official Plan and secondary plan. Considerable changes are warranted which involve a significant density reduction or alternatively that additional land be acquired for the 122 unit apartment building. Such changes may dictate that the project is uneconomical from the Peel Non-Profit Housing Corporation's perspective. While staff recognize City's policy to support the efforts of the Peel Non-Profit Housing Corporation, a development of this density is unacceptable in recognition of the above noted Official Plan and secondary plan policies. Therefore, the development, as proposed, cannot be supported from a land use planning perspective.

With regard to the design of the subject proposal, staff have concerns regarding:

- parking
- setbacks
- floor space index and landscaped open space

Most of the foregoing aspects of the proposal do not meet current City standards and are further addressed below.

#### Parking

The applicant is proposing a total of 159 parking spaces for the high rise apartment. Thirty-one visitor surface parking spaces are envisaged. On this basis, the visitor parking equates to 0.25 spaces per unit, consistent with a well accepted visitor parking standard. As a result, it appears that sufficient visitor parking spaces will be available. The resident allocation of 1.05 parking spaces per dwelling unit or 128 parking spaces for 122 dwelling units is not consistent with the City's standard parking requirements for residential developments. For purposes of rental units, the apartment requires a total of 183 spaces of which 155 would be resident spaces while on the basis of condominium units 244 spaces would be required of which 214 spaces would be for residents. Consequently, on the basis of a rental development, a deficit of 77 parking spaces is realized and if considered for condominium tenure, a parking deficit of 138 results.

The applicant has argued the parking allocation is justified given the interest of the property by the Peel Non-Profit Housing Corporation. In particular, a letter received from the Peel Non-Profit Housing Corporation indicates that the applicant is seeking 1.4 parking spaces per unit consisting of 1.2 tenant spaces and 0.2 visitor spaces. Under this scenario, 171 parking spaces would be realized which exceeds the 159 spaces proposed by the applicant. Therefore, it is assumed that the applicant is not specifically requesting 1.4 parking spaces per unit. However, data provided by the Peel Non-Profit Housing Corporation also revealed anticipated parking demand from client households on their waiting lists by considering the average number of cars per dwelling unit for one and two bedroom apartments, ie. 0.86 for one bedroom and 0.94 for two bedroom units. It appears, using their data, that on an arithmetic average basis a total of 110 resident spaces are realized. A visitor parking standard of 0.25 spaces per unit or 31 spaces could still be accommodated on the site and the concept site plan is conducive to locating those 31 visitor spaces above ground as illustrated. Under this scenario, 18 additional resident parking spaces are available underground.

While the above scenario has been provided by the Peel Non-Profit Housing Corporation, the parking standards do not reflect those required through the zoning by-law. Staff is therefore concerned that the inability to provide sufficient on-site parking spaces, particularly for the residents, may result in vehicles parking on Beech Street and June Avenue, or in unauthorized areas of the property such as the landscaped open space areas, which is not a suitable arrangement.

#### Setbacks

The proposed side yard widths are inconsistent with current zoning standards respecting apartment buildings. The 35 metre high apartment building requires a 17.5 metre sideyard setback according to a standard R4A zone, whereas only 13.1 metres are shown to the nearest north side lot line, while approximately a 20.0 metre setback occurs on the most northerly lot line. The 8.0 metre front yard setback from Beech Street is consistent with the R4A zone, although the access driveway abutting the property line should be redesigned to accommodate a landscaped strip along the Beech Street frontage.

Floor Space Index, and Landscaped Open Space

The floor space index translates to 1.68, whereas a maximum floor space index of 1.0 is generally a well accepted standard. The minimum landscaped open space area for the proposal should be 60 percent of the lot area, whereas 58 percent is available. Staff notes that the lot coverage of 13.7 percent is acceptable on its own merits but this has been achieved at the expense of excessive density and a higher than average floor space index and a building height of 35 metres.

If this application is considered for approval, then a stormwater drainage/management study and a traffic study will be required to assess sewer and road capacity prior to the enactment of an implementing zoning by-law. Staff, however, are of the opinion that the density matter, as an Official Plan amendment requisite, must be resolved, prior to consideration of these studies or consideration of the proposal for approval.

It is clear from the foregoing discussion, regarding the concept site plan submitted in support of the application, that the density issue is an outstanding concern and that parking does not meet City standards.

8.0 RECOMMENDATION

It is recommended that Planning Committee recommend to City Council that staff be directed in accordance with Council's decision regarding the application to amend the Official Plan and zoning by-law.

