



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 6-85

To adopt Amendment Number 47
and Amendment Number 47 A to
the Official Plan of the City of
Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act and the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 47 and Amendment Number 47 A 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 and Housing for approval of Amendment Number 47 and Amendment Number 47 A to the Official Plan of the City of Brampton Planning Area.

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

This 14th day of January, 1985.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

ORIGINAL

6-85

AMENDMENT NUMBER 47
AND
AMENDMENT NUMBER 47 A TO
THE OFFICIAL PLAN
OF
THE CITY OF BRAMPTON
PLANNING AREA

-1

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Amendment No. 47A
to the
Official Plan for the
City of Brampton Planning Area and
Amendment No. 47 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of section 17 of the Planning Act, as follows:

1. Page 7, Section 7.0 Transportation Policies is hereby modified by deleting the phrase "Highway No. 410 and" in the second line of subsection 7.1.3.

As thus modified, this amendment is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 47A to the Consolidated Official Plan and Amendment No. 47 to the Official Plan for the Brampton Planning Area.

Date . *March 13, 1985.*


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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 6-85

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

This 14th day of January, 1985.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

AMENDMENT NUMBER 47

and

AMENDMENT NUMBER 47 A

to the Official Plan of the
City of Brampton Planning Area

1. Purpose:

The purpose of this amendment is to change the land use designation, for the lands shown outlined on Schedule A to this amendment, from Special Study Area and Residential to Residential, Commercial and Open Space, and to establish, in accordance with sections 2.10.2 and 7.2 of the Official Plan, detailed policy guidelines for the development of the lands shown outlined on Schedule A to the amendment.

2. Location:

The lands subject to this amendment comprise a total area of approximately 37.1 hectares (91.7 acres), and are located on the east side of Heart Lake Road, approximately 613 metres (2,010 feet) north of Highway Number 7, being part of Lots 6 and 7, Concession 3, E.H.S., in the City of Brampton. The lands subject to this amendment are more particularly shown as the "New Development Area 3(b)" on Schedules A and B to this amendment.

3. Amendment and Policies Relative Thereto:

(1) Amendment Number 47 :

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

(a) by changing, on Schedule A thereto, the land use designation of the lands shown outlined on Schedule A to this amendment, from SPECIAL STUDY AREA and RESIDENTIAL, to RESIDENTIAL, COMMERCIAL, and OPEN SPACE;

(b) by deleting therefrom Schedule D, and substituting therefor Schedule C to this amendment;

(c) by deleting the first paragraph of subsection 7.2.7.10, and substituting therefor the following:

"Chapter C34 of Section C of Part C, and Plate Number 20, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 10, as amended by Official Plan Amendment Numbers 33, 98 and 47 A, and Part IV - Chapter 10(a) of this Plan, are combined, and shall constitute the Westgate Secondary Plan.";

(d) by deleting therefrom Schedule F, and substituting therefor Schedule D to this amendment;

- (e) by deleting therefrom Schedule G, and substituting therefor Schedule E to this amendment;
- (f) by deleting therefrom Schedule H, and substituting therefor Schedule F to this amendment;
- (g) by deleting therefrom Schedule I, and substituting therefor Schedule G to this amendment;
- (h) by adding thereto, as Schedule SP10(a), Schedule B to this amendment;
- (i) by adding to Part IV a new chapter title, namely: "Chapter 10: THE WESTGATE SECONDARY PLAN";
- (j) by adding the following text to PART IV - SECONDARY PLANS, as Chapter 10(a);

"Chapter 10(a): THE WESTGATE SECONDARY PLAN
as it relates to
New Development Area 3(b)"

1.0 Purpose

The purpose of this chapter, together with Schedule SP10(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the residential, commercial and open space development of the lands shown outlined on Schedule SP10(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for residential, commercial, and open space purposes. The area covered by this chapter is identified as "New Development Area 3(b)" on Schedule D. This chapter will form part of the Westgate Secondary Plan.

2.0 Location

The subject lands comprise a total area of approximately 37.1 hectares (91.7 acres), and are located on the east side

of Heart Lake Road, approximately 613 metres (2,010 feet) north of Highway Number 7 comprising part of Lots 6 and 7, Concession 3, E.H.S., in the City of Brampton, as shown outlined on Schedule SP10(a).

DEVELOPMENT PRINCIPLES

3.0 Brampton Esker

3.1 Introduction

The lands within New Development Area 3(b) form part of a geological feature known as the Brampton Esker. A special study, in accordance with Chapter 2, subsection 2.10.2, is in progress to determine suitable land uses for lands not within New Development Area 3(b) which are designated on Schedule A as "Special Study Area". The finalization of the study will lead to an overall continuous open space and hydrological control system which may have some effect on New Development Area 3(b).

3.2 No further gravel extraction operations shall be permitted in New Development Area 3(b).

3.3 Any development in New Development Area 3(b) shall be complementary to the establishment of an overall continuous open space system and hydrological control system in the Brampton Esker Special Study Area.

4.0 Residential Policies

4.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 3(b):

TABLE 1

Single detached density types	62-68%
Semi-detached density types	<u>32-38%</u>
	100%

- 4.2 The density target for New Development Area 3(b) is 13.5 units per hectare (5.4 units per acre) of gross residential area.
- 4.3 In the area designated Low Density Residential on Schedule SP10(a), permitted uses include those residential uses within the Low Density range defined in Part II to this Plan, subject to policies 4.1 and 4.2 above.
- 4.4 Wherever possible, residential lots shall be oriented toward and have primary access from local and minor local road systems.
- 4.5 Newly created lots which abut existing residential lots shall be of a size compatible with the existing development.
- 4.6 The portions of the Class II Woodlot, identified on Schedule C to this Plan, which are located within the Low Density Residential designation on Schedule SP10(a), shall be preserved to the greatest extent practicable.

5.0 Commercial Policies

5.1 Highway Commercial

- 5.1.1 The lands designated Highway Commercial on Schedule SP10(a) are intended for a dining room restaurant only. Drive-in, take-out or packaged fast food services shall not be permitted.
- 5.1.2 No outside storage shall be permitted.
- 5.1.3 The following criteria shall apply to the Highway Commercial development:
- i) the provision of adequate yard requirements to ensure the general amenity of the area;
 - ii) the provision of a high standard of design for buildings, yards and

landscaping, and, in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:

- a) the siting and design of buildings,
 - b) vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
 - c) location, lighting and screening of parking areas,
 - d) landscaping and fencing,
 - e) location of garbage disposal facilities and areas for snow storage.
- iii) not likely to generate excessive air pollution, odour or noise.

5.2 Neighbourhood Commercial

5.2.1 Definition

The lands designated Neighbourhood Commercial on Schedule SP10(a) shall not include automobile service stations, gas bars and car washes.

5.2.2 No outside storage shall be permitted.

5.2.3 The following criteria shall apply to the Neighbourhood Commercial development:

- i) the provision of adequate yard requirements to ensure the general amenity of the area;
- ii) the provision of a high standard of design for buildings, yards and landscaping, and, in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:

- a) the siting and design of buildings,
- b) vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
- c) location, lighting and screening of parking areas,
- d) landscaping and fencing,
- e) location of garbage disposal facilities and areas for snow storage.

iii) not likely to generate excessive air pollution, odour or noise.

6.0 Public Open Space

6.1 Definition

The lands designated Public Open Space on Schedule SP10(a) are intended to be used as specialized parkland due to the natural and physical features of the site. With respect to lands so designated on Schedule SP10(a), the policies of Chapter 2, subsection 2.5.1, of the Official Plan shall apply.

6.2 To achieve the objective of pedestrian linkages separated from vehicular traffic as outlined in Chapter 2, subsection 2.5.1.4 of the Official Plan, for lands designated Public Open Space, a pedestrian underpass, if deemed appropriate, between the Public Open Space areas to the north and south of Vodden Street, may be required to be provided by the proponents of development in New Development Area 3(b).

6.3 The City shall endeavour to ensure that the portions of the Class II Woodlot identified on Schedule C to this Plan which are located within the Public Open Space designation on Schedule SP10(a) are retained to the greatest extent possible for aesthetic and recreational purposes.

6.4 The City shall endeavour to ensure that the existing water bodies contained within the Public Open Space designation on Schedule SP10(a) are retained for aesthetic and recreational purposes.

6.5 To ensure the long term usefulness of the water bodies outlined in section 6.4 of this chapter, due regard shall be had for:

- i) minimizing the amount of pollutants entering the water bodies;
- ii) the type and quality of fill used in New Development Area 3(b);
- iii) a sufficient area of Public Open Space surrounding the water bodies;
- iv) a water level control system and;
- v) the edge treatment of the water bodies.

7.0 TRANSPORTATION POLICIES

7.1 Roads

7.1.1 Road facilities in New Development Area 3(b) are intended to function in accordance with the general guidelines and classifications outlined in Chapter 4, section 4.2.

7.1.2 The minimum right-of-way requirement for Vodden Street within New Development Area 3(b) shall be 26 metres. The minimum right-of-way requirement for Laurelcrest Street within the New Development Area 3(b) shall be 23 metres. Local roads will be subject to approval as part of the subdivision approval process.

MODIFICATION
NO. 1
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

7.1.3 To ensure the long-term utility of roads such as ~~Highway No. 410~~ and Vodden Street, it will be the policy of the City to discourage, wherever practical and feasible, individual or direct access to these roadways. To this end, 0.3 metre reserves and special zoning restrictions will be employed to minimize access onto the said roads.

8.0 Storm Water Management

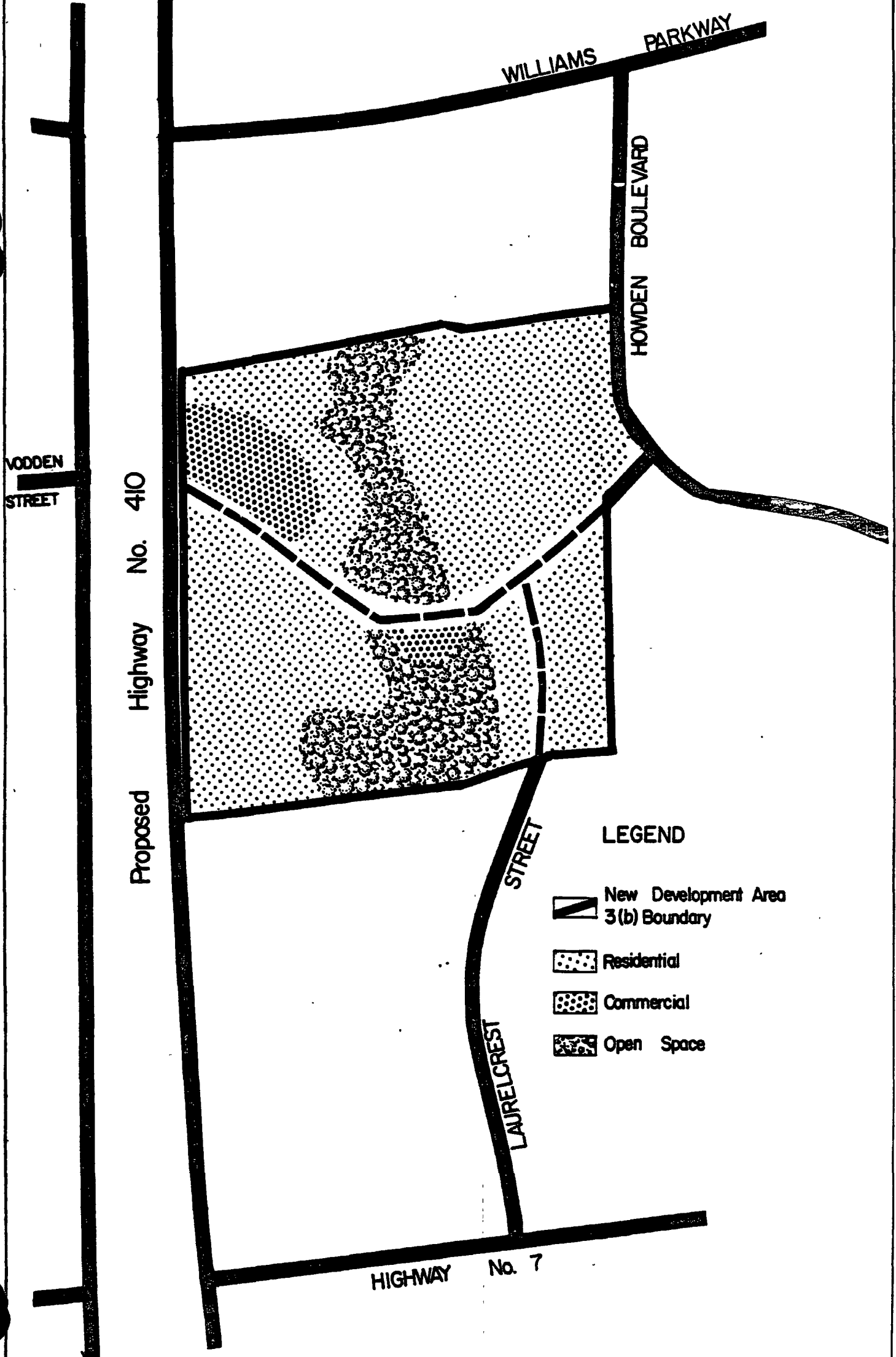
8.1 A detailed engineering and drainage report will be undertaken for any development in New Development Area 3(b) and will be subject to approval by the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City prior to the registration of individual plans of subdivision. This report will describe the storm water management techniques which may be required to minimize the amount of storm water draining from New Development Area 3(b) and proposed methods for controlling or minimizing erosion and siltation in New Development Area 3(b) and/or in downstream areas during and after the construction period.

(2) Amendment Number 47 A





1. The document known as the Consolidated Official Plan of the City of Brampton Planning area, as it relates to the Westgate Secondary Plan (being Chapter C34 of Section C of Part C and Plate Number 20, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 33 and 98), is hereby amended:
 - (a) by deleting the land use designation shown on Plate 20 for those lands outlined as New Development Area 3(b), as shown on Schedule A to this amendment, and by noting thereon the following words, "See Official Plan, Chapter 10(a)".