Respectfully submitted,

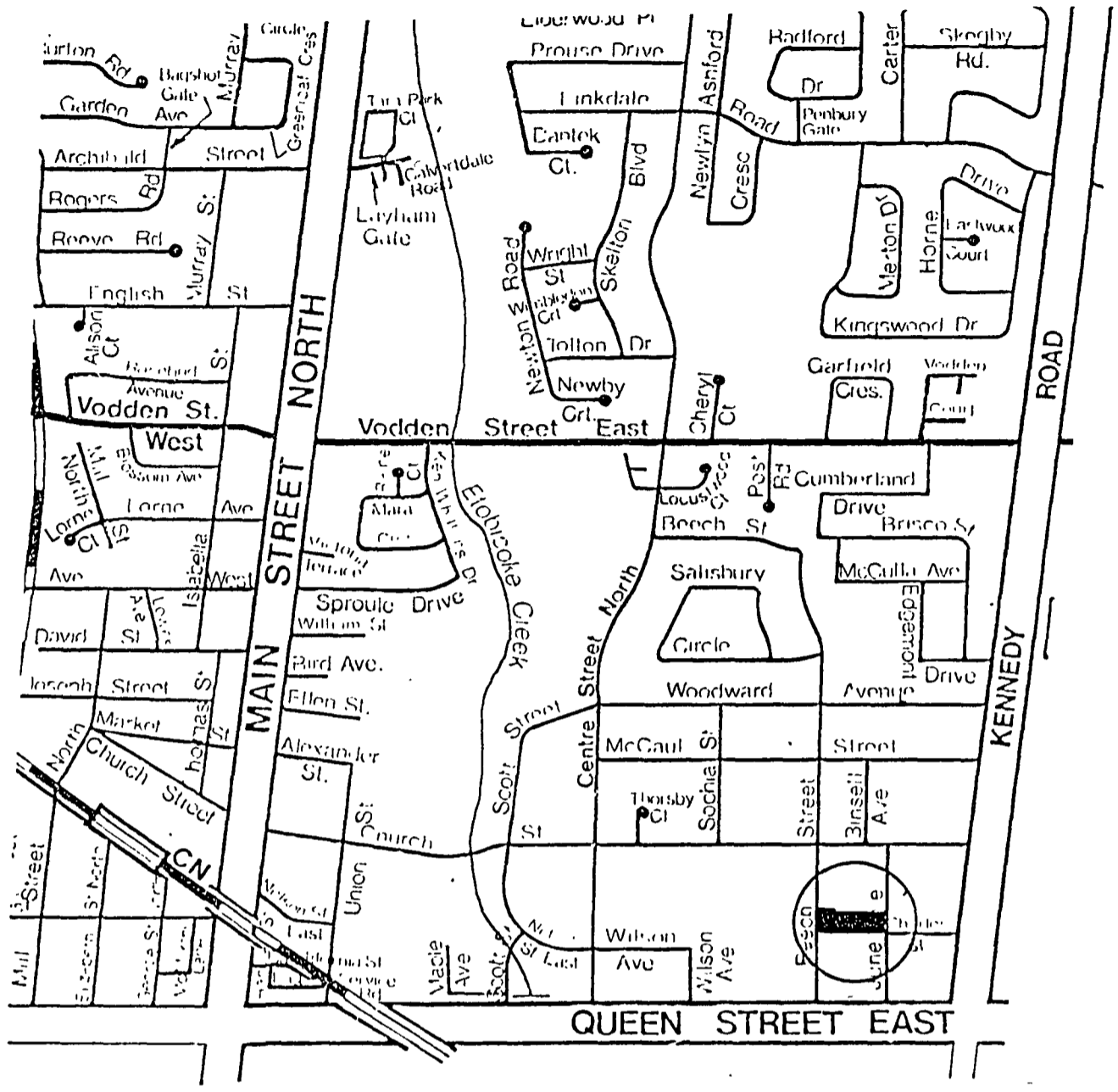
Kathy Ash  
Kathy Ash, M.C.I.P.  
Development Planner

AGREED:

F. R. Dalzell  
F. R. Dalzell, Commissioner  
of Planning and Development

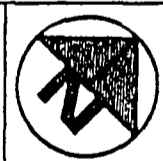
L.W.H. Laine  
L.W.H. Laine, Director,  
Planning and Development  
Services

KA/bem/icl



LOCATION MAP

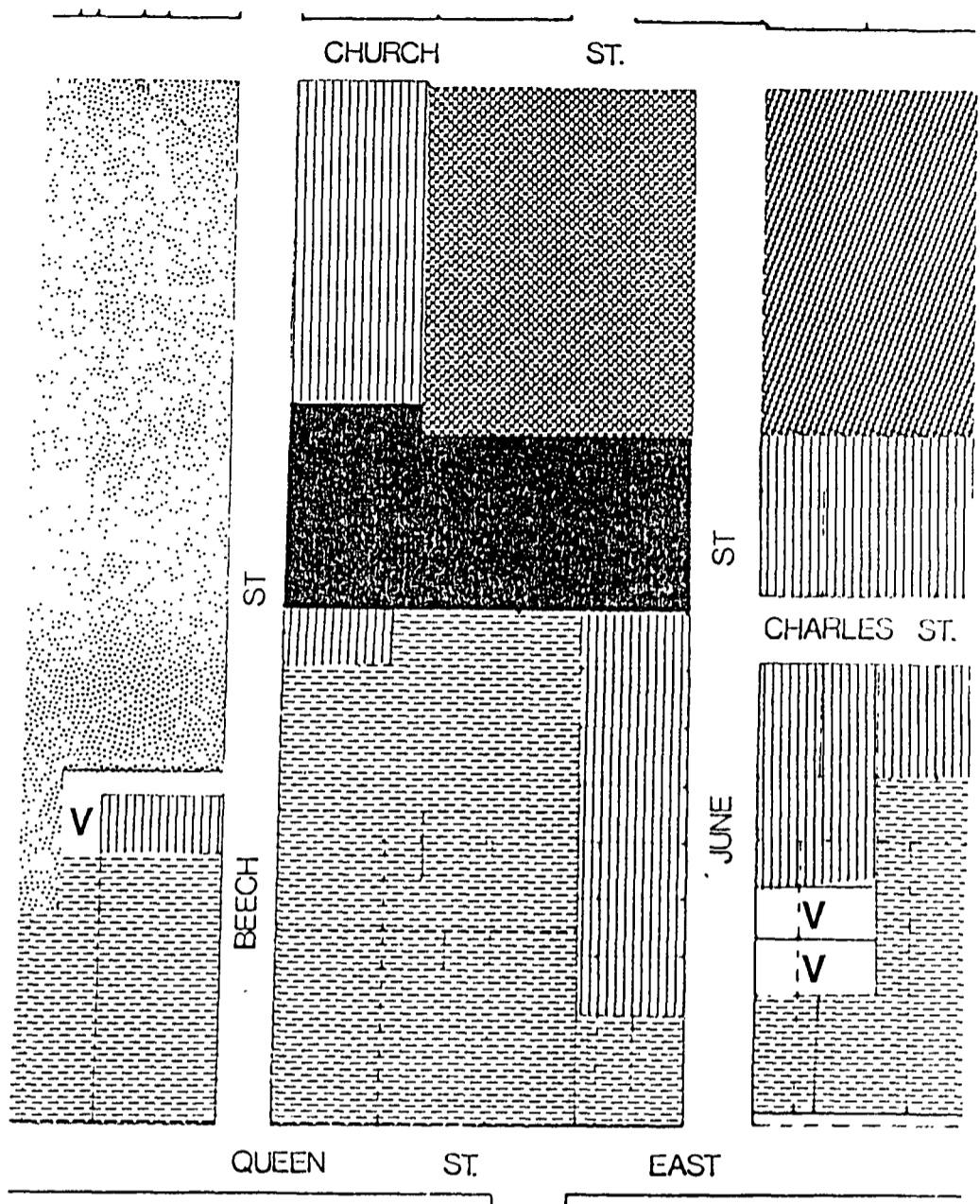
637254 ONTARIO LTD.









**CITY OF BRAMPTON**  
 Planning and Development

Date: 88.10 25 Drawn by: J.K.  
 File no. CIE6.40 Map no. 43-85A

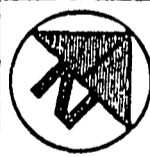
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-  CEMETERY
-  LOW DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  COMMERCIAL
-  VACANT
-  SUBJECT PROPERTY

LAND USE

637254 ONTARIO LTD.



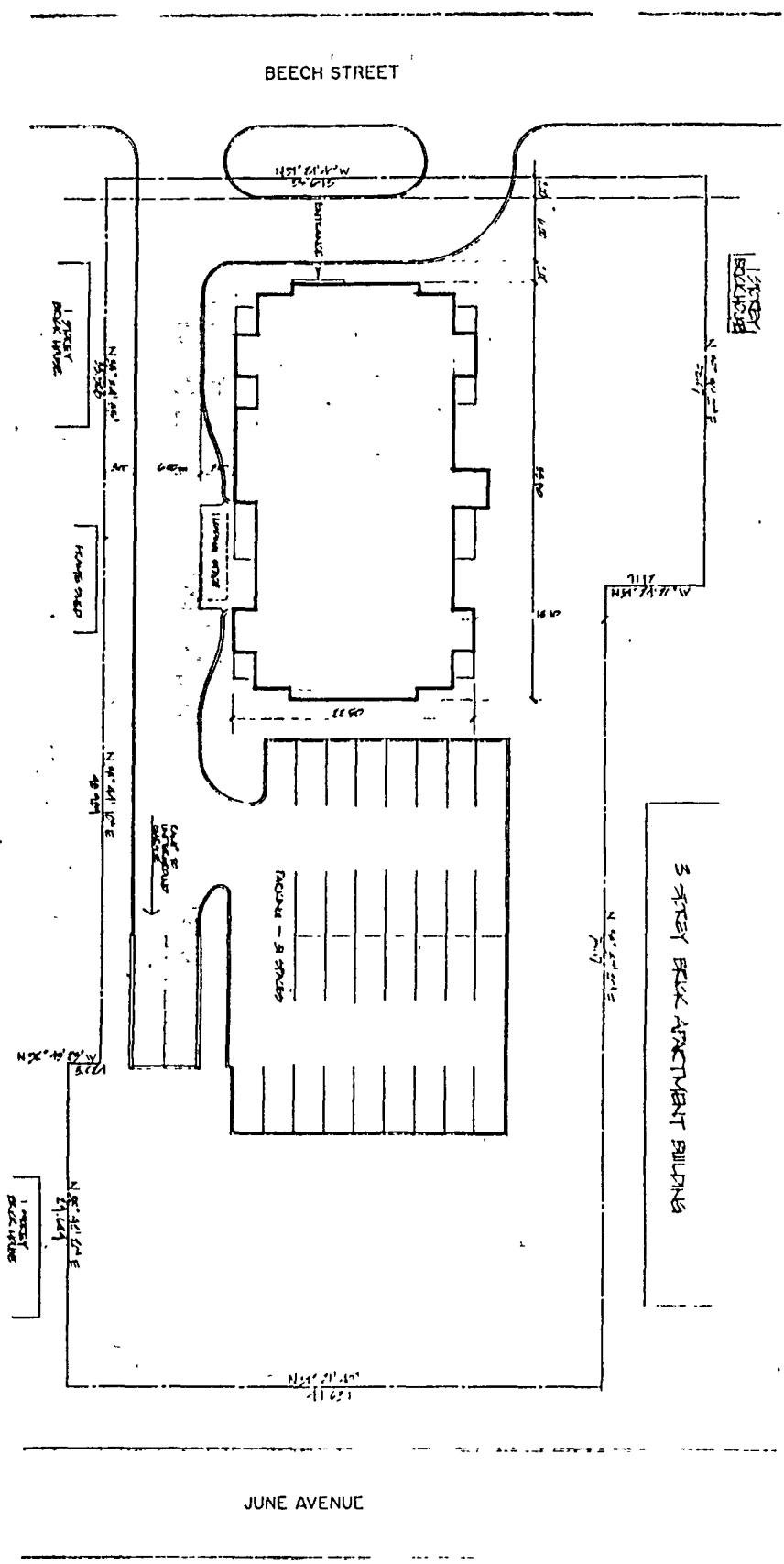
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**CITY OF BRAMPTON**  
 Planning and Development

Date: 88.10.25 Drawn by: J.K.  
 File no. CIE6.40 Map no. 43-85B

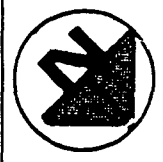


H2-14



637254 ONTARIO LTD.

CONCEPT SITE PLAN



1:660

**CITY OF BRAMPTON**  
 Planning and Development

Date: 89 08 01 Drawn by: K.M.H.  
 File no. CIE6.40 Map no. 43-85C

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning &amp; Development

September 11, 1989

TO: Chairman and Members of Planning Committee

FROM: Planning and Development

RE: Application to Amend the Official Plan  
and Zoning By-law  
Part of Lot 6, Concession 1, E.H.S.  
Ward Number 5  
637254 ONTARIO LIMITED  
Our File Number: C1E6.40

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The notes of the Public Meeting held on Wednesday, September 6, 1989 with respect to the above noted application are attached for the information of Planning Committee.