8/1/15

New Development Area 3(b)



LEGEND

-  New Development Area 3(b) Boundary
-  Residential
-  Commercial
-  Open Space

OFFICIAL PLAN AMENDMENT No. 47 & 47A
Schedule A



1:6000

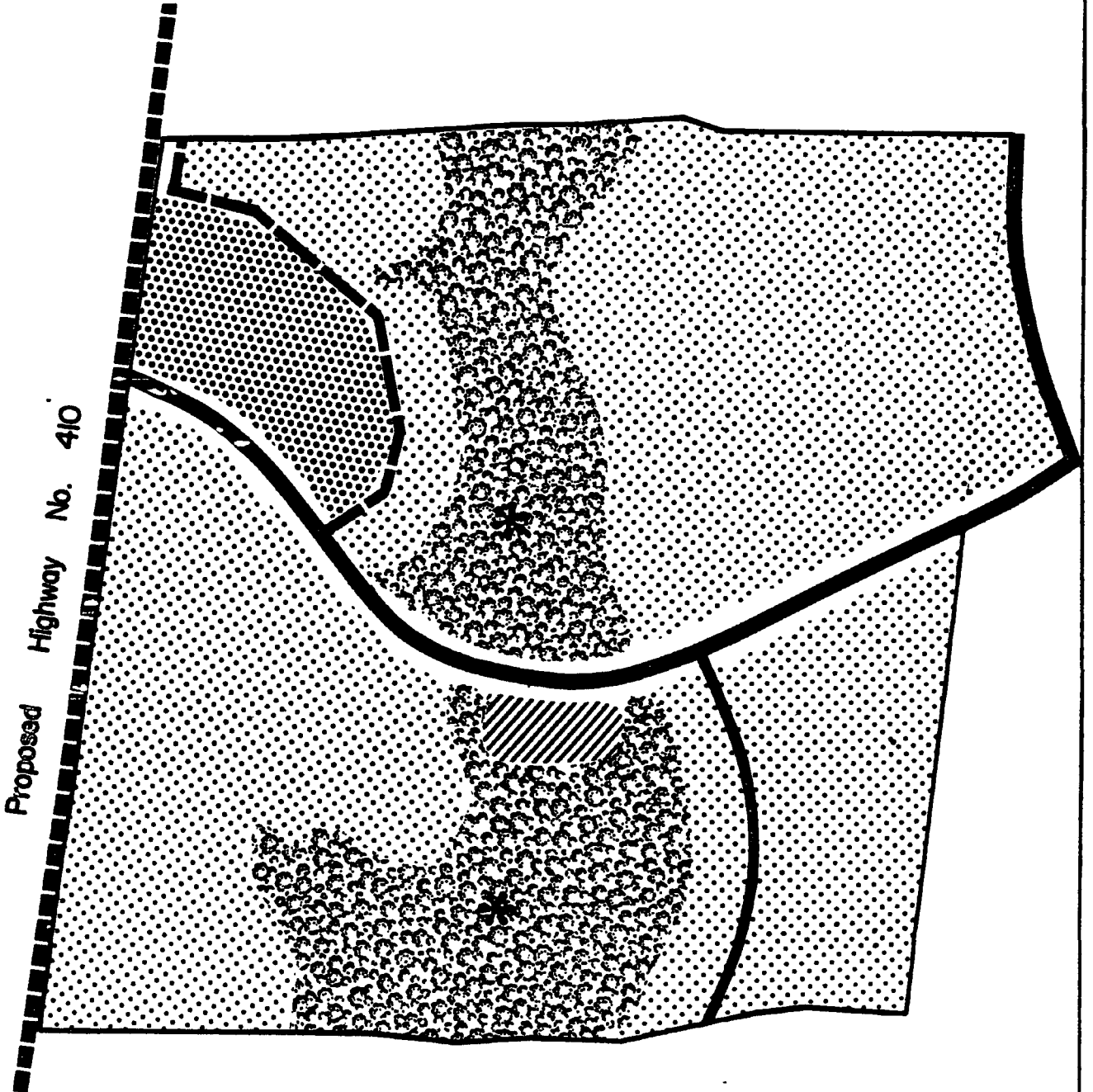
CITY OF BRAMPTON
Planning and Development

Date: 84 01 18

File no. C3E7.2

Drawn by: RB

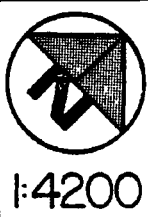
Map no. 45-17H



LEGEND

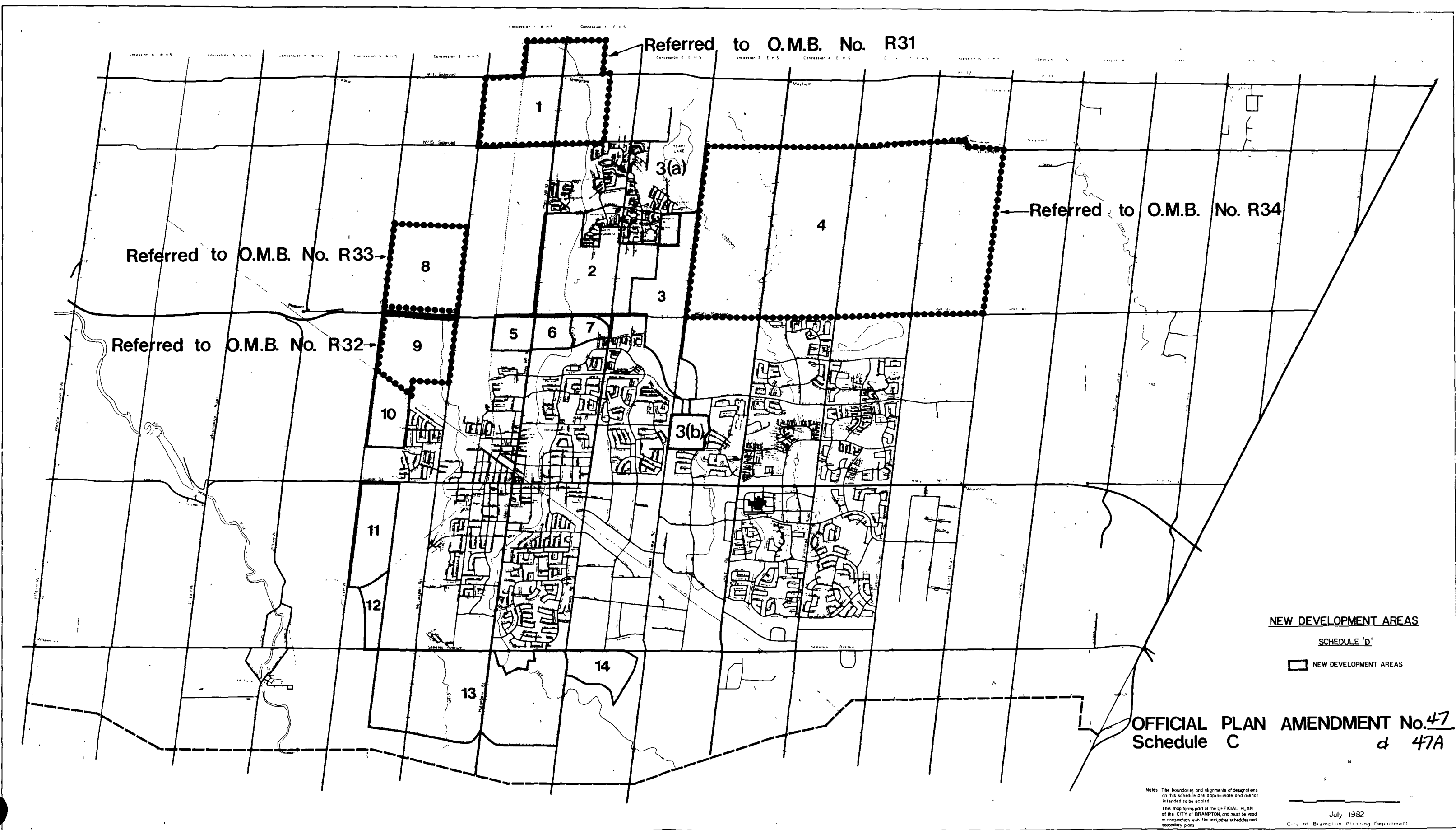
-  Low Density Residential
-  Neighborhood Commercial
-  Highway Commercial
-  Public Open Space
-  Specialized Parks
-  Provincial Highway
-  Collector Road
-  Minor Collector Road
-  Local Road

SCHEDULE SP 10(a)
 New Development Area 3(b)
 OFFICIAL PLAN AMENDMENT No. 47
 Schedule B & 47A



CITY OF BRAMPTON
 Planning and Development
 Date: 84 01 18 Drawn by: RB
 File no. C3E7.2 Map no. 45-17G

1:4200



Referred to O.M.B. No. R33

Referred to O.M.B. No. R32

Referred to O.M.B. No. R31

Referred to O.M.B. No. R34

NEW DEVELOPMENT AREAS

SCHEDULE 'D'

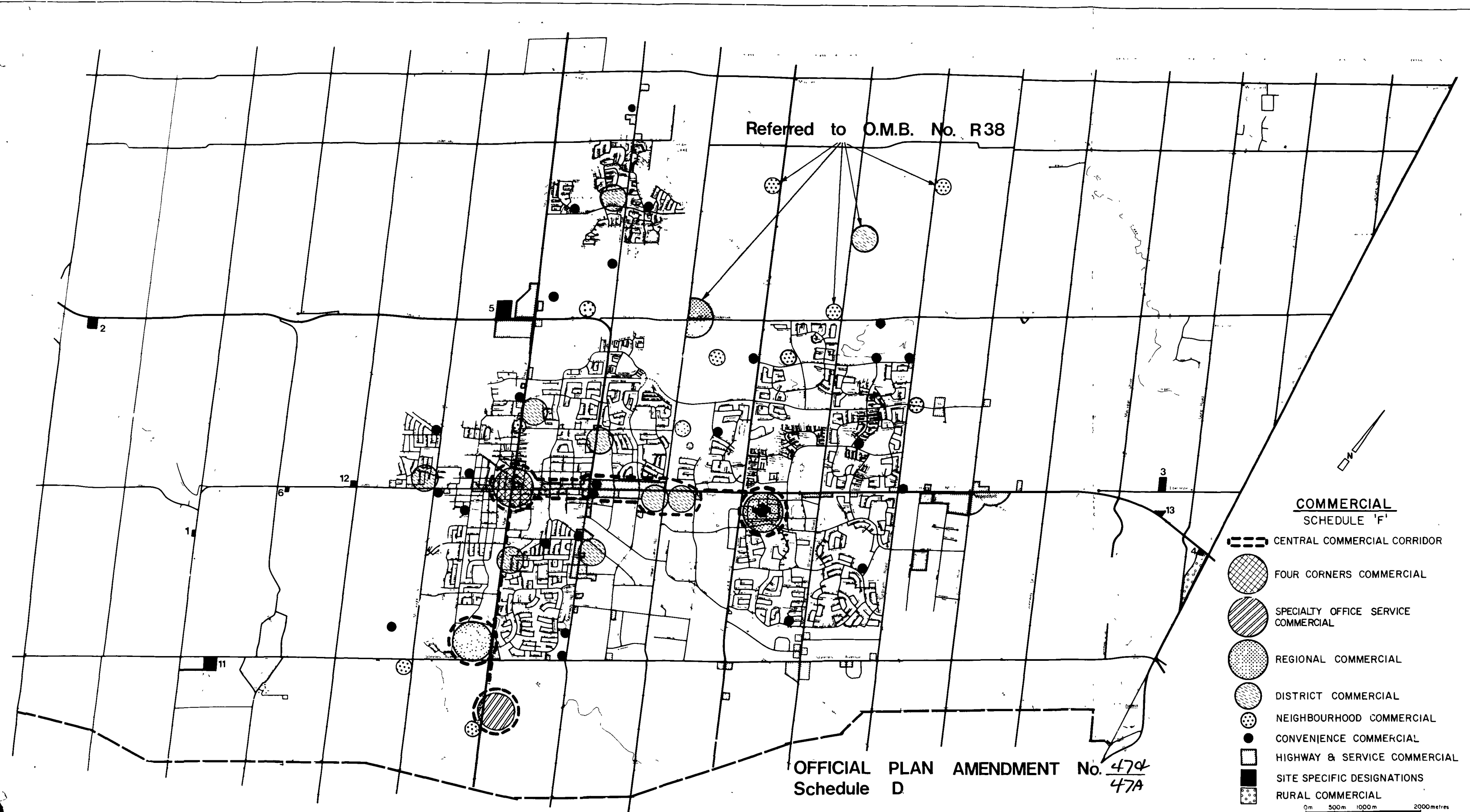
NEW DEVELOPMENT AREAS

OFFICIAL PLAN AMENDMENT No. 47
Schedule C d 47A











Notes: The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled. This map forms part of the OFFICIAL PLAN of the CITY of BRAMPTON, and must be read in conjunction with the text, other schedules and secondary plans.

July 1982
City of Brampton Planning Department

Referred to O.M.B. No. R38



COMMERCIAL
SCHEDULE 'F'

-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY & SERVICE COMMERCIAL
-  SITE SPECIFIC DESIGNATIONS
-  RURAL COMMERCIAL

OFFICIAL PLAN AMENDMENT No. 474
Schedule D 47A

Note The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled

Note This map forms part of the OFFICIAL PLAN of the CITY of BRAMPTON, and must be read in conjunction with the text, other schedules & secondary plans








0m 500m 1000m 2000metres

July 1982
City of
Brampton Planning Department



**OFFICIAL PLAN
AMENDMENT No. _____
Schedule E**

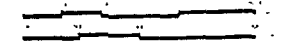
**OPEN SPACE
SCHEDULE 'G'**

-  PUBLIC OPEN SPACE
-  CONSERVATION AREAS
-  COMMUNITY PARK
-  DISTRICT PARK
-  SPECIALIZED PARKS
-  PRIVATE COMMERCIAL RECREATION
-  SEE PARKWAY BELT WEST PLAN,
JULY 1978

Notes: Open Space designations near the southern boundary of the City of Brampton are interrupted by intervening Parkway Belt designations (see Schedule X)

The map forms part of the OFFICIAL PLAN of the CITY OF BRAMPTON, and must be read in conjunction with the text, other schedules and secondary plans.

The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.



July 1982
City of Brampton Planning Department

47247A

Deferred Under Section 14(3) of
the Planning Act No. D6

TO HWY No. 10
Note: There are no Provincial plans at this time for an Extension of Highway 410 north of No 10 Sideroad

Referred to O.M.B. No. 39

Referred to O.M.B. No. R39

SEE POLICY 4213

SEE POLICY 4219

SUBJECT TO STUDY

C.N.R.
ULTIMATELY 6 TRACKS

C.P.R.
ULTIMATELY 2 TRACKS

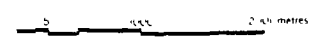
OFFICIAL PLAN AMENDMENT No. 474
Schedule F 47A

MAJOR TRANSPORTATION ELEMENTS
AND MAJOR ROAD NETWORK

SCHEDULE 'H'

- PROVICIAL FREEWAY
- PROVICIAL HIGHWAY
- MAJOR ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- COLLECTOR ROADS
- ▲ EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- ◊ COMPLETE INTERCHANGE
- ◄ PARTIAL INTERCHANGE
- URBAN AREA
- RURAL ESTATE AREA
- MAJOR RAILWAY LINE
- ⊙ GO RAIL TRANSIT STATION

Notes: The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.
This map forms part of the OFFICIAL PLAN of the CITY of BRAMPTON, and must be read in conjunction with the text.