Approximately 60 members of the public were in attendance. The concerns raised at the public meeting can be summarized as follows:

- the proposal does not conform with the secondary plan or zoning by-law with respect to height, density, type of units, setbacks, recreational facilities, landscaping, garbage storage, floor space index and parking;
- traffic on Beech Street already at capacity and this development may require traffic lights at Beech Street and Queen Street East;
- decreased property values;
- limited recreational facilities in the area; where will the children play?
- entire area concerning OPA 145 should be zoned; not just a few properties at a time;

Several members of the public offered the following supportive comments:

- proposal is well landscaped, suitable height, well set back from the street and parking is adequate for the needs of The Peel Non-Profit Housing Corporation (PNPHC);
- there is a need for affordable housing in Brampton i.e. 2000 people on a waiting list;
- PNPHC is recognized as an excellent landlord with high standards;
- there will not be a large number of children.

A few letters of objection, attached, have been received, however, the comments outlined in two of these letters relate to one of the previous site plans submitted by the applicant, whereby townhouse units were also proposed.

The subject application was approved in principle by City Council at its meeting held on August 23, 1989 without any attached development conditions. If Council recommends approval of the development, then several development conditions should be considered. In particular, policy 3.4.1 of the secondary plan for the area outlines the following requirement:

"3.4.1 Stormwater Management

In the processing of individual development proposals, the City may require a comprehensive stormwater management study for the approval of the City and the Conservation Authority prior to the enactment of an implementing zoning by-law amendment. As a condition of development approval, redevelopment proponents shall equitably contribute to the cost of any area based stormwater management study."

Considering the proposed density as a result of this development, staff is of the opinion that a stormwater management plan should be conducted to ascertain if an upgrade to the stormwater management system is warranted. This requirement has been acknowledged through the City's Public Works and Building Department.

Since it has not been determined whether the existing road network could accommodate additional traffic within the vicinity of the subject development, a traffic study is required to assess road capacity. Any necessary road improvements required to support this development proposal and other future proposals in the area should be incorporated in the development agreement.

With respect to site details, these have been addressed in the August 10, 1989 Planning Report. The location of the circular driveway abutting the property line, as widened, is not appropriate. In this regard, it is recommended that a 3.0 metre wide landscaped strip be provided along the Beech Street frontage, except at the driveway locations.

RECOMMENDATION

Although staff did not support the subject proposal, City Council did approve it in principle. In light of this development, the following resolution is provided for Planning Committee's consideration should they wish to support the proposal:

- (A) the notes of the Public Meeting be received.
- (B) that the application be approved subject to the following conditions:
  - 1. An amendment to the secondary plan will maintain the high density residential designation which shall include the establishment of appropriate development policies in recognition of the surrounding land uses.
  - 2. Prior to the enactment of the implementing zoning by-law, the applicant shall undertake:
    - a) a comprehensive stormwater management study to the satisfaction of the Commissioner of Public works and Building and The Metropolitan Toronto and Region Conservation Authority;
    - b) a traffic study to assess road capacity to support this development proposal and other future proposals in the area to the satisfaction of the Commissioner of Public Works and Building, and
    - c) to enter into a development agreement with the City which shall address the items in condition (B)5 below.
  - 3. The site specific zoning by-law shall be zoned R4A and shall include the following provisions:
    - a) the site shall only be used for an apartment building;
    - b) the minimum lot width shall be 45.0 metres;

- c) the minimum front yard depth (assuming Beech Street as the frontage) shall be 11.0 metres;
- d) the minimum side yard width shall be 12 metres;
- e) the maximum building height shall be 13 storeys;
- f) the maximum gross floor area shall not exceed 9325 square metres;
- g) the maximum floor space index shall not exceed 1.69;
- h) the minimum landscaped open space shall be 58 percent of the lot area;
- i) a minimum of 1.3 parking spaces shall be provided per dwelling unit which shall include 0.25 parking spaces per unit as above ground visitor spaces;
- j) the maximum number of dwelling units shall not exceed 122.

4. The site plan shall be amended to include:

- a) a minimum 3.0 metre wide landscaped strip abutting the widened limit of Beech Street;
- b) locations of waste disposal facilities;
- c) removal of the dead end parking arrangement of the above ground parking spaces, and
- d) location and layout of the underground parking garage.

5. Development of the site shall be subject to a development agreement and the development agreement shall contain the following:

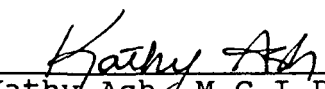
- a) the applicant shall agree to carry out or cause to be carried out the recommendations of the reports contained in conditions B.2a and B.2b above at his expense;
- b) prior to the issuance of a building permit, a site development plan, a landscape and fencing plan including boulevard treatment; building elevation and cross section drawings, a grading and drainage plan, an engineering and servicing plan, a fire protection plan and

road works plan shall be approved by the City and the appropriate securities shall be deposited with the City to ensure implementation of these plans in accordance with the City's site plan review process;

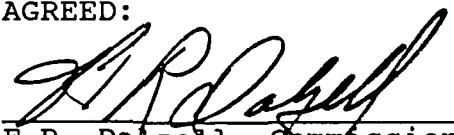
- c) all lighting on the site shall be designed and oriented so as to minimize glare on adjacent roadways and properties;
- d) prior to the issuance of any building permits, the applicant shall provide a plan showing the location and type of indoor and outdoor recreation facilities for the property to the satisfaction of the Commissioner of Community Services;
- e) the applicant shall agree to pay cash-in-lieu of parkland conveyance in accordance with City policy in an amount applicable for the development;
- f) the applicant shall agree to pay all applicable Regional and City levies in accordance with the Region's and City's contribution policy;
- g) the applicant shall agree to erect a solid screen fence 1.8 metres in height in locations to the satisfaction of the Commissioner of Planning and Development.
- h) the applicant shall agree to convey a 2.0 metre wide road widening along the Beech Street frontage where it abuts the site.

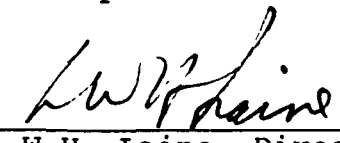
(C) Staff be instructed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,

  
 \_\_\_\_\_  
 Kathy Ash, M.C.I.P.  
 Development Planner

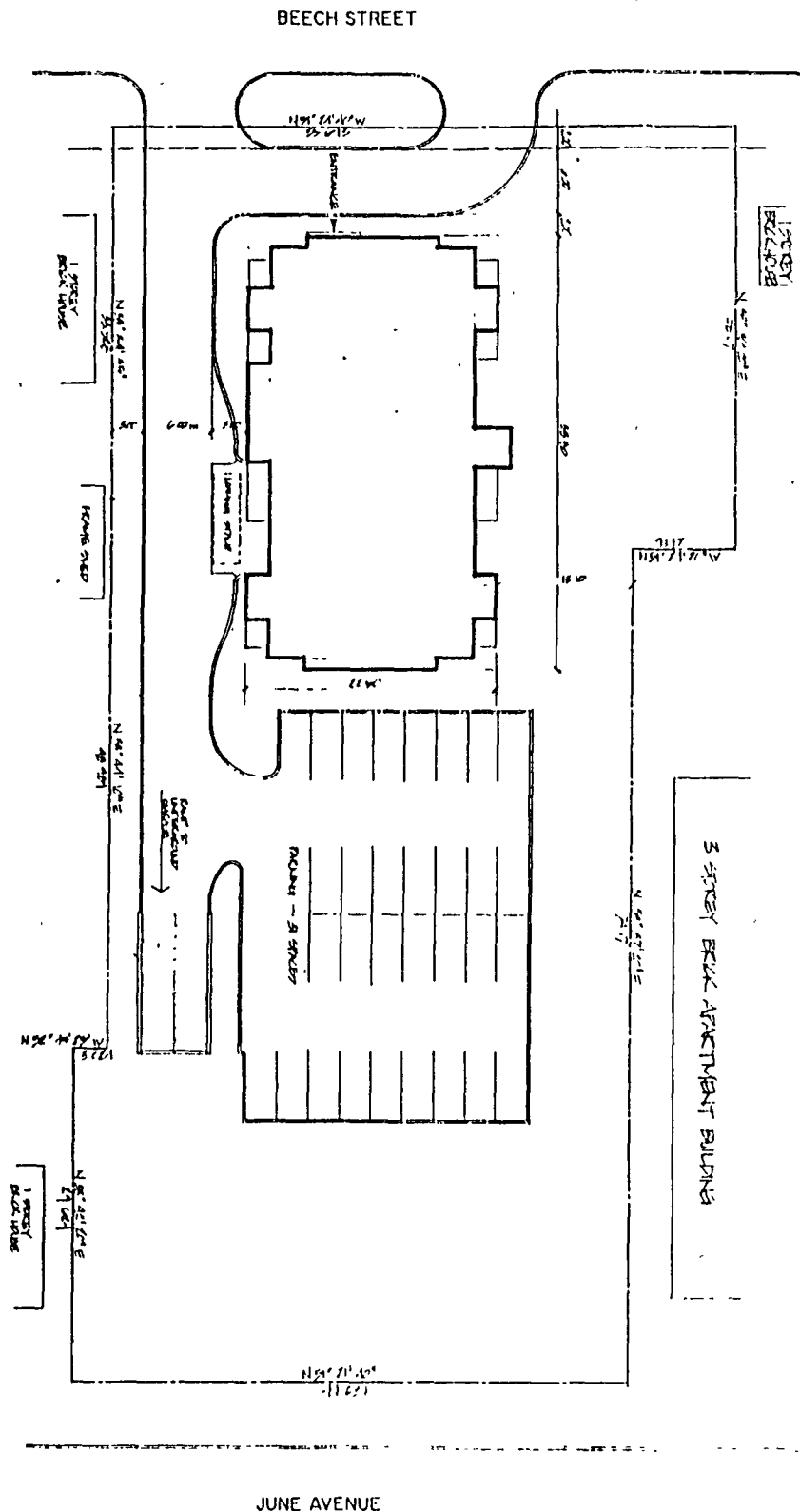
AGREED:

  
 \_\_\_\_\_  
 F.R. Dalzell, Commissioner,  
 Planning and Development

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

KA/am/icl

F3-6



637254 ONTARIO LTD.

CONCEPT SITE PLAN



**CITY OF BRAMPTON**  
 Planning and Development

1:660

Date: 89 08 01 Drawn by: K.M.H.  
 File no. CIE6.40 Map no. 43-85C

A Special Meeting of Planning Committee was held on Wednesday, September 6, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:36 p.m., with respect to an application by 637254 ONTARIO LIMITED (File: T2W14.6 - Ward 4) to amend both the Official Plan and the Zoning By-law to permit the construction of a 13 storey apartment building containing 122 dwelling units.

Members Present: Alderman A. Gibson - Chairman  
Councillor F. Russell  
Councillor F. Andrews  
Alderman S. Fennell  
Alderman L. Bissell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development  
J. Marshall, Director of Planning Policy and Research  
L. Laine, Director, Planning and Development Services  
K. Ash, Development Planner  
C. Brawley, Policy Planner  
E. Coulson, Secretary

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Approximately 56 interested members of the public were present.

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

Mr. Marshall replied in the affirmative.