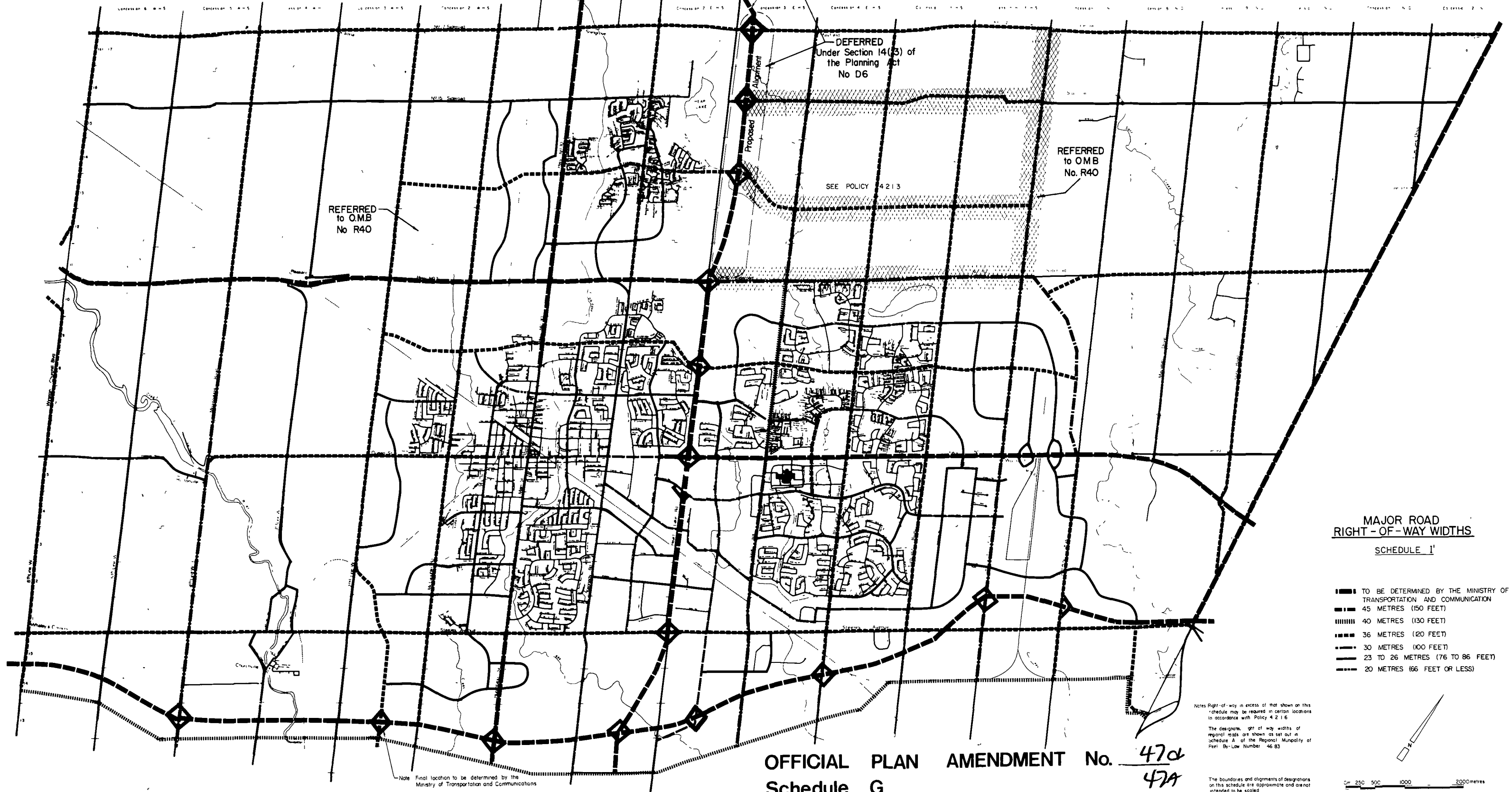


July 1982
City of Brampton Planning Department

Note: Final location to be determined by the Ministry of Transportation and Communications

Feb 1, 1984

Note: There are no Provincial plans at this time for an extension of Highway 410 north of No 10 Sideroad



REFERRED to O.M.B No R40

DEFERRED Under Section 14(3) of the Planning Act No D6

SEE POLICY 4.2.13

REFERRED to O.M.B No R40

MAJOR ROAD RIGHT-OF-WAY WIDTHS SCHEDULE '1'

- TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

Notes: Right-of-way in excess of that shown on this schedule may be required in certain locations in accordance with Policy 4.2.1.6. The designations of right-of-way widths of regional roads are shown as set out in Schedule A of the Regional Municipality of Peel By-Law Number 46/83.

Note: Final location to be determined by the Ministry of Transportation and Communications

OFFICIAL PLAN AMENDMENT No. 47d
Schedule G 47A

The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled. This map forms part of the OFFICIAL PLAN of the CITY OF BRAMPTON, and must be read in conjunction with the text, other schedules & secondary plans.

Scale: 0m 250 500 1000 2000metres
NOVEMBER 1983
City of Brampton Planning Department

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 47
and
AMENDMENT NUMBER 47 A

Attached hereto is a copy of a staff report dated April 5, 1984, dealing with a development application encompassing all of New Development Area 3(b). Also attached is a copy of a report from the Director of Planning and Development Services dated June 15, 1984 forwarding the notes of a public meeting held on May 28, 1984 in connection with this development application.

CI

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

April 5, 1984

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application
to Amend the Official Plan and Restricted
Area (Zoning) By-law
Part of Lot 7, Concession 3, E.H.S.
NORTONVILLE ESTATES (Mary Parr Property)
Ward Number 7
Region of Peel File Number 21T-81048B
Our File Number C3E7.2

1.0 INTRODUCTION:

A draft plan of subdivision for the above noted lands has been circulated by the Region and an application for amendments to the Official Plan and the Restricted Area (Zoning) By-law has been received by the Clerk's Department. On June 13, 1983, a staff report dated May 27, 1983 dealing with the above noted proposal was presented to Planning Committee at which time the applicant requested a deferral in order to facilitate further discussions with staff. On June 20, 1983, City Council approved the Planning Committee's recommendation that consideration of the report be deferred.

Subsequent to this deferral, numerous meetings have taken place between the applicant and staff to discuss and clarify the recommended conditions of draft approval contained in the previous staff report. As a result of these meetings, the previous staff report has been revised to reflect the following:

- the installation of traffic lights at the future intersection of Vodden Street and Laurelcrest Street should be the responsibility of the City;

C1-2

- 2 -

- the construction of Vodden Street to Howden Boulevard and Laurelcrest Street which are external to the plan should be the responsibility of the City;
- the City should be responsible for water level control systems for the lakes, whereas the applicant should be responsible for the water edge treatments, the type and quality of fill and to maintain the water quality throughout the construction period; and
- the 15 metres wide minimum open space requirement surrounding both lakes shall be provided; which space may be reduced in certain locations during the detailed design stage of the plan, if considered appropriate by the City.

The following report reflects the above noted agreed-to revisions.

2.0 SITE DESCRIPTION:

The subject property comprises an area of 36.91 hectares (91.20 acres) and is located on the east side of Heart Lake Road, approximately 613 metres (2,010 feet) north of Highway Number 7, with frontages of 595.69 metres (1,954.36 feet) on the east side of Heart Lake Road and 100 metres (328 feet) on the west side of Howden Boulevard.

At present, no structures exist on the subject property. The easterly 6 hectares (15 acres) and the westerly 10 hectares (25 acres) are presently being used for agricultural purposes. The central portion of the site consists of a former gravel pit and as a result the elevation of the central portion is significantly lower, creating a rugged topography. Within the area of this former gravel pit are two lakes, one to the north of the site and one to the south. Although there is a variety of trees along the site's north and south property boundaries, the most significant vegetation exists in a large wooded area east of the southerly lake.

Access to the property is currently obtained via a single lane gravel driveway to Heart Lake Road, which upon entering the area of the former pit splits into various dirt and gravel roads and paths throughout the pit. The subject property is currently entirely fenced with chain link to the north, post and wire to the east, a mixture of post and wire and chain link to the south, and post and wire with a lockable gate to the west.

Surrounding land uses are as follows:

North: small lot detached dwellings fronting on La France Road which has been extended to the west to facilitate the development of park and additional small lot detached dwellings.

East: on the opposite side of Howden Boulevard, lands are currently vacant, while further south to the east of the property, lands are being developed for detached dwellings on large lots.

South: lands are developed for detached dwellings on various lot sizes and parkland.

West: on the opposite side of Heart Lake Road and proposed Highway Number 410, lands are developed for residential purposes in the form of detached, semi-detached and townhouse dwellings.

3.0 OFFICIAL PLAN AND ZONING STATUS:

The Consolidated Official Plan designates the subject lands Low and High Density Residential, Open Space and Separate School. The new Official Plan identifies the majority of the subject lands as part of an environmentally sensitive area known as the Brampton Esker and designates the site as a Special Study Area requiring a Secondary Plan prior to the approval of development applications.

By-law 861 zones the subject lands Agricultural Class 1 (A1) Zone. An amendment to both the Official Plan and the Zoning By-law are required to enable the development of the subject lands as proposed.

The preparation of the required Secondary Plan, known as the Brampton Esker Secondary Plan, while in progress, has not been finalized. In order to provide sufficient information regarding future hydrological characteristics, development potential and constraints of the study area, the Brampton Esker Hydrology Study was commissioned by Council, and funded by the land owners involved. In April of 1982, Council considered a number of basic plan options which resulted in Council endorsing a number of constraints and relevant land use scenarios for the properties involved. With respect to the subject lands, it was determined that no further extraction should take place, and that the lands be redeveloped for predominantly residential purposes, with a continuous north to south open space link encompassing the lakes and the major wooded area. It was also determined by Council that the proposed plan for the subject lands be processed independently from the Brampton Esker Secondary Plan.

4.0 PROPOSAL:

The subject application proposes to subdivide the lands into 213 single family detached lots ranging in frontages from 15 metres (50 feet) to 23 metres (75 feet), 58 semi-detached lots with frontages of 18 metres (59 feet) or conversely 116 small single family detached lots with frontages of 9 metres (29.5 feet), 2 commercial blocks, 2.00 hectares (4.9 acres) and 0.5 hectares (1.24 acres) in size and 3 blocks for open space purposes encompassing 2 lakes and the majority of the woodlot on the site and having a total area of 7.84 hectares (19.37 acres). The major features of the plan involve the extension of Vodden Street to intersect with Howden Boulevard, the extension of Laurelcrest Street to intersect with the extension of Vodden Street, the conservation of a significant amount of the woodlot in the south-west portion of the site and the development of an open space system traversing the centre of the site containing the two lakes.

To facilitate the proposed development, the applicant has submitted an application to amend both the Official Plan and the Restricted Area (Zoning) By-law. In this respect the applicant is requesting that the majority of the site be zoned for single family detached dwelling purposes and has indicated that they have no objection to zoning the proposed 58 semi-detached lots to permit their development for 9 metres (29.5 feet) detached dwelling lots only. The 3 parkland blocks are proposed to be zoned for open space purposes.

Concerning the two proposed commercial blocks, the applicant is proposing two separate zoning categories. The first being a commercial category to permit a quality dining room restaurant on the 0.5 hectares (1.24 acres) block fronting on the extension of Vodden Street and abutting one of the lakes and park areas. To illustrate how such a facility might take advantage of the lakefront site and park setting without detrimentally affecting either of these proposed amenities, a preliminary conceptual site plan of the restaurant has been submitted (attached to this report). The second commercial block, 2.00 hectares (4.9 acres) in size is proposed to be zoned to facilitate a neighbourhood shopping centre accommodating a wide range retail uses including a supermarket.

In support of the subject proposal, the applicant has submitted a market demand analysis which concludes that a market will be available for the proposed commercial uses, a preliminary noise report which concludes satisfactory noise attenuation can be achieved within the plan as proposed, a tree inventory which investigates the impact of the proposed development on the potential to preserve the existing woodlot, and a preliminary grading/servicing concept plan.

5.0 COMMENTS FROM OTHER AGENCIES AND DEPARTMENTS:

Region of Peel advises that sanitary sewers are available at the intersection of Howden Boulevard and Laurelcrest Street. A report will be required with respect to fill areas and method of sanitary sewer servicing. A 600 mm. watermain is available on Leatherhead Court and Heart Lake Road. Water

is also available at the intersection of Howden Boulevard, Laurelcrest Street and Lillington Street. Frontage charges apply on Heart Lake Road. They also note that no Regional Roads are directly affected.

Ministry of the Environment advises they have reviewed the subject proposal and note that during 1979, complaints were received pertaining to the deposition of wastes on this property. During their complaint investigation they spoke with the City of Brampton's By-law Enforcement Office, who later indicated that an agreement has been reached between the City and the owners for the removal of the debris which had been dumped on the site. Although they assume that the necessary work has been carried out, they recommend that this be confirmed prior to approval of the development application.

They also note that the two ponds which are located on this property could provide a high degree of treatment for storm runoff from the development. The outflow from the southerly pond appears to go to a drainage ditch which eventually enters Etobicoke Creek some distance downstream. If these ponds are to receive the major portion of the drainage from the area, it is recommended that the proponent be required to minimize the amount of sediment entering these ponds. They also note that comments should be obtained from the Ministry of Natural Resources and the Metropolitan Toronto and Region Conservation Authority.

The proximity of the development to Heart Lake Road is also of concern to the Ministry. Noise levels on the site are in excess of Ministry of the Environment guidelines as a result of vehicular traffic movement on the roadway. It is recommended therefore that draft approval be conditional upon:

1. Prior to final approval, the owner shall engage the services of a consultant to complete a noise study recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton.

2. Prior to final approval the Ministry of the Environment shall be notified by a copy of the fully executed subdivider's agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivider's agreement.

3. In the event that a slight noise level excess will remain, despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of the subdivider's agreement:

"Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants."

Ministry of Natural Resources advises that they have reviewed the plan in conjunction with the 1982 recommendations of the Brampton Planning Committee with respect to the final plan selection of the Brampton Esker Study and note that the basic plan endorsed by Planning Committee as it affects this property is acceptable as implemented through this plan of subdivision. They also note that this type of rehabilitation should provide an excellent example of possible after use for other areas. Subject to any concerns and recommendations of the Metropolitan Toronto and Region Conservation Authority, they have no objections to the draft approval of this plan.

Ministry of Transportation and Communications advises that Blocks A and B are required for proposed Highway 410 and therefore request these blocks be dedicated to the Ministry. In the event these blocks are acquired prior to the registration of the plan, they will delete this requirement. They also

request to be provided with a drainage plan and report outlining the developer's intended treatment of the calculated run-off which must be cleared prior to final approval.

In addition, the Ministry has noted they are prepared to construct an earth berm adjacent to Highway Number 410 providing a 15.0 metres easement is established for this purpose at no cost to the Ministry. If the above is not acceptable to the owners, they will still require a 15.0 metres by 150.0 metres easement for 24 months as a condition of approval. It is the intention to build a berm to shield the abutting development to the south.

Metropolitan Toronto and Region Conservation Authority advises they have no objection to draft approval of this plan subject to the following conditions being imposed:

- (1) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority the following:
 - (a) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site, and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

- (2) That the owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:
 - (a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report, as required in Condition (1).

Peel Board of Education advises they have no objections subject to conditions being imposed requiring the erection of signs and the inclusion of an appropriate warning clause in purchase and sale agreements advising purchasers that students from this development may be accommodated in temporary facilities or bused outside of the area.

Dufferin-Peel Roman Catholic Separate School Board advises they have no objections.

Community Services Department advises that the plan should be revised in a manner such that tableland parkland is distinguished from slope, embankments and/or water areas. They note that no parkland credit should be given for water areas and valleyland credit should be given for the area surrounding the lakes. Tableland parkland should be clearly defined, completely above the top-of-bank and designated separately by a block number.

They also note the land surrounding the lake in Block F between the rear lot lines and the waters edge appears to be too narrow for maintenance and/or a pedestrian walkway system. These areas should be a minimum of 15 metres wide and should provide a level area for walkways in addition to the slope. Under no circumstances should a slope exceed a gradient of 4 to 1. The requested 15 metres requirement may be reduced if the applicant can demonstrate that the foregoing walkway and slope requirements can be achieved.

The department has also raised a number of concerns regarding parkland, access, tree preservation, the preservation of water quality, and a pedestrian underpass between Blocks E and F.

City Building Division advises that if it is the intention of the applicant to construct two detached dwellings on the proposed semi-detached lots and then apply for severances or the lifting of part lot control, they consider the proper route to be the approval of 9 metre lots in the first instance with the appropriate regulations.

City Public Works Division advises that all drainage facilities and grading plans will be required to be designed to the latest City Standards and shall be subject to the approval of the Public Works Division. In this respect, they note that all lots in the plan shall be graded to the following conditions:

Minimum slopes in swales to be 2% and maximum slopes to be 6%. The maximum grade shall be 3:1 and any grade differentials greater than 1 metre shall be sustained by a retaining wall, not exceeding 1 metre in height. Rear yard catchbasins shall not be any deeper than 150 millimetres measured from the adjacent ground surface. All rear yards shall have a minimum of 6 metres of flat area measured from the rear wall of the house. Flat being defined as any slope between 2% and 4%. The minimum width of this flat area shall be the width of the house less 1 metre.

The minimum depth of any drainage swale is to be 150 millimetres and the maximum shall be 225 millimetres.

They also note that where new lots will abut existing lots, a grade difference as measured at the finished ground immediately adjacent to the dwellings, shall not exceed 0.3 metres.