Mrs. Ash outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mr. W. Hodgson, 15 June Avenue, asked if rezoning of the subject site would mean rezoning for adjacent properties.

- cont'd. -



Mr. Marshall responded that adjacent properties would remain as designated; rezonings occurring as applications are submitted and approved by City Council.

Mr. Alan Downey, representing the owners of 40 Beech Street, stated objection to the proposal and expressed concerns relating to: non-conformity with the relevant Official Plan Amendment #145; outstanding traffic study; "stop-gap" solution to affordable housing; the appropriateness of the location for the proposed use; access onto Beech Street only; sufficiency of available services; precedent setting and the effect on future development and permitted density in the area; parkland cash-in-lieu, commercial use on the ground floor, the types of units and the applicant's intentions to develop the site as proposed (see attached submission).

Rhoda Lakater, representing her mother, a senior citizen, owner of property at 36 Beech Street, commented on the owner's forty year contribution to the community and expressed concern relating to the probability of an additional 244 cars in the vicinity, which would intensify existing traffic problems; the probability of an additional 244 persons living on such a short street; availability of children's play areas and the distance to schools; the height of the proposed building which is double the height of the other buildings in the area, creating an eyesore; noise levels in addition to that generated from Queen Street business establishments; loss of privacy and devaluation of area properties. She requested that the proposal be rejected to protect the interests of 40 year tax paying residents of the area and because the development benefits only the developer.

Mr. Anthony Ferracuti, of Kelton & Lacka, representing the applicant, referred to higher density apartments in the Bramalea area; the additional parking and landscaping proposed to accommodate the Peel Non-Profit Housing standards; consideration of the appropriateness of the subject site for the proposed use and the applicant's intentions towards the development proposal proceeding. He requested that the application be approved, noting that the

- cont'd. -

proposal conforms to the constraints of the Planning Department, and is a very reasonable proposal, which will blend into the area very well and respond to the urgent demand for affordable housing.

Mr. Wayne Stokes, 4 Greentree Drive, questioned the ability of the residents in Peel Non-Profit Housing to be able to afford the number of vehicles previously mentioned and said he cannot believe such objection to the proposal as he is hearing. He pointed out the available amenities, such as recreational facilities at the Rosalea Arena, proximity of the high school and the attractive appearance of the proposed use of the site. Also, he stressed the very urgent need for affordable housing in Brampton.

Mr. F. Bennett, Church Street, commented on the zoning designations in the overall plan for the area.

Mr. Marshall explained that the designations in Official Plan #145 resulted from a Secondary Plan Study of the area for redevelopment for high rise and commercial development, however, he noted that the Official Plan amendment can be amended to permit approved development.

Mr. Bennett noted that five houses on Beech Street will be trapped, therefore, the whole block should be rezoned. Also, he referred to the blocking off of Charles Street.

Mr. Marshall explained the planning process, the Secondary Plan, the closing off of streets when necessary, rezonings and designation changes to the Official Plan when appropriate, and the site specific nature of the proposed redevelopment. He noted that Council Policy does not approve "carte blanche" rezoning, as it would take away powers of Council to control the details of development in the area.

Mr. Roger Maloney, Director, Housing Operations, Peel Non-Profit Housing Corporation, expressed support for the proposal. He outlined the progress Peel Non-Profit Housing is making in the urgent, high demand for affordable housing, the high standards adhered to and accommodation requirements of single persons, single parents, senior citizens, families, etc. He noted that Peel Non-Profit Housing is not a fly-by-night operation, that there are ten projects in Brampton now in progress and that they will be here for a long time. Also, he noted the day care facilities in the Region of Peel, the availability of major tours of projects to view the high

- cont'd. -

standards adhered to and the provision of managers to deal with any problems that may arise. Further, he explained the Transfer Policy, which works very well, in that the exit survey shows 35% of the residents bought houses when they moved out, so it is not a stagnant operation. Also, he informed that the Ministry of Housing Study shows that Peel Non-Profit Housing does not result in devaluation of adjacent properties in the Region of Peel.

Mr. W. Hodgson expressed concern relating to his property becoming encircled by high density housing and commercial properties, and asked for rezoning of the remaining property in the Secondary Plan area.

Mr. Marshall explained the problems related to a "carte blanche" rezoning of an area and the necessity to retain zoning powers to force the kind of assemblies of development that are beneficial to the City. He noted that if only a building permit was required, there would be no public meeting held for public input.

Mr. D. McMullin, representing the Canadian Auto Workers at 6 Beech Street, said he has concerns with previously expressed issues, and commented that members of the C.A.W. work in Brampton and have the right to affordable housing in the area. He pointed out the highly significant increase in rent, resale value, the price of new homes, the number of single parents which has doubled in recent years and the urgent need for affordable housing, consistent with wages, which have not increased at the same rate. He referred to new times and new conditions, which may not meet the requirements of the old standards, however, this proposal will add to the area and provide the currently required affordable housing development. Also, he voiced support for the Peel Non-Profit Organization, as being the finest in the Country. He pointed out that for the City to grow, reasonable housing should be provided for the working people or they will go elsewhere. He asked Council to please approve the project, as it is urgently needed by many auto workers, and other employed residents who cannot be at the meeting to speak for themselves.

Mr. Downey said there is a need for affordable housing, however, the rules set out in Official Plan Amendment #145 will be changed within a few months of having it approved, so why make rules and not follow them. He said that perhaps a new Official Plan Amendment

for the whole area is needed, and suggested that another area be designated for affordable housing projects.

There were no further questions or comments and the meeting adjourned at 8:40 p.m.

F3-12

City of Brampton,  
PLANNING DEPT.  
DEC - 7 1988 Rec'd  
CIEG 40

32 Beech St.  
Brampton, Ont.  
L6V 1V1  
Nov. 27, 1988

Ms Kathy Ash  
Development Planner  
150 Central Park Drive  
Brampton, Ont  
L6T 2T9

Dear Ms Ash:

This letter is to follow up on our telephone conversation that we had a couple of weeks ago regarding the planned development for the property at 30 Beech St.

As you will remember, I was quite concerned about the townhouses that are being planned for that area. I don't feel that Beech St. can handle the traffic that an apartment building and townhouses would create. As it is, it can hardly accommodate the traffic that is created now, with the beer store and the Union Hall, the chicken franchise and the bowling alley, that are situated at the end of the street. Whenever there is an Union meeting or a bowling tournament and cars are parked on the street, it is unsafe to meet oncoming traffic. Also, it is almost impossible to make a left turn onto Queen St. from Beech St. at any but the slowest times of the day.

I also feel that townhouses would bring children into the area that would have no place to play but the street as there are no parks or play areas in the vicinity. With having the cemetery directly across the street, enough vandalism is created to necessitate regular patrolling by officers. Bringing such an influx of people in our area couldn't help but devalue the property that we have worked so long and hard to improve and maintain.

Our family hopes that you will be able to take these concerns into consideration when the plans are presented to council for approval.

Yours sincerely,

*Harold Valentin*

881208 HA

William Cook  
 34 Beech Street  
 Brampton, Ontario  
 L6V 1V1

October 28, 1988

Kathy Ash M.C.I.P.  
 Development Planning  
 City of Brampton  
 Brampton, Ontario

City of Brampton PLANNING DEPT	
Date	NOV 2 - 1988 rec'd
File No.	?
C/E 6.40	

Dear Ms. Ash:

My name is William Cook and I am writing this letter to formally oppose the proposal to build townhouses on Beech Street between Queen Street and Church Street facing the Brampton Cemetery.

My wife Eileen and I feel that this type of housing development is going to devalue our property. In addition, this proposed development will increase traffic on the street as well as create additional parking problems.

A study of this street will show that there is already quite a bit of traffic congestion due to the Brewers Retail Store, the U.A.W. hall and the bowling alley. Please review this area very carefully because it is now the center of our city, and townhouses are not good planning for this area.

Sincerely,

William Cook

*William Cook*

Eileen Cook

*Eileen Cook*

1/11

L6V 1V1 20 Beech St., Brampton, Ont.  
August 21 1989

City of Erampton  
PLANNING DEPT.  
Date AUG 29 1989  
File No. C. E. 6.40  
Rec'd

Ladies & Gentlemen:

I wish to express my concern with respect to the proposed 13-story 122 apartments building on Beech St.

I have been a resident of Beech Street for nearly 50 years, during which time the residents have enjoyed the privilege of living in selective neighborhood.

With a pending change to take place in the near future, the environment will be greatly changed, the result being inadequate recreational facilities for the 77 children who will be residing in the new apartment. There always has been a lack of park land and the new proposal certainly will not improve matters.

The cemetery being in the immediate area does not make it conducive to the activities of teenagers.

I thank you for your consideration in this matter.

Yours truly

*(Mrs) Lou Calvert*

(Mrs) Lou Calvert.

C. E. 6.40

The attached are for the  
that have been located at the  
your particular for the  
Brompton. We have become

your unconditional offer  
this high density  
plan for the entire base  
pay which there is a  
regulator in the area

and taking of any  
project. There will be  
to the separate planning  
apartment buildings on  
Beck Street.

Dear Sir

Subject: *Development* - *Beck St*

City of Brompton  
150 Central Court Drive  
Brompton Ontario  
L1T 2T9  
City Clerk

REG. No. 538  
FILE No. 0100.10

JAN 23 1989

RECEIVED

January 17, 1989



integral part of this area; my wife has served  
as a volunteer for many years at Paul  
Memorial Hospital. I have served in a  
Neighborhood Watch Captain since its inception  
on Beech Street and we both belong to  
several other organizations in this area.

If the City is planning high  
density buildings for this location, we  
will have no alternative other than to  
locate elsewhere, therefore, your assistance  
in publicizing these proposals will be  
sincerely appreciated.

Yours truly,  
Adam

Adam R. Smith

ADAM & MARGE SMITH  
107 BEECH ST.  
BRAMPTON, ONT.  
L6V 2Z2

- 1-
- INTRODUCTION.
    - AL DOWNEY
    - REPRESENTING THE OWNERS OF 40 BEECH
  - OVERVIEW OF APPLICATION
    - OBTAINED STAFF REPORT
    - READ COPY OF OPA H/S
    - TALKED TO P.N.P. BOARD
    - FIFTH SUBMISSION
    - DOES NOT COMPLY WITH
      - ~~THE~~ HEIGHT RESTRICTION
      - DENSITY RESTRICTIONS
      - TYPE OF UNITS - BACHELOR & ONE-BEDRM
      - SET-BACKS
      - PARKING REQUIREMENTS
      - LANDSCAPE REQUIREMENTS
      - PROVISION OF RECREATIONAL AMENITIES
      - SAFETY CONCERNS.
      - ~~COMMERCIAL~~
      - GARAGE ~~STORAGE~~ STORAGE FACILITIES.
      - FENCING REQUIREMENTS
      - FLOOR SPACE INDEX ~~RESTRICTIONS~~ RECOMMENDATIONS
      - ZONING ADMNT REQUIRED.
      - O.P. REQUIRES ADMENDMENT.

$\frac{\text{GROSS FLOOR}}{\text{LOT AREA}}$

- IT IS INCOMPREHENSIBLE THAT CITY COUNCIL HAS CHOSEN TO PERMIT AN APPLICATION THAT IS SO DEFICIENT IN ALL ASPECTS, WITH A IMPENDING TRAFFIC STUDY REQUIREMENT OUTSTANDING, TO BRING THIS APPLICATION TO PUBLIC HEARING. IF YOUR INTENT IS TO HEAR OUR OPINION IT IS NOT A SURPRISING NO.