Concerning roads, they advise the right-of-ways of Vodden Street and Laurelcrest Street shall be 26 metres and 23 metres respectively.

Due to the alignment of Vodden Street, visibility problems will exist on intersection with Street I. Considering the constraints involved in re-aligning Vodden Street, they note that appropriate daylighting dedication will be required in these locations to alleviate the site visibility problems.

Also with respect to Vodden Street they note that the side slopes of the street abutting Block F and the proposed lake, should not exceed the ratio of 4:1 or conversely the applicant will be required to implement an

alternative engineering solution which is acceptable to the Public Works Department. In addition, the developer will be responsible for the construction of Vodden Street within the boundaries of the plan for the full required width to the satisfaction of the City.

No other department or agency has raised an objection to the subject proposal.

6.0 DISCUSSION:

As outlined earlier, the subject lands though located within the Brampton Esker Study Area, were released for processing independently of the required secondary plan. Subsequent to this Council decision to process the plan for the property, Council received a report from the Region of Peel Planning Department dealing with the Bovaird-Kennedy Traffic Impact Study. The report outlined the general findings of the study and further analysed the findings in light of a City Staff report dated June 10, 1982 and a City Council resolution of June 26, 1982 which included the following:

"That the draft approval and registration of the Mary Parr (Nortonville Estates) plan of subdivision not be subject to development phasing related to the road capacity constraints identified in the Bovaird-Kennedy Traffic Impact Study in order to secure the connection of Vodden Street to Laurelcrest Street extended and to Howden Boulevard and to rehabilitate hazardous inactive gravel pit as soon as possible."

As a result, the report recommended that Regional Council not object to the release and development of the areas identified as committed, which included the subject lands.

The proposed plan which is subject to this report will, in effect, secure the connection of Vodden Street to Howden Boulevard and the Laurelcrest Street extension and will rehabilitate the existing inactive gravel pit.

Staff's concerns respecting the subject proposal relate to the following issues:

6.1 Land Use and Density

The proposed development, although contrary in both land use and density to the Consolidated Official Plan is generally in keeping with the land use scenario endorsed by Council during the initial stage of the Brampton Esker Secondary Plan. This scenario indicated that the subject site should be redeveloped for predominantly residential purposes, with a continuous open space link encompassing the lakes and the major wood lot. The density of the residential component of the plan is in keeping with the density of residential development which has taken place in the surrounding area. The low density residential development of the property is the logical extension of the low density residential developments to the north, east and south and therefore is appropriate from a planning standpoint.

With respect to the commercial components of the proposal, it is noted that section 2.2.3.24 of the new Official Plan states that:

"Every application for the development of a Regional, District or Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact studies must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. All such studies shall be reviewed by the City and used as a basis for approval or refusal of a particular application."

In accordance with this requirement of the new Official Plan, the applicant has submitted a market demand analysis for the commercial components of the plan. The Planning Policy and Research Division of the Planning and Development Department has reviewed this analysis and note that the methodology used is consistent with that used in the 1977 comprehensive commercial study for the City and the supplementary information submitted with the

analysis clarifies the detailed calculations contained in the analysis. In conclusion, they find the report, as clarified, to be acceptable and a strong basis for the proposed commercial component of the plan.

If the Commercial development as proposed by the applicant's submission in the form of a neighbourhood shopping centre and a separated free standing dining room restaurant, are considered appropriate by City Council for the locality stringent design and site planning criteria should be invoked through the zoning by-law and through site plan control to minimize the loss of amenity of future non-commercial development. It should be recognized that the majority of vehicular traffic generated by the commercial development will have its origin and destination beyond the limits of the subject property and the adjacent subdivisions. In particular, conventional restrictions and requirements should be supplemented to deal with the restricted separation distance between the future residences and the neighbourhood shopping centre that is provided by a proposed road allowance width of 20 metres, and to deal with the significant elevation difference that will exist between the dining room restaurant and the adjacent future residences. All vehicular parking areas and service areas should be fully screened and buffered to minimize adverse impacts on other proposed uses.

In consideration of the comments from the Building Division and in light of the fact that the applicant has indicated his intention to develop the proposed 58 semi-detached lots for 116 small lot singles, it is recommended that these proposed semi-detached lots be revised to reflect 116 single family detached lots and be zoned accordingly.

6.2 Roads and Lotting Pattern

The design of the proposed draft plan has been determined largely by the existing features of the property which includes the former gravel pit, the lakes and the major woodlot as well as by the close proximity of future Highway Number 410 and the character of the surrounding area. Although the subject property is relatively regular in shape, these existing features of the property make the solar orientation of lots extremely difficult, if not

impossible. As a result, solar orientation is not a prominent feature of the plan. However, the existing features of the property should not preclude other energy saving techniques. It is therefore recommended that prior to the sale of any dwelling units or the issuance of any building permits that the applicant obtain the approval of the Commissioner of Planning and Development regarding the provision of features to be included in the design of buildings to minimize energy consumption.

The majority of the former gravel pit is proposed to be rehabilitated through extensive re-grading of the site to create a linear open space system, running in a north-south direction through the centre of the property containing two lakes. The easterly and shallower portion of the pit will be filled to facilitate development of detached dwellings and the entire property will be graded from the east and west extremities towards the lakes and open space areas in the centre of the site. The existing grades within the major woodlot where trees are proposed to be retained will not be altered.

A geotechnical engineering report will be required to identify any special requirements necessary for building foundations in those portions of the former gravel pit which will be rehabilitated in the form of residential development, or where filling will occur to achieve the necessary grades for construction purposes.

Although the portions of the former gravel pit which will be rehabilitated in the form of public open space are acceptable in principle, staff have specific concerns regarding the implementation of this open space system. The first concern involves the two lakes which are proposed. The lake north of the Vodden Street extension is proposed to have a final water level of 221.0 metres with an area of 2.35 hectares (5.88 acres), while the lake south of the Vodden Street extension is proposed to have a final water level of 220.0 metres with an area of 1.45 hectares (3.58 acres). While these final water levels are consistent with the most recent estimates contained in the Esker Study, the study has as yet not been finalized and is still subject to change. In view of this, it will be necessary to ensure

that the final water elevations of the lakes and shore treatments, along with any control mechanisms are in keeping with the recommendations of the Esker Study once it is approved. It will also be necessary to ensure that the type of fill used will be consistent with the recommendations of the Esker Study as approved.

The hydrology study report estimates a seasonal water level fluctuation of 0.6 to 0.8 metres. Either the lake edges must be designed to accommodate such fluctuations or a water level control system must be installed between the two lakes to minimize such fluctuations. The study also recommended that a water level control pipe be installed across proposed Highway Number 410 between Esker Lake South and the northerly lake on the subject property. The purpose being to lower the anticipated water levels in the Esker Lake South by approximately 5 metres. If this latter recommendation is implemented and depending on the routing and design, it will be necessary for an segment of this pipe to be located within the proposed plan. One possible option could involve routing the pipe from the Highway Number 410 right-of-way along Street "A" and discharging into the north lake through the open space area between lots 13 and 14. To reduce the length of such a pipe, it is recommended that the open space area proposed between lots 13 and 14 be relocated between lot 13 and the back of lots 11 and 12.

If the lakes are to be of any significant recreational value it is also important to ensure that the quality of water in the lakes does not deteriorate as a result of urban development within the site. In this regard, the final grading and servicing of the site should be such that the amount of urban pollutants entering the lakes is minimized.

Further to the usability of the proposed open space areas, the scenario for development endorsed by Council during the initial stage of the Brampton Esker Secondary Plan as noted earlier, envisaged a system of walkways adjacent to the lakes to implement the concept of a continuous open space link along the Esker. Therefore, it is recommended that a strip of land with a minimum width of 15 metres extending from the edge of the lakes be

provided to facilitate such a walkway system. The 15 metres width may be reduced in certain locations if considered appropriate by the City during the detailed design stage of the plan. In this regard minor revisions to the road and lotting pattern will be necessary, though in no event should the size of the lakes be reduced to accomplish this increased width. Within these open space areas adjacent to the lakes, the maximum permitted slope ratio should not exceed 4:1 except for the area of the proposed pedestrian walkways, which shall not exceed a 2% cross slope or an 8% longitudinal slope. In no case shall stairs be permitted on the walkways.

In view of the above, it is also recommended that a public open space block with a minimum width of 15 metres be provided between Block D, which is proposed as a site for a quality dining room restaurant, and the southerly lake. This will ensure both water bodies will be totally surrounded by public open space and thereby be within public control. Again this 15 metres requirement may be reduced if considered appropriate by the City during the detailed design stage of the plan. At the southerly end of Block F, the distance proposed between Vodden Street and the northerly lake is less than 15 metres and slopes are proposed in excess of the ratio of 4:1. Variation from the ratio of 4:1 may be acceptable in this particular location provided that the engineering alternative is acceptable from the the view of slope stability, safety, aesthetics and maintenance.

It is also recommended that in order to improve the shape and consequently the usability of Block E, a land exchange between the developer and the City take place. Namely, a triangular portion of the parkland to the south (Block A, Registered Plan M-92) be deeded to the developer, in exchange for a triangular parcel of equal size at the rear of the proposed lot 237 which will become part of Block E. This will not only improve the shape of Block E and thereby its usability but will improve the shape and orientation of proposed lot 237.

In order to achieve the principle of continuous open space along the Brampton Esker and to reduce probable conflicts between pedestrian movement in the open space system and vehicular movements on Vodden Street as

extended, staff have concluded that a pedestrian underpass will be necessary between proposed open space Blocks E and F. It is therefore recommended that the applicant make the necessary arrangements to the satisfaction of the City for the provision of the above noted pedestrian underpass. In order to facilitate such a pedestrian underpass and achieve a usable open space area in Block E, minor revisions to the plan may be necessary. Such revisions may involve the shifting of Block D to the east or west and revisions to the rear lot lines of lots 48 and 49, which can be adequately dealt with during the final plan stage when the precise location and design of underpass will be determined. In no event, however, should Block D be located any closer than 15 metres to the rear lot lines of any lots.

The scenario for development endorsed by Council during the initial stage of the Brampton Esker Secondary Plan also envisaged that the major wood lot located along the southerly lake should be incorporated in the linear open space system. The westerly half of Block E contains the majority of the major wood lot and is proposed for open space purposes. In order to conserve as many of the existing trees as possible within this area of Block E, the applicant has indicated that the grades within the Block will not be altered, except for a small area at the south-east corner of the block to improve grading adjacent to the lake, where the quality of the vegetation is of limited value. As a result approximately 75% of the woodlot will be preserved.

Staff recognize that it is not always practical to expect that 100% of a woodlot be preserved. After a through review of the tree inventory submitted by the applicant and after a number of on-site inspections, staff have concluded that with minor revisions the proposed plan is a reasonable and responsible approach to the conservation of this woodlot.

The tree inventory submitted by the applicant indicates that the majority of the vegetation in the woodlot is in good condition and consists primarily of hardwood species of a type and quality typical of Southern Ontario woodlots. In reviewing the impact of the proposed plan on the woodlot the inventory concludes that:

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"It can be expected that 75% of the woodlot would remain under the present lot and road layout proposal. Since there are no individual trees of outstanding character within proposed lots or roads, no attempt should be made to conserve trees where regrading must occur. It is also expected, however, that 10% of the trees within the lots may be conserved, depending upon lot grading and unit placement. Retaining walls should be used sparingly, if at all, and the approach of replanting disturbed areas should be followed."

It is noted that the inventory identifies a significant number of mature trees in good condition on lot 66 and scrub growth on the proposed access to Block H from Street F. In view of this, it is recommended that lots 64 and 65 be shifted to the north, incorporating the proposed access to Block H and that the access to the Block be illustrated over lot 66, which will be deleted. This will not only improve the opportunity to conserve additional trees but will provide for a reasonable access to the Block.

To ensure that 75% of the woodlot will be preserved, it is recommended that arrangements be made to the satisfaction of the City prior to commencement of any grading or servicing for the preservation of that portion of the woodlot indicated on the tree inventory to be retained. In this regard, the applicant will be required to indicate on the landscaping and grading plans for the site, the existing trees to be retained and the methodology proposed for their retention, both during and after the construction period. Areas affected by above and below ground services, should be reviewed and no existing grades within the area of the woodlot indicated on the tree inventory to be preserved shall be altered, with the exception of the south-east corner.

With respect to the dedication of parkland, it is noted that a large amount of the proposed open space is not considered as usable parkland. Block G for instance, should be considered as a buffer to be maintained in conjunction with the landscaped buffer areas along Howden Boulevard. Block F which involves the northerly lake and its shoreline should be considered as valleylands, as should the majority of Block E encompassing the

southerly lake. That portion of Block E which encompasses the major wood lot is the only open space area which should be considered as usable parkland, and to distinguish the usable parkland portion of the block, a division in the block should be established running in a north-south direction 15 metres from the westerly edge of the lake. As a result, approximately 1.90 hectares (4.69 acres) of the open space on the plan is considered as usable tableland parkland.

The proposed plan is basically divided into four areas by the extension of Vodden Street which traverses the property in an east-west direction and the open space system running through the property in a north-south direction. The proposed road pattern consists primarily of crescents and short cul-de-sacs. Leatherhead Court, to the north of the property, is proposed to be extended in a southerly direction to intersect with Vodden Street. Lillington Street to the east of the plan is proposed to be extended to intersect with Laurelcrest Street which will also be extended in a northerly direction to intersect with the Vodden Street extension.

The Public Works Division has raised a concern over site visibility on certain sections of the proposed Vodden Street extension through the plan. Due to the physical constraints of the site (i.e. the lakes) it may not be possible to alter the alignment of proposed Vodden Street sufficiently to rectify these visibility problems. It is therefore recommended that additional lands in the form of daylighting parcels, of a size and shape satisfactory to the Public Works Department, be dedicated to the City adjacent to proposed Vodden Street in appropriate locations to minimize intersection visibility problems.

Considering the proposed alignment of the Vodden Street extension and the potential visibility problems noted above, it is also recommended that access to all residential lots from Vodden Street not be permitted. To implement such a restriction 0.3 metre reserves along the Vodden Street frontage of all residential lots should be deeded to the City. With respect to Blocks C and D, it is recommended that a 0.3 metre reserve be obtained at this time, and such reserves be lifted, if necessary, in the

appropriate locations when access is approved through the processing of a site development plans for these commercial blocks.

Two pedestrian walkways are proposed, one between lots 144 and 145 and one between lots 83 and 84, Block L and M respectively. With regard to this latter walkway, Block M, it is noted that this walkway has been proposed as an access, primarily for maintenance purposes, to the existing buffer strip between proposed Highway Number 410 and the development to the south. The disposition of this buffer strip is currently under review. If the final disposition of the buffer strip results in its removal from City ownership, Block M will not be required and therefore will be incorporated into the lots on the proposed plan.

Within each of the four residential areas of the plan, the proposed lots have been designed to reflect the lot sizes of the adjacent developments. Staff support this design principle of the plan and recommend that with minor revisions this principle can be better achieved. In this respect it is recommended that lots 243 and 242 be increased in frontage to 23 metres to be consistent with the existing lots on the adjacent lands to the east. It is also recommended that the rear property lines of lots 258, 259, and 260 be adjusted in order that depth of Block G, which will be developed as a landscaped buffer area, will coincide with the depth of the proposed landscaped buffer on the adjacent lands to the east.

The majority of the proposed lots will be situated on lands which will have been extensively regraded and the preliminary grading concept submitted by the applicant illustrates relatively steep slopes on those lots abutting the lakes and linear open space blocks. As a result staff are of the opinion that precautions should be taken to ensure the stability and safety of slopes and the usability of the outdoor amenity space in the rear yards of the proposed lots. Reasonable minimum requirements will include, maximum slope ratios of 3:1, retaining walls for any grade differentials greater than 1 metre, maximum height of 1 metre for all retaining walls, minimum and maximum slopes for drainage swales of 2% and 6% respectively and maximum depths for rear yard catch basins of 150 millimetres.

In addition, minimum rear yard depths of 7.6 metres of which a flat area measured from the main rear wall of the dwelling shall be required, with that area being defined as having a width equal to the width of the dwelling less 1 metre and a depth of 6 metres.

As noted above, special care must be taken with the final grading of the subject site to ensure a harmonious interface between the various land uses especially in relation to the open space areas and the proposed lakes. Although site development plan approval will be a prerequisite to the issuance of building permits for the proposed commercial components of the plan, it is also recommended that in keeping with other developments of this nature, an Architectural Control Committee be established to review and approve the external design of buildings within the subdivision. In this respect, it is noted that the preliminary site grading concept plan submitted by the applicant indicates that significant grade differences will exist on those lots abutting the open space areas and the lakes, which will result in a style of dwelling incorporating a walk-out basement at the rear of the structure. Although such house styles are normally accepted in the City, staff are concerned that exposed basements and three storey structures abutting the open space areas and the lakes will have a detrimental effect on the aesthetics of such an amenity. It is therefore recommended that in addition to site plan approval and Architectural Control Committee review that where a building style incorporating an exposed basement is proposed adjacent to the open space areas containing the proposed lakes, that the exterior treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure and the height of the structure measured from the finished grade of the lot at the main rear wall shall not exceed two storeys.

Another consideration in the design of the subject proposal has been the impact of noise from proposed Highway Number 410, Vodden Street and Howden Boulevard. Recognizing the potential impact from these future noise sources, lots adjacent to these roads have been designed with increased depths to facilitate noise attenuation treatments. The preliminary noise

analysis submitted by the applicants indicates that within the plan as designed, noise reductions can be achieved to meet recognized acceptable levels.

Although staff are satisfied that acceptable indoor and outdoor noise levels can be achieved, minor changes to the plan are necessary. These minor changes involve the following:

- A. the re-orientation of lots 1 and 2 to enable the dwelling units on these lots to act as a noise barrier for the rear yard amenity areas;
- B. the increase in depth of lots 102 and 103 to approximately 45 metres to facilitate the noise attenuation features as well as a flat area in the rear yard with a minimum depth of 6 metres.

In addition, there are certain detailed aspects regarding the implementation of attenuation features contained in the preliminary noise report which are not acceptable to staff. These matters primarily involve recommendations that acoustical fence not be provided on lots where moderate noise excess will exist.

These matters will be further reviewed during the consideration of the final noise report, however, it is noted that in addition to reducing noise, attenuation barriers also function as privacy screening and psychological buffers for residents. It is the opinion of staff that these additional functions of a noise abatement barrier should also be considered when determining the need for barriers in locations where moderate noise excess will occur.

7.0 RECOMMENDATION:

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

- A. A Public Meeting be held in accordance with City Council procedures, and that

B. Subject to the results of the Public Meeting, staff be directed to prepare appropriate amendments to the Official Plan and Restricted Area (Zoning) By-law and that draft approval of the proposed draft plan of subdivision be subject to the following conditions:

1. The approval be based on the draft plan, dated December 1982, prepared by Kleinfeldt Consultants Limited, red line revised as follows:

- (a) all semi-detached lots be replaced with single family detached lots having minimum frontages of 9 metres;
- (b) lots 1 and 2 be re-oriented to illustrate 3 single family detached lots fronting on the east side of Street A and 1 single family detached lot fronting on the north side of Street A;
- (c) the location of the access to Block F from Street A be revised from between lots 13 and 14 to between lots 13 and the rear boundary of lots 11 and 12;
- (d) the north half of lot 102 and the south half of lot 103 be increased in depth to 45 metres;
- (e) the north property boundary of lot 38 be adjusted to be parallel to the north property boundary of lot 39;
- (f) Block F be labelled as "Open Space (valleylands)";
- (g) Block G be labelled as "Landscaped Buffer";
- (h) Block E be divided in a north-south direction by a line located 15 metres from the west edge of the lake. The east portion to be labelled as "Block E - Open Space (valleylands)" and the west portion to be labelled "Block H - Open Space (parkland)";
- (i) the southerly boundary of Block D be adjusted to a line located 15 metres from the north edge of the lake in Block E;
- (j) the minimum distance between all lots and the edge of the lakes located in Blocks E and F be shown as 15 metres;
- (k) the frontage of lots 242 and 243 be increased to 23 metres;

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- (l) the side property boundaries of lots 235, 236, and 237 be re-oriented to be at right angles to Laurelcrest Street;
 - (m) daylighting blocks be shown on the north side of Vodden Street over part of lot 24 and over part of lot 109 and be labelled "Blocks J and K" respectively;
 - (n) a daylighting block be shown on the south side of Vodden Street over lots 105, 106, 107 and 108 and be labelled "Block I";
 - (o) 0.3 metre reserves be shown on all lots and Blocks C and D where they abut either Vodden Street or Block I, J, and K;
 - (p) the walkways between lots 144 and 145 and between lots 83 and 84 be labelled as "Block L" and "Block M" respectively;
 - (q) 0.3 metre reserves be shown along the easterly boundaries of Blocks A and B;
 - (r) lot 66 be deleted and incorporated as part of Block H.
 - (s) lots 64 and 65 be adjusted to include the proposed access to Block H and the side lot lines of lots 64, 65, 67 and 68 be re-oriented to increase the width of lot 66 now part of Block H.
2. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies with respect to the subdivision.
 3. The applicant shall agree by agreement to grant easements as may be required for the installation of utilities and municipal services to the appropriate authorities.
 4. The applicant shall agree by agreement to support an appropriate amendment to the Official Plan and the Restricted Area (Zoning) By-law to permit the proposed development.
 5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
 6. Development of the subject lands shall be staged to the satisfaction of the City.

7. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel and begin with the letter "L".
8. The maximum number of lots permitted on the site shall be 328.
9. The applicant shall agree by agreement to create easements for maintenance purposes for all lots where less than 1.2 metre (4 feet) side yards are being provided.
10. The applicant shall agree by agreement that the walkway, namely Blocks L as shown on the redlined draft plan, shall be a minimum of 3 metres in width and shall be conveyed to the City.
11. The applicant shall agree by agreement that the walkway, namely Block M, as shown on the redlined draft plan, if required, shall be a minimum of 3 metres in width and shall be conveyed to the City.
12. The applicant shall agree by agreement to convey Block H to the City for park purposes in a condition satisfactory to the City. No further parkland dedication or cash-in-lieu of parkland dedication is required.
13. The applicant shall agree by agreement to convey Blocks E and F to the City for open space purposes in a condition satisfactory to the City.
14. The applicant shall agree by agreement that Block G, which serves as a buffer area, will be conveyed to the City and landscaped according to City standards.
15. The applicant shall agree by agreement to erect fencing along the lot lines of all lots and blocks which abut parkland, open space and buffers in accordance with the City's fencing policy.
16. The applicant shall agree by agreement to convey Blocks I, J and K to the City for daylighting purposes in a condition satisfactory to the City.
17. The applicant shall agree by agreement to convey to the City 0.3 metre reserves along all residential lots and Blocks C and D where they abut Vodden Street or Blocks I, J and K.
18. The applicant shall agree by agreement to advise purchasers through purchase and sale agreements and by the erection of signs

to the satisfaction of the Peel Board of Education "that students from this development may be accommodated in temporary facilities or bused outside of the area.

19. Blocks A and B and 0.3 metre reserves along their easterly boundary shall be conveyed to the Ministry of Transportation and Communications.
20. The applicant shall agree by agreement to insert a warning clause in all agreements of purchase and sale that during road construction activity of future Highway Number 410 inconvenience and annoyance may be caused due to noise and dust.
21. Lots 148 to 155 inclusive shall only be developed in conjunction with adjacent lands. In this regard the City shall be satisfied prior to registration of the plan that the lots, when combined with adjacent lands, will permit development in accordance with the zoning by-law and that the 0.3 metre reserve existing on the west side of Howden Boulevard will be continued to the south and to the west along the north side of Vodden Street.
22. The applicant shall agree by agreement that:
 - (a) prior to final approval to provide to the satisfaction of the Commissioner of Public Works and Building, an engineering report indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots with special soil conditions;
 - (b) all offers of purchase and sale agreements shall contain a clause to the effect that owing to soil conditions, special foundation designs may be required for certain lots or blocks within the plan and further that there is a possibility that the cost of such special foundations may result in an additional cost to erect any buildings and structures on that particular lot or block.
23. The applicant shall agree by agreement to implement, at the applicant's expense, the final recommendations of the Brampton

Esker Study, as approved by the City, and as determined by the City as applicable to the development of the subject lands including such matters as, water quality throughout the construction period, water edge treatments and type and quality of fill. In this regard all fill shall be clean and shall not include industrial or domestic waste.

24. Prior to the registration of the plan or any portion thereof, the applicant shall pay to the City the sum of \$10,944.00 being the applicant's share of the Brampton Esker Study in accordance with an agreement dated August 25, 1981 respecting financing of the Brampton Esker Study.
25. 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.
26. The City shall agree by agreement to convey lands it owns to the developer necessary for the registration of the plan as a result of the redline revision to lot 237, conditional upon the developer agreeing by agreement to complete the registration of the draft plan within 18 months, unless an extension is agreed to by the City, or withdraw the application and reconvey all lands back to the City.
27. The applicant shall agree by agreement that all lots:
 - (a) shall be graded such that there is a minimum depth of 6 metres and a width equal to the dwelling less 1 metre with slopes between 2% to 4% in the rear yard;
 - (b) shall have no slopes which are steeper than 3 to 1;
 - (c) shall have no retaining walls exceeding 1 metre in height, and
 - (d) shall have rear yard depths of at least 7.5 metres.
28. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and commercial buildings.
29. The applicant shall agree by agreement that the height of any structure abutting Blocks E and F shall not exceed two stories

measured from the finished grade of the lot or block on which the structure is located at the main rear wall of the structure.

30. The applicant shall agree by agreement that where a building style incorporating an exposed basement is proposed abutting Blocks E and F, the external treatment of the exposed basement shall be in conformity with the exterior treatment of the balance of the structure.
31. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton.
32. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 31 above, shall be implemented to the satisfaction of the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clause shall be included in a registered portion of the subdivider's agreement:
 - (a) Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants.
 - (b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in a colour coded form that have existing and potential noise environmental problems.
 - (c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the Plan and further, staff shall be permitted to monitor the sales office to ensure compliance.
33. All offers of purchase and sale agreements shall contain the following warning clause:

"Due to vehicular movements, noise levels on this property may occasionally be of concern to dwelling occupants."

34. The developer shall agree by agreement that those portions of lots located between a road allowance for which the lot does not obtain access, and any noise attenuation wall required pursuant to condition 33, shall be shown on the plan to be registered as a separate block, and shall be deeded to the applicable road authority.
35. The applicant shall agree by agreement that:
 - (a) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City, the following:
 - (i) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
 - (b) The owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City;
 - (i) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region

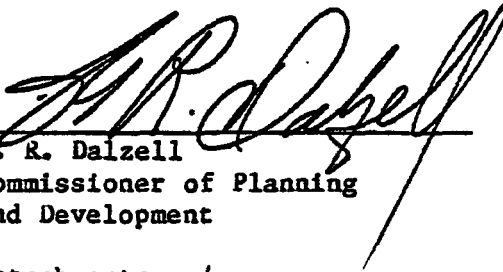
Conservation Authority, the Ministry of Transportation and Communications and the City, the recommendations referred to in the report(s) as required in condition 35(a) above.

36. The applicant shall agree by agreement that all construction traffic shall enter the subdivision directly from Howden Boulevard only. In this respect satisfactory arrangements shall have been made prior to the initiation of any grading for such access and thereby prohibiting the use of existing Laurelcrest Street, Lillington Street or Leatherhead Court, and La France Road for such traffic.
37. The applicant shall agree by agreement, at the applicant's expense, to construct Vodden Street to its full required width to the satisfaction of the City within the boundaries of the plan.
38. The applicant shall agree by agreement at the applicant's expense, to grant an 15 metre easement to the Ministry of Transportation and Communications on Block M, lots 84 to 98, both inclusive, and lots 101 to 104, both inclusive, where they abut Block B.
39. The applicant shall agree by agreement that arrangements shall be made to the satisfaction of the City prior to the initiation of grading and prior to the registration of this plan or any phase thereof, for the preservation of the woodlot contained within Block H and as many of the existing trees as possible which are not contained within Block H. In this regard, the applicant will be required to indicate, on the landscaping and grading plans for site, the existing trees to be retained and the methodology proposed for their retention, both during and after the construction period, including areas affected by the above, and below ground services.
40. The applicant shall agree by agreement that prior to Architecture Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and

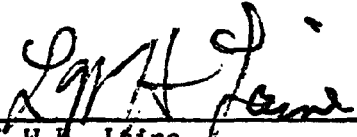
Development for features to be included in the design of buildings to minimize energy consumption.

41. The applicant shall agree by agreement to construct a pedestrian underpass at the applicant's expense, between Block E and Block F to the satisfaction of the City.

AGREED:



F. R. Dalzell
Commissioner of Planning
and Development

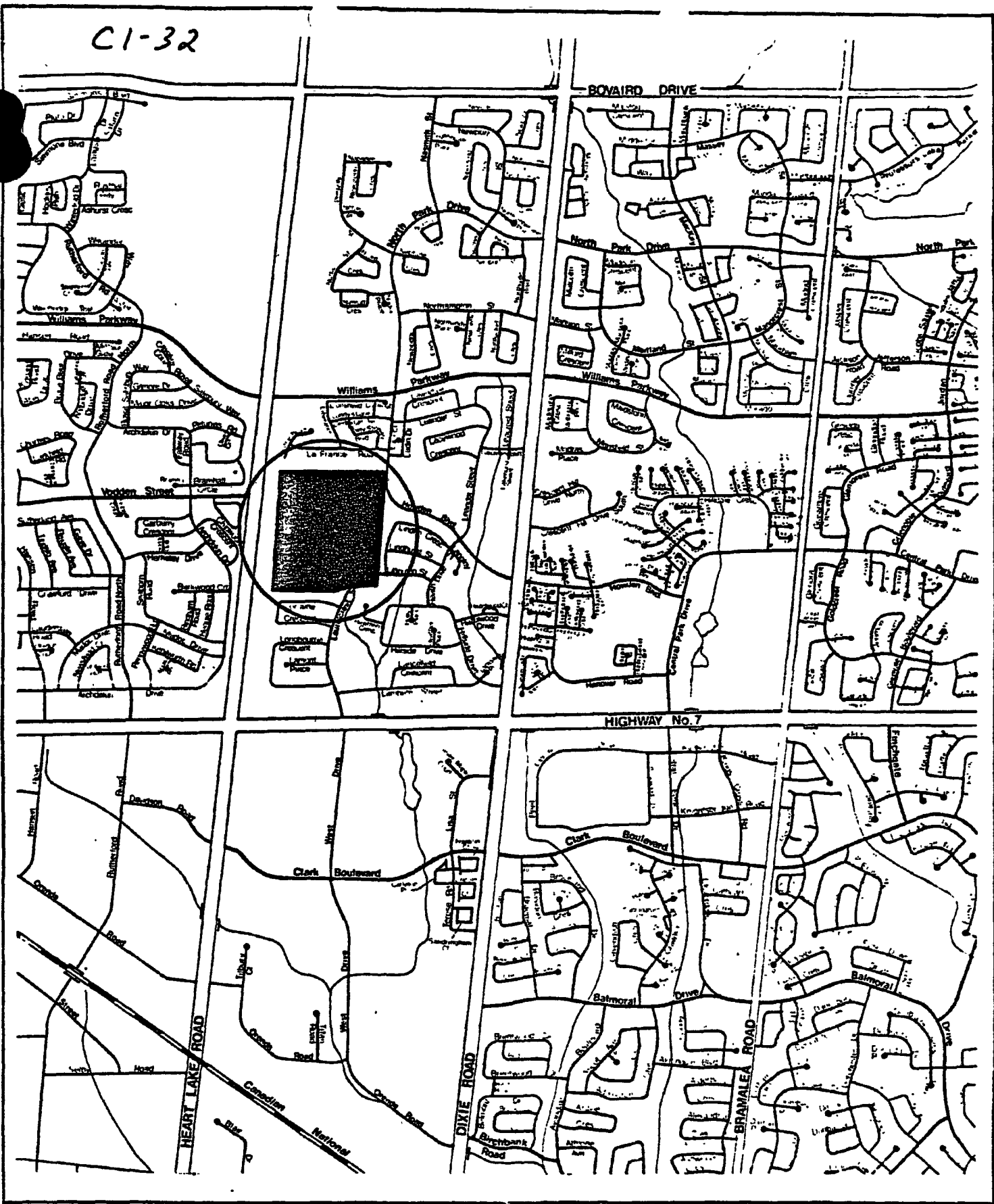


L.W.H. Láine
Director of Planning and
Development Services Div.

Attachments - 4

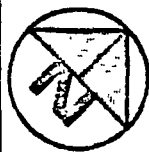
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C1-32



LOCATION MAP

NORTONVILLE ESTATES

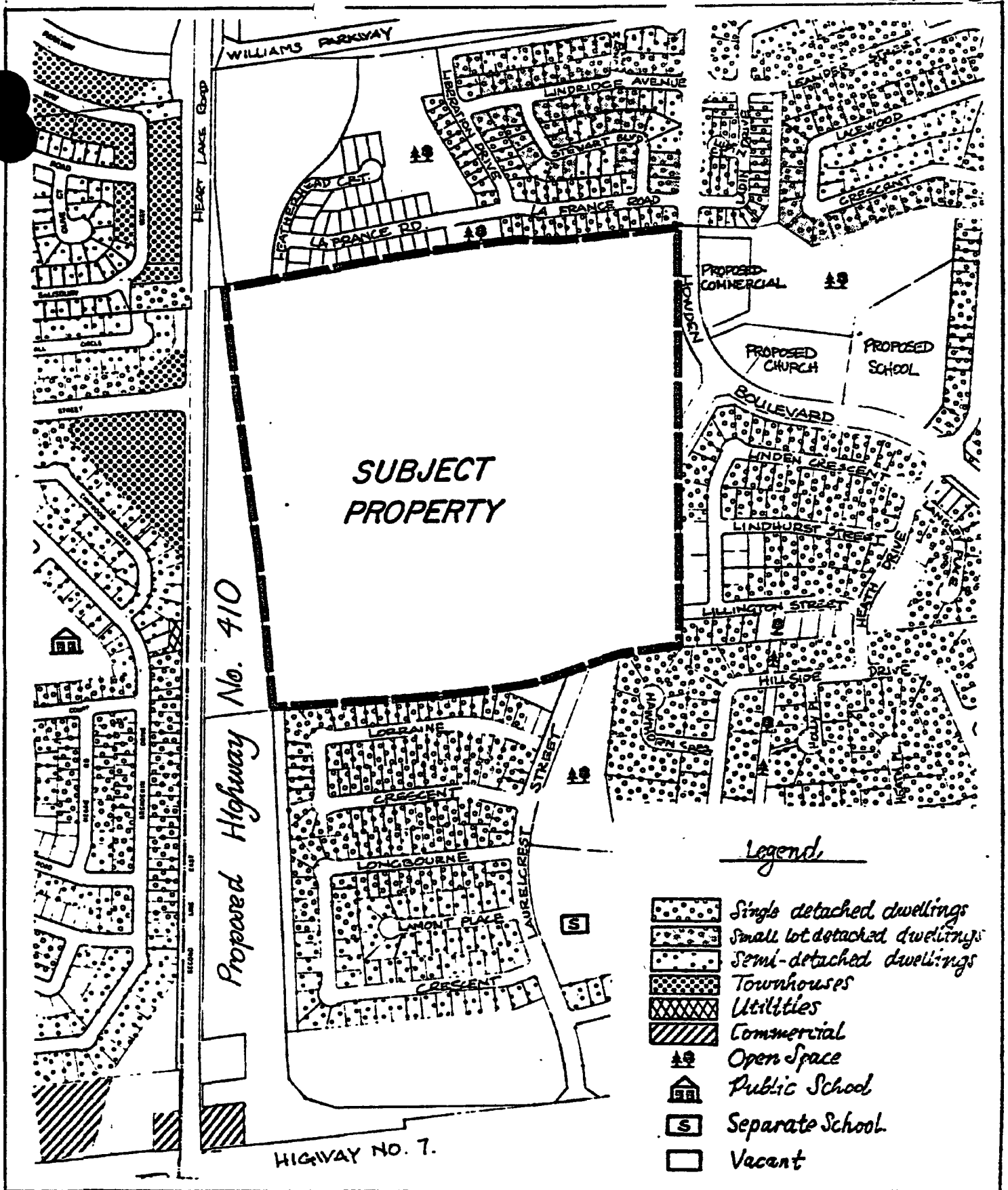


CITY OF BRAMPTON
Planning and Development











Date 84-04-05 Drawn by: J.K.

1:25000

File no. C3E 7.2 Map no. 45-17A



Legend

-  Single detached dwellings
-  Small lot detached dwellings
-  Semi-detached dwellings
-  Townhouses
-  Utilities
-  Commercial
-  Open Space
-  Public School
-  Separate School
-  Vacant

MORTONVILLE ESTATES
Existing Land Use

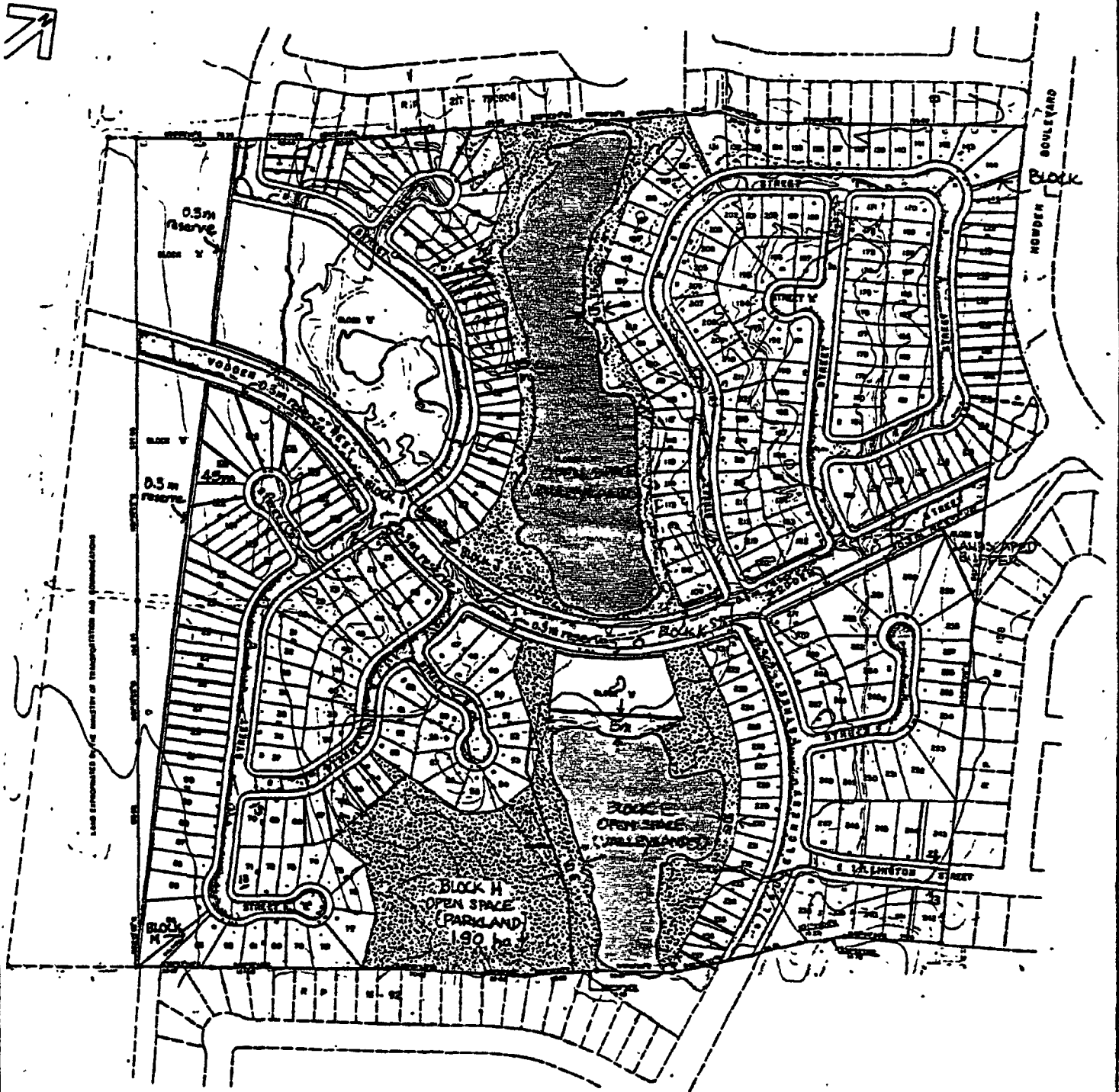


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CITY OF BRAMPTON
Planning and Development

Date: 84/04/05 Drawn by: J.M.C.
File no. C3572 Map no. 45-17B

C1-34



NORTONVILLE ESTATES
 Proposed Plan of Subdivision (Redlined)

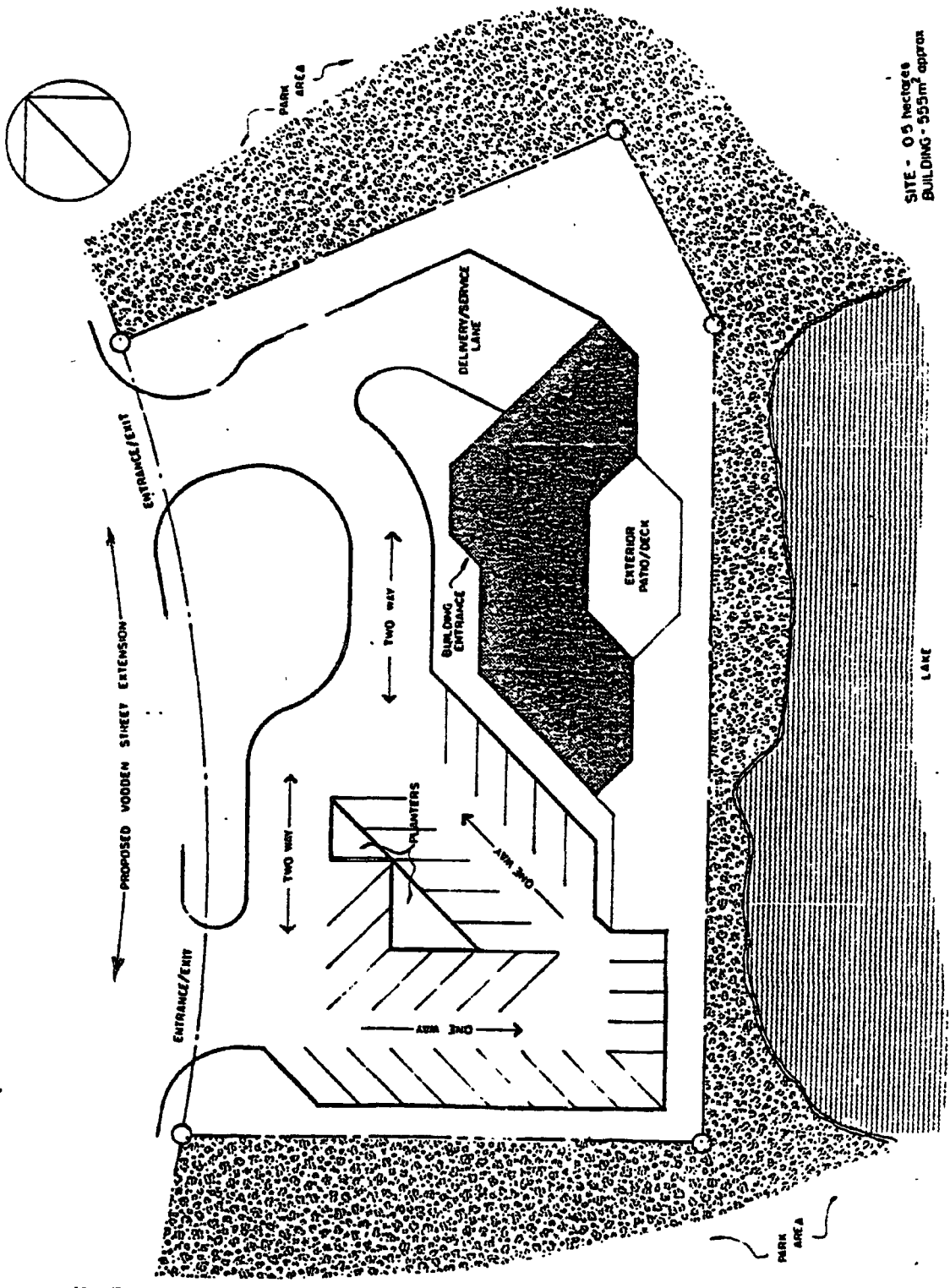


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CITY OF BRAMPTON
 Planning and Development

Date: 84-04-03 Drawn by: J.M.C.
 File no. C3E7.2 Map no. 45-17C

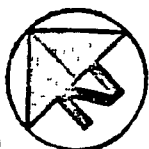
C1-35



SITE - 0.5 hectares
BUILDING - 555m² approx

PRELIMINARY CONCEPT PLAN
 PROPOSED FOR NORTONVILLE ESTATES
 BLOCK 'D'
 - QUALITY DINING ROOM RESTAURANT -

FEBRUARY 1983



1:400

CITY OF BRAMPTON
 Planning and Development

Date: 84/04/05 Drawn by J.M.C.
 File no. C3E7.2 Map no. 45-17D

E3

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

June 15, 1984

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application
to Amend the Official Plan and Restricted
Area (Zoning) By-law
Part of Lot 7, Concession 3, E.H.S.
Ward Number 7
NORTONVILLE ESTATES (Mary Parr Property)
Region of Peel File Number 21T-81048B
Our File Number C3E7.2

The notes of the Public Meeting held on Monday, May 28, 1984, with respect to the above noted application are attached for the information of Planning Committee.

Also attached are copies of letters from Mrs. B.J. Copeland, 53 Lorraine Crescent, Brampton, Mrs. A. Lunter of 27 La France Road, Brampton, Mr. P. Cancelli of 32 Lorraine Crescent, Brampton, Mrs. D. Myers, 64 Longbourne Crescent, Brampton, Mr. J. P. Morris, 30 Longbourne Crescent, Brampton, and Mr. M. N. Skinkle, 50 Linden Crescent, Brampton and a petition from 57 residents of Lillington Street and the surrounding vicinity.

Notices of the meeting were placed in two local newspapers and were mailed to the owners of property within 120 metres of the subject property, more than 30 days prior to the meeting.

Approximately, 85 members of the public attended the meeting and numerous people spoke to the application. Of those members of the public who spoke, the opinions expressed ranged from total objection to any development taking place on the subject lands, to a general acceptance of the proposal as presented. The majority of the public raised objections and concerns regarding certain specific aspects of the proposal which appeared to involve the following matters:

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- 2 -

1. the proposed extension of Laurelcrest Street will increase traffic in the residential area south of the subject lands resulting in a hazardous situation in view of the existing park and school on the east side of Laurelcrest Street;
2. the proposed extension of Vodden Street will compound the envisaged traffic hazard in the residential area to the south and will increase traffic on Howden Boulevard creating increased noise and annoyance for existing residents in the vicinity;
3. the proposed extension of Lillington Street to intersect with the extension of Laurelcrest Street will create a short cut for through traffic through the existing residential area to the east of the subject lands;
4. the proposed development will disrupt, if not eliminate, the existing wildlife which inhabits the subject lands;
5. the proposal does not provide sufficient open space surrounding the proposed lakes, and
6. the proposed quality dining room restaurant will create noise and odour for residents to the south of the subject lands.

In addition, some members of the public indicated they did not believe there was a need for the proposed commercial areas from a market standpoint.

Many of the concerns raised by the public have been addressed in the staff report dated April 5, 1984. As noted in this report, the applicant has submitted a market demand analysis for the commercial component of the plan and that the Planning Policy and Research Division of the Planning and Development Department found the report to be acceptable and a strong basis for the proposed commercial components of the plan. In addition, staff's report recommended that stringent design and site planning criteria should be employed for the commercial components in both the zoning by-law and

and through site plan control to ensure the compatibility of the commercial components of the plan with existing and future residential development.

Concerning the provision of open space, it is noted that over 20 percent of the subject lands are proposed for open space purposes and that approximately 75 percent of the woodlot in the south-west quadrant of the site is proposed to be preserved. Staff are of the opinion that the open space areas proposed within the plan are suitable in both size and location to achieve an open space link encompassing the lakes and the wooded area most desirable for preservation. As noted in the staff report dated April 5, 1984, a minimum of 15 metres of open space surrounding the lakes has been recommended to facilitate walkways adjacent to the lakes to implement the objective of a continuous open space link from north to south. Based on the preliminary grading plans submitted by the applicant, staff are of the opinion that a minimum width of 15 metres will be adequate to achieve this objective. The report also recommends that the final grading and servicing of the site should be such that the amount of urban pollutants entering the lakes is minimized.

Regarding the traffic concerns raised with respect to the extension of Laurelcrest and Vodden Streets, staff note that the extension of both of these roads through the subject lands has been envisaged for some time and form an integral part of the City's major road network as indicated in the Official Plan. The Public Works and Building Department advise that both of these road extensions are critical from a traffic engineering standpoint.

With regard to the proposed extension of Lillington Street to intersect with Laurelcrest Street, it is noted that such an extension was envisaged to provide a westerly point of access to the residential development to the east of the subject lands. The Public Works and Building Department have subsequently advised that such a point of access is not critical from a traffic engineering standpoint. The Committee should be reminded however, that immediately after the Heath Drive/Lillington Street subdivision was constructed, Council received a delegation from owners in the initial phase

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- 4 -

of Bramalea Woods voicing concern over the increased traffic in the area. The Lillington Street homeowners are no doubt driving through Bramalea Woods to gain access to the west and therefore contributing to the traffic congestion. If Planning Committee is of the opinion that the detrimental effect of connecting Lillington Street to the extension of Laurelcrest Street outweighs the desirability of providing a westerly access to the residential area to the east of the subject lands, Lillington Street could be terminated on the subject lands in the form of a cul-de-sac. If Planning Committee requires such a revision to the proposed plan, a 3 metres wide walkway should be provided from the cul-de-sac of Lillington Street to the existing parkland east of Laurelcrest Street and this portion of the plan should be re-lotted accordingly. In this regard, lots fronting on the cul-de-sac of Lillington Street should have a minimum frontage of 23 metres while lots fronting on Laurelcrest Street should have a minimum frontage of 15 metres. A copy of a sketch plan illustrating such a possible revision is attached.

In view of the foregoing, it is recommended that Planning Committee determine if Lillington Street should be extended to Laurelcrest Street and recommend to City Council that:

1. the notes of the Public Meeting be received;
2. the application to amend the Official Plan and zoning by-law be approved;
3. staff be directed to prepare the appropriate amendment to the Official Plan and zoning by-law;
4. depending on the decision of Planning Committee regarding the extension of Lillington Street, the proposed draft plan of subdivision be recommended for draft approval subject to either:
 - (a) the conditions contained in the staff report dated April 5, 1984, or


(b) the conditions contained in the staff report dated April 5, 1984, with the following revised conditions 1(k), 8 and 10.

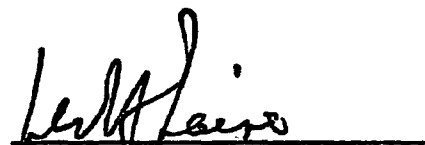
1.(K) Lillington Street be terminated on the subject lands in a cul-de-sac, a 3 metres wide walkway be provided from the cul-de-sac to the existing park on the east side of Laurelcrest Street, and the plan be relotted accordingly with minimum lot frontages on Laurelcrest Street to be 15 metres and minimum lot frontages on Lillington Street to be 23 metres.

8. The maximum number of lots permitted on the site shall be 330.

10. The applicant shall agree by agreement that the walkways, namely Block L and the walkway from Lillington Street to the existing parkland on the east side of Laurelcrest Street, both as shown on the relined draft plan, shall be a minimum of 3 metres in width and shall be conveyed to the City.

AGREED:

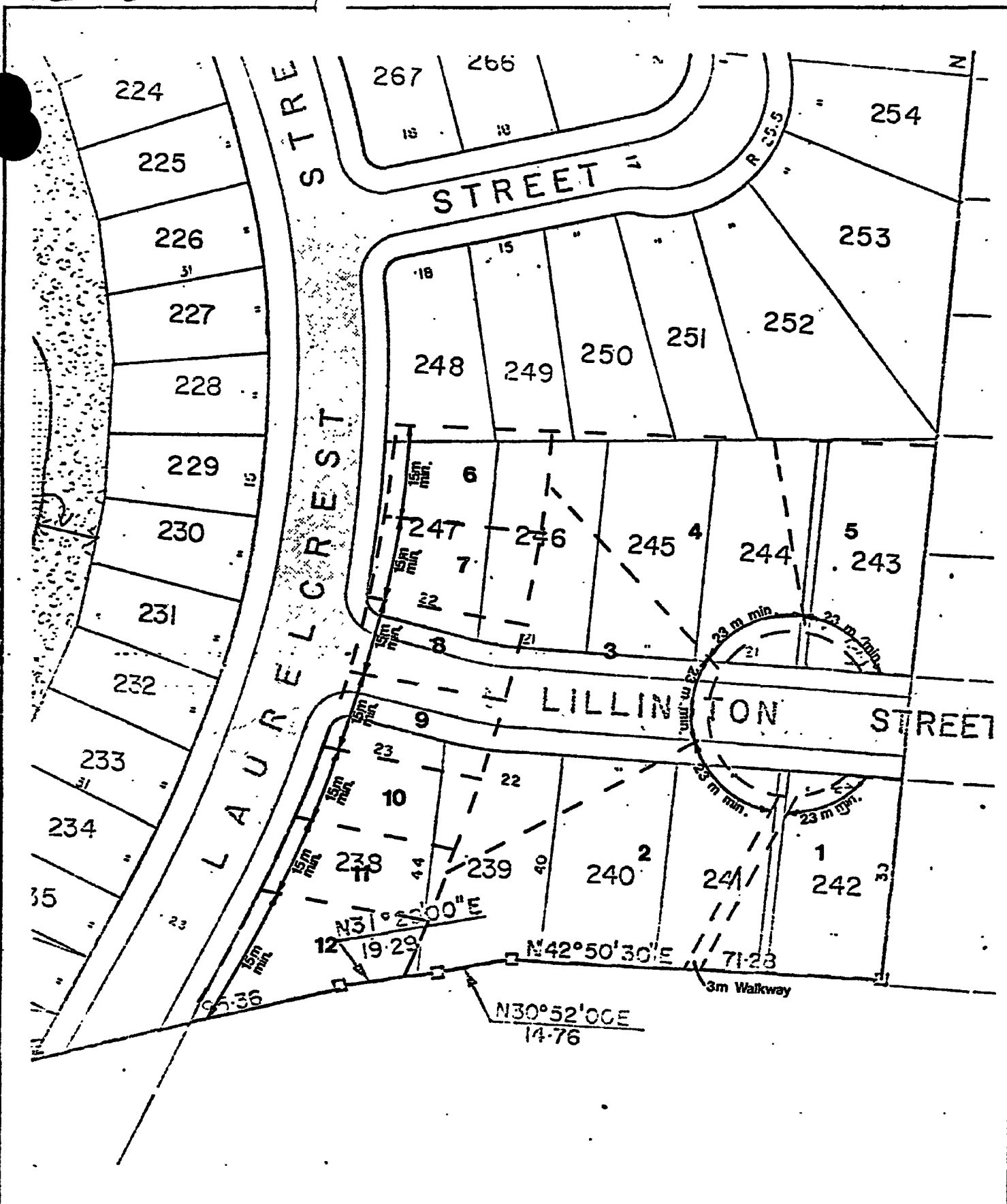

F. R. Dalzell
Commissioner of Planning
and Development


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

Attachment - 5

DR/thk/12

E3-6



NORTONVILLE ESTATES LTD.
 POSSIBLE REVISION TO LILLINGTON
 STREET



CITY OF BRAMPTON
 Planning and Development
 Date: 84. 05 29 Drawn by: J.K.
 File no. C3E7.2 Map no. 45-20F

1:100

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Monday, May 28th, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:56 p.m., with respect to an application by NORTONVILLE ESTATES (File: C3E7.2) to amend the Official Plan and the Zoning By-law to permit the development of a subdivision containing 329 single family detached lots, 2 commercial blocks and 3 blocks for open space purposes encompassing two lakes and a woodlot.

Members Present: Councillor D. Sutter - Chairman
Alderman E. Carter
Councillor N. Porteous
Councillor E. Mitchell
Alderman M. Annecchini
Alderman F. Kee
Alderman C. Gibson

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services Division
W. Lee, Development Planner
D. Ross, Development Planner
L. Koehle, P. Eng., Commissioner of Public Works and Building

Approximately 85 interested members of the public were in attendance.

The Chairman enquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. 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 advised that two letters had been received, commenting on the proposal from Mrs. B.J. Copeland, 53 Lorraine Crescent, Brampton

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- 2 -

and Mrs. A. Lunter, 27 La France Road, Brampton. Questions and comments were invited from members of the public.

Mrs. Meyer, 64 Longbourne Crescent, supported Mrs. Copeland in her concerns regarding traffic congestion and traffic hazards on Laurelcrest Street that would be increased with additional development.

Barry Weiner, 20 La France Road, asked if the lakes would be developed in a similar manner as Professor's Lake. He was advised that the use of the lakes had not been determined but a beach is not likely to be established.

Peter Hutton, 34 Laurelcrest Street, expressed concern about the quantity of wildlife that would remain and the increased volume of traffic on Laurelcrest Street. He asked if there were any plans to construct traffic bumps and 4-way traffic signs.

He was advised that there were no plans to install the traffic control devices he had mentioned.

Mr. Ford, 16 Lorraine Crescent, referred to increased highway traffic that would use Laurelcrest Street creating a hazard to the users of the nearby school and park.

The Chairman noted that future Highway 410 would handle highway traffic.

Hans Bettings, 44 Lorraine Crescent, noted that Laurelcrest Street would be used as a short cut for traffic using Vodden Street.

Mr. Murray Maynard, 21 La France Road, indicated that east-west traffic movement on Vodden Street will be increased impacting on Dixie and Howden traffic flow.

A property owner on La France Road complained about the inconvenience that would arise from the filling and grading operation on the former pit site.

Mr. Dalzell explained the proposed operation of the Esker lands as it pertains to the reuse of the pits.

Shirley Tisdale, 49 Lindhurst Crescent, supported the retention of the area for wildlife.

Keith Moyer, 13 Lorraine Crescent, asked about the depth of the

- cont'd. -

ponds, the location of the trees to be removed and commented on the difficulty of regrading the site without serious problems.

Mr. McGuigan of the applicant company, advised that the north and south ponds were 7.62 metres (20 feet) and 9.14 metres (30 feet) deep respectively. Mr. D. Ross indicated the location of the trees that would be retained, being about 75 per cent of the wooded area.

C. Grewal, 9 Lillington Street, advised that extending the road was very deceiving as it was shown as a cul-de-sac on a (Bramalea Limited) plan and therefore should not be built. He expressed concern about additional traffic passing through the Bramalea Woods subdivision.

A neighbour of Mr. Grewal, living on Lillington Street, voiced his support for a cul-de-sac treatment of Lillington Street.

Frank Palliser, 26 Linden Street, asked if it were always planned that Vodden Street would be extended to the east.

Mr. Koehle, Commissioner of Public Works and Building, reported that the extension of Vodden Street was planned to meet with Laurelcrest Street, but upon further study it was determined to extend Vodden Street to Howden Boulevard with Laurelcrest Street to intersect with Vodden Street.

Heather Moyer, 13 Lorraine Crescent, asked if West Drive was planned to be a 4 lane road from Steeles Avenue. She reported that at a public meeting about 7 years ago, West Drive was not shown (on a plan) as a continuous route.

Mr. Koehle advised in the affirmative.

Barry Weiner, 20 La France Road, expressed a major concern of employee traffic using Laurelcrest Street. He asked if traffic lights would be installed at Vodden Street and Highway Number 410. Mr. Koehle, noted that Vodden Street will fly-over Highway Number 410 and not intersect with the highway.

George Halsam, 21 Longbourne Crescent, indicated that traffic jams occur at Highway Number 7 and asked if the developer would be handicapped if Laurelcrest Street were turned into a cul-de-sac.

It was noted that Laurelcrest Street was planned to be extended and that it would be unsafe to have a large number of dwellings dependent upon one access route.

Carlo DiDomizio, 44 Longbourne Crescent, questioned why is it (situation) unsafe now when traffic will be increased on Laurelcrest Street endangering children crossing the street. He further asked if it is intended to fence off the park site. He stated that a wrong decision made 15 years ago does not have to be corrected now.

Catherine Leslie, 89 Longbourne Crescent, asked if the public meeting was a waste of time. The Chairman responded that citizen input is required and outlined the procedures. Mrs. Campbell-McIntosh, 8 Lorraine Crescent, asked if Laurelcrest Street were to remain in its present state and why could not an overpass be constructed to the park.

Mr. Koehle responded to the future status of Laurelcrest by advising that there are no plans to widen the roadway.

Murray Maynard, 21 La France Road, asked what concept is proposed for access from one side to the other of Vodden Street. Mr. Ross indicated that staff is proposing an underpass for pedestrian purposes.

In response to questions concerning the type of restaurant, the design concept of park/open space system, method of regrading the land to the east of the lower (south) lake and whether material will be transported to the site, the following presentations were made:

Mr. McGuigan indicated that a quality dining room restaurant like Someplace Else Restaurant, Chez Marie Restaurant or Via Veneto Trattoria with a capacity of 120 persons, in a building with a floor area of 6000 square feet is proposed.

Mr. Dalzell explained the function of the open space area as being part of a larger system extending north and south following the course of the Brampton Esker.

Mr. McGuigan reported on the method of regrading the site to ensure that the site will slope toward the centre and the south and will be adequately compacted to satisfy City Building requirements.

He further noted that no fill will be brought onto the site.

Mrs. McCarthy, 34 Laurelcrest Street, asked what would be the result if the soil were not compacted properly. She was advised that soil tests would have to be submitted to the City to verify that proper compaction had been completed.

John Stevens, 29 Linden Crescent, enquired as to the Official Plan designation of Laurelcrest and Vodden Streets and was advised that the streets were designated as Collector roads. Mr. Stevens suggested that if Lillington Street were not extended a walkway should be provided. He asked as to the width of Laurelcrest Street, and was informed it is 23 metres wide, sufficient to accommodate 4 lanes. Mr. Stevens recalled that about 5 years ago it was necessary to install a drain to the lake because of basement flooding and he asked what would happen to the elevation of the lakes. It was reported that the lake elevations would be controlled by control devices. Mr. Stevens suggested that in view of the various studies conducted to date, a traffic study should be commissioned. Finally, he noted that some of the restaurants mentioned were located off a collector road and he disagreed with the proposed restaurant.

Joe Pallas, 16 Linhurst Crescent, expressed concern over traffic, questioned adequacy of school facilities, questioned the need for additional commercial facilities and did not agree with having a restaurant in a park area.

Joe Morris, 30 Lorraine Crescent, expressed fear as to the ability to maintain high quality water bodies and the effect that adjacent dwellings would have on the privacy of existing dwellings. He suggested that the best use of the property was to leave it in an undeveloped state.

Mr. F. Pallas, 26 Linden Crescent, asked if there would be a pathway around the lakes. A presentation was made by the Landscape Architect and additional explanation was given by Mr. McGuigan.

Murray Maynard, 21 La France Road, asked for information on lot sizes and location of a park connection from La France Road which was given by Mr. Ross.

Barry Weiner, 20 La France Road, asked for and received clarification on lot sizes as to their widths of 15.24 and 9.14 metres (50

E3-12

- 6 -

and 30 feet) and to depths of 33.5 metres (110 feet). In response to a question regarding the size of the commercial plaza and probable price range of houses, Mr. McGuigan indicated that the plaza would have a leaseable floor area of about 5574 square metres (60,000 square feet), a food store of 2322.5 to 2787 square metres (25,000 to 30,000 square feet) and 12 to 14 complementary stores; and the house price, in today's dollars, for a 232.25 square metres (2500 square feet) house, on a 15.25 metre (50 foot) lot would be \$150,000.

Randy Skidmore, 61 Lorraine Crescent, claimed that Laurelcrest Street and Vodden Street will be used by residents of the Madoc Subdivision as a shortcut route.

Shirley Tisdale, 49 Lindhurst Crescent, asked about vacant lands to the north of the subject property and was advised that the lands would be developed.

Andre Mumme, 6 Lorraine Crescent, asked if property at the corner of Laurelcrest Street and Lorraine Crescent would be developed. Mr. Mumme was advised that of the 2 vacant lots, one might be developed by Bramalea Limited and the other lot might not be developed because of foundation conditions.

Jeff Chamley, 22 Lorraine Crescent, enquired if the changes to the water level would adversely affect the retained trees, and also enquired if the water flow in the lakes would fill the outlet drain to a greater degree. Mr. Koehle advised that the water level would be regulated to avoid exceeding the capacity of the outlet control facility.

Mrs. Marsden, 64 Longbourne Crescent, asked what procedure is required in an effort to stop the proposal.

The Chairman outlined the hearing procedure involving the Ontario Municipal Board.

Murray Skeldon, 50 Linden Crescent, raised the question of what other use is available as an alternative. Mr. Dalzell outlined the options of both the developer and the area residents and the procedures that would be required in following a specific course of action.

The meeting adjourned at 9:50 p.m.

E3-13

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

Attention: Mr. David Ross

May 22, 1984

Re: Nortonville Estates
File #C2E7.2 - Ward 7

Dear Mr. Ross:

Regarding the above project, I would like to mention a few problems that, as a resident of Lorraine Crescent, I feel may effect my property.

The mature trees bordering this property along Lorraine Crescent are not just beautiful, but are full of heritage (with Indian trail markings); a haven for small animals and birds; and have in the past five years protected our area from three twisters (by diverting the weather over the trees). If these trees were to be destroyed for the purpose of building new houses, it would be a great loss to the community.

Another concern of building houses on that property is the effect on traffic on Highway #7 at rush hours. As it is, the roadways are extremely busy, and as more building is completed, more cars appear on the roads. Is it not possible to relieve this congestion before it worsens?

Although I have not reviewed the plans yet, a further concern is the possible continuation of Laurelcrest. If this was accomplished, it would create a very busy street, not suitable for a quiet residential area with numerous young children. Our area children must cross Laurelcrest on school days in

...2

E3-14

page 2

The Corporation of the City of Brampton
Attention: Mr. David Ross

May 22, 1984

order to board their school buses. When not attending school there is a park which most of our children play in, and once again that means crossing Laurelcrest. If that road was to become a through street, it would become a great concern to parents living nearby.

As most of the residents of this area bought homes here because of the quiet neighbourhood, further building could possibly destroy the tranquility, which is a big drawing feature with our homes.

I hope the above comments will help you with your decisions regarding the building proposed by Nortonville Estates.

Yours truly

B. J. Copeland

B. J. Copeland (Mrs)
53 Lorraine Crescent
Brampton, Ontario
L6S 2R6

May 21, 1984

C3E7.2

The Corporation Of The City Of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. David Ross, City Planner
Mr. F. R. Daizell, Commissioner

Dear Sirs:

Re: Your Correspondence Dated April 27, 1984
Notice of Public Meeting re Planning Act 1983
Agenda Item #3 (File No. C3E7.2 - Ward 7)

Your correspondence as noted above invited written or verbal representation in support of, or in opposition to the proposed Nortonville Estates. Having accepted this invitation, I cast my vote in opposition to the proposed development or rather, request that minor changes be made to it as it now stands on the 'master plan'.

Brampton has always made a very conscious effort to maintain as much parkland with connecting walkways and bicycle paths as possible to enhance its draw as a desirable place to work and to benefit its' various thriving communities. Being a member of this tax paying community, and planning to be one for a great deal longer, I would like to see the proposed Nortonville Estates project developed in a manner befitting its' surrounding inhabitants and as such, request that some minor, but important, changes be made to the application submitted by Nortonville Estates.

To this end, I have taken the liberty of outlining changes I feel can lead to the mutual satisfaction of all concerned in this land development project. (For purposes of clarification, please see the attached appendix).

1. I respectfully request that a proposal of a 20' wide walkway adjacent to the lots presently backing onto the proposed north-east quadrant of Nortonville's developmental area go on record. The obvious advantage of connecting two already existing walkways with connecting parks, i.e. Leander Park and walkway with Liberation Park and walkway, thus, providing convenience and safe access to the inhabitants dwelling in the entire residential vicinity.
2. In todays' very conscious attitude towards the preservation of the natural environment, the presently existing wooded area to the east side of the Brampton Esker provides a haven for numerous species of aviary. Its' preservation and incorporation into this 20' wide walkway would provide a most satisfactory balance between the forces of nature and the ever expanding housing industry, while at the same time, servicing the community as a whole.

E3-16

- 2 -

3. As I have been lead to believe, it is common practice for any proposed developmental land project to allot approximately 5% of any given portion of land under development for purposes previously noted. I have also taken the time to view these plans at the City Clerk's Office and note that this 5% allotment of land is being proposed for usage in the Bramalea Woods area, solely. I therefore request a change that this 5% recreational land allotment be divided evenly between both residential areas, thus, servicing these tax paying communities in an equal and impartial manner.

I thank you for the opportunity to voice these proposed changes and trust they are not in vain and will be accorded at the very least, some measure of consideration.

A reply as to the feasibility of such an undertaking would be most appreciated.

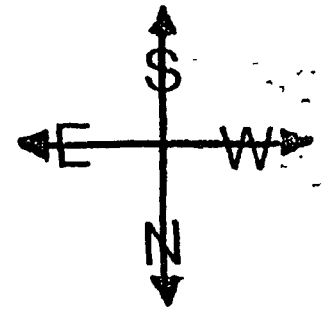
Yours very truly,



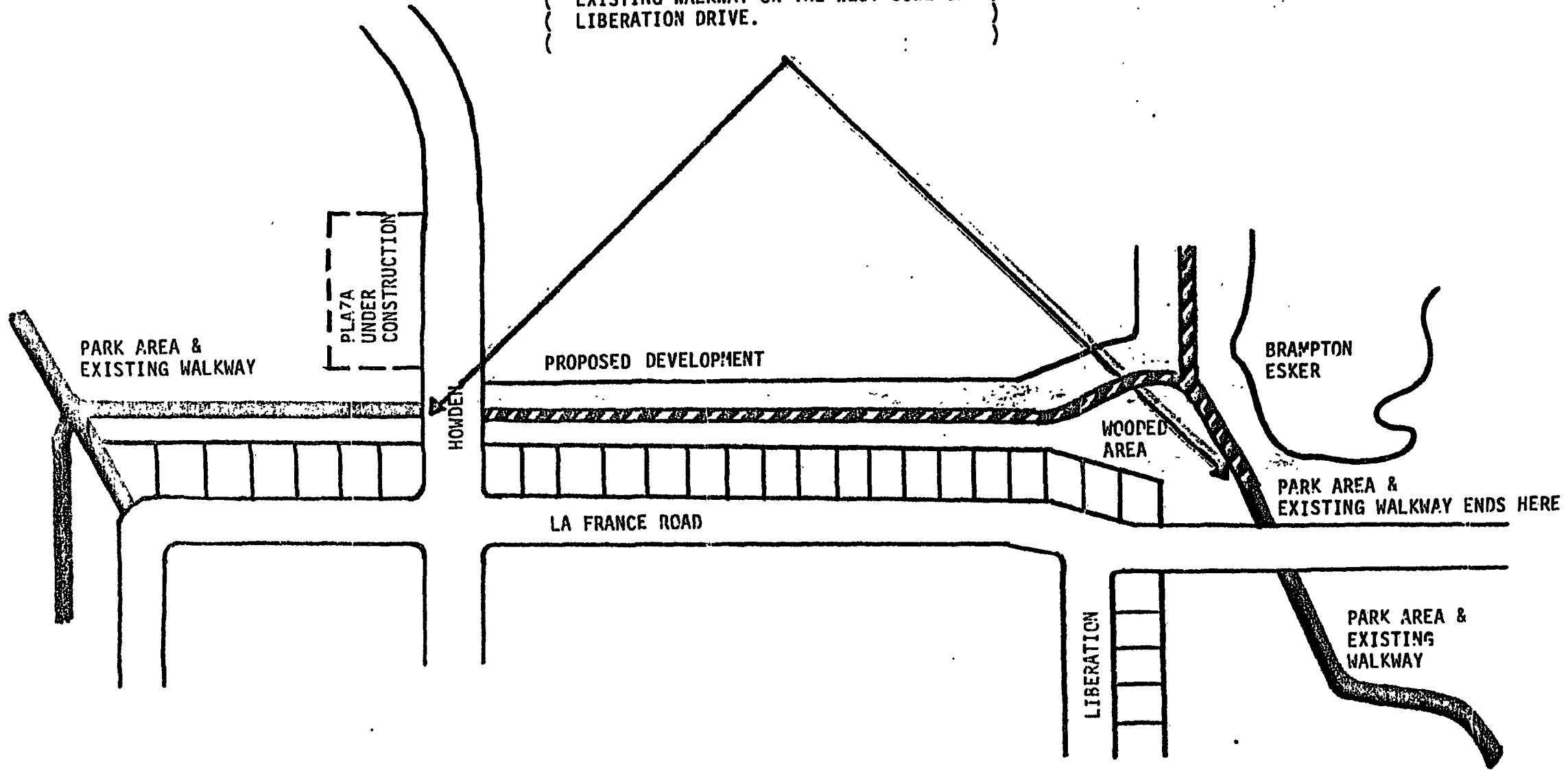
Mrs. A. Lunter
27 La France Road
Brampton, Ontario
L6S 3V7

Attachment

cc: Mr. Eric Carter, Alderman



PROPOSED 25' WIDE WALKWAY CONNECTING
EXISTING WALKWAY ON HOWDEN WITH
EXISTING WALKWAY ON THE WEST SIDE OF
LIBERATION DRIVE.



E3-17

E3-18

June 1/84
copy J. [unclear]

Dear Mr. Dalzell,

I presently live at 32 Lorraine Cres in Brampton. After attending the Parr Pits meeting in the council chambers on May 28TH I would like to make suggestions that I hope you will consider.

First of all, the park planned will be one of the prettiest parks in Brampton, a credit to the city's park system. But by building a restaurant in the middle of it would be a shame. It will defeat the purpose for what a park is intended; peaceful serenity. A place to get away from the noise, pollution and smell of our main streets.

Secondly, the city was thinking of clearing out the underbrush of the forest. Please do not do this, as it would destroy the natural beauty of the forest and the habitat that now resides there. There are not many tracts of woods left like this in Brampton. Please do not destroy this natural environment. It would take years to re-generate itself.

Thank you for your time reading this letter.

Yours Truly,

Paul Cancelli
PAUL CANCELLI

32 LORRAINE CRES
BRAMPTON, ONTARIO
L6S 2R7

E3-19

64 Longbourne Crescent
Bramalea, Ontario
L6S 2R9

June 13, 1984

Mr. Dave Tusts
Clerk's Assistant
City of Brampton
150 Central Park Drive
Brampton, Ontario

Re: Planning Committee Meeting
June 18, 1984

Dear Sir:

This is to advise that I wish to register to speak to the Planning Committee at the June 18th meeting as a representative of residents regarding the extension of Laurelcrest Road north to the ~~Norton Park~~ *Nortonville* Estates.

Yours sincerely

D. Myers
Doreen Myers (Mrs.)

Received at the City of Brampton by: _____

date: _____

E 3-20

J. P. Morris,
30 Lorraine Crescent,
Brampton, Ontario,
June 13, 1984.

To the Clerk,
City of Brampton,
Council Office,
150 Central Park Drive,
Brampton, Ontario.
L6T 2T9

Dear Sir or Madam:

This is to advise that I wish to speak at the Council Planning Meeting of June 18, 1984, on behalf of several residents of the Moore Park community, in respect to the proposed Nortonville Estates Development regarding environmental factors that I, along with several other residents, believe to be detrimental to this community.

Yours sincerely,

John P. Morris

John P. Morris

RECEIVED
CLERK'S DEPT.

JUN 14 1984

REG NO 3075
FILE NO 710

E3-21

50 Linden Crescent
Bramalea, Ontario
L6S 4A2
June 12, 1984

1307 2

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

Dear Sir:

Re: Nortonville Estates Ltd.

I wish to speak strongly in favour of this proposal as being comprehensive and thoroughly researched.

I note that it is a complete development while there exists the possibility of the owner, Mr. McGuigan, selling the table lands for piecemeal development, if this 'total' concept is rejected.

The residents of Moore Park knew from the time they settled in that area that Laurelcrest would become a through street and they have been fortunate to have it closed for this long.

As well, Lillington Street must be opened to Laurelcrest as the plan proposes. It is not reasonable to have the traffic from our area routed in via Hillside Drive when we wish to go toward downtown Brampton.

Mr. McGuigan has our full support for his proposal and since we back onto this property, we trust it will proceed with all due haste.

Yours very truly,

M. N. Skinkle

E3-22

June 5, 1984.

The Corporation Of The City Of Brampton.
150 Central Park Drive.
Brampton, Ontario.
L6T 2T9.

RECEIVED
CLERK'S DEPT.

JUN 14 1984

REG. NO: 3089
FILE NO: C3E7.2

Re: Nortonville Estate.

File #C3E7.2 - Ward 7.
Nortonville Estates Proposed
Development.

Attn: Mr. R.A. Everett.

Dear Sir:

We the undersigned residents of Lillington Street and vicinity strongly oppose the extension of Lillington Street to Laurel-Crest. When we bought the properties in this area we were made to understand that Lillington Street is going to stay as cul-du-sac. Extending it to Laurel-Crest now would bring in lot of through vehicle traffic and will disturb living and will substantially drop the value of our properties. We propose that Lillington Street should remain