- IN TRYING TO UNDERSTAND YOUR MOTIVATION IN PERMITTING THIS APPLICATION TO COME TO PUBLIC HEARING, WE CANNOT ~~SEE~~ THE ARGUMENT THAT MAKE SUBSIDIZED ~~AGREE~~

F318

RENTAL HOUSING IS OF PRIMARY IMPORTANCE. ANY PLANNER (IF YOU WOULD LISTEN TO THEM) WOULD TELL YOU THAT THIS IS ONLY A STOP-GAP SOLUTION TO AN AFFORDABLE HOUSING ISSUE, THIS IS WHERE WE SHOULD CONCENTRATE OUR EFFORTS.

EVEN WITH THIS NEED, IS IT APPROPRIATE TO INTRODUCE THIS INTO AN EXISTING 40 YEAR OLD RESIDENTIAL COMMUNITY.

PERHAPS EFFORTS TO INTRODUCE THIS TYPE OF DEVELOPMENT INTO NEW SUBDIVISION PLANS SHOULD BE ATTEMPTED. <sup>BEFORE APPROVING IT</sup> <sup>HERE</sup> NO WHERE IN THE CITY IS THIS TYPE OF DENSITY BEING CONSIDERED OR HAS BEEN BEFORE.

I HESITATE IN COMMENTING ON THIS PLAN BECAUSE OF ITS EXTENSIVE LIST OF DEFICIENCIES IN THAT COUNCIL WILL ONLY ATTEMPT TO RECTIFY THOSE PROBLEMS WHICH HAVE BEEN RAISED, ~~OR MAYBE YOU WON'T~~ BASED ON ~~YOUR PERFORMANCE~~ THUS FAR.

### 1. ACCESS ONTO BEECH STREET ONLY

- MOST HEAVILY TRAVELLED.
- MOST RESIDENTIAL PROPERTIES. REFLECTED
- COULD RESULT IN DE SIGNIFICATION WHICH IS A COST TO MUNK.
- OUTFLOW PARKING ON BEECH ONLY

BEECH - 1200 (DAY)  
JUNITE - 750  
CHALKER - 400

### 2. SERVICES

- SUFFICIENT FOR THE CPA 145 BUT WHAT IMPACT WILL THIS APPLICATION

- WILL THIS AFFECT FUTURE DEV. AND ITS DENSITY.
- CAN ALL FUTURE PROPERTIES BE DEVELOPED AT 89 UNITS ACRE.

3. FUTURE DEVELOPMENTS.

- PRECEDENT BEING SET WITH THIS DEVELOPMENT
- 89 UNITS PER ACRE
- OVERALL PLAN FOR ALL REMAINING PROPERTIES, PRIOR TO THIS APPLICANT'S APPROVAL.

4. PARKLAND.

- CASH-IN-LIEU. SECTION 50 & 41.
- WHAT VALUE.
- IF YOU ARE LOOKING FOR OTHER WAYS TO SUBSIDIZE, THERE ARE NO EXISTING REL. FACILITIES IN THE AREA, MAYBE THIS SHOULD BE PUT INTO PROVIDING FACILITIES OR FORGO THE APPLICATION OF THE FEE.

5. ~~TYPES OF UNITS~~ COMMERCIAL ON GROUND FLOOR

- DAYCARE ON GROUND FLOOR WITH PRESENT TYPE OF UNITS

6. TYPES OF UNITS.

- OPA KIDS, BACHELOR & ONE - BDRM.
- ONE 61 ONE BDRM, 2 - BDRM
- APPLICANT INDICATES OPPORTUNITY TO MIX SENIORS, SINGLES AND SMALL FAMILIES
- WHO MONITORS THIS, IS THERE GOING TO BE A LIMIT OF EACH TYPE OF WORK, IS THERE A MAX FAMILY SIZE
- ES
- WILL THE CITY SUBSIDIZE THIS BUILD OR PROVIDE ASSISTANCE TO THOSE WHO OWN IT. OR MANAGE IT.

7. APPLICANTS INTENT TO DEVELOP

F3-00

-4-

I MUST ONCE AGAIN RE-ITERATE OUR  
OBJECTION TO THESE ITEMS WHICH DO NOT  
COMPLY

1. HEIGHT RESTRICTION
2. DENSITY RESTRICTION
3. UNIT TYPE
4. SET BACKS
5. PARKING
6. LANDSCAPING
7. PROVISION OF REC AMENITIES.
8. SAFETY CONCERNS
9. GARAGE STORAGE
10. FENCING
11. FLOOR SPACE INDEX

I MUST EXPRESS MY DISAPPOINTMENT THAT  
I AM WITH THIS COUNCIL'S HANDLING OF  
THIS APPLICATION, TO SPITE STAFF'S  
RECOMMENDATIONS TO THE CONTRARY. IT  
IS AMAZING HOW QUICKLY YOU HAVE  
BECOME PLANNING PROFESSIONALS

F3-21

MR. LEN MIKULICH  
CITY CLERK  
CITY OF BRAMPTON

RECEIVED  
CLERK'S DEPT.

SEP 12 1989

REG. No.: 6996  
FILE No.: C126.40

SEP 12 1989



DEAR MR. MIKULICH:

I WISH TO APPEAR BEFORE  
PLANNING COMMITTEE ON THE EVENING  
SEPTEMBER 18, 1989.

COULD YOU PLEASE ARRANGE TO  
INDICATE ON THE AGENDA THAT I WISH TO  
SPEAK ON THE ITEM REGARDING:

6575<sup>th</sup> ONTARIO LTD  
FILE C126.40  
% TORNAT CONSTRUCTION

THIS IS A PROPOSED 13 STOREY  
APARTMENT BUILDING ON BEECH STREET

I MAY BE CONTACTED AT WORK AT  
1-852-8500 OR AT HOME 451-9956

THANK - YOU

ALLAN DOWNEY  
81-81 HANSEN RD N.  
BRAMPTON, ONT  
L6V 3C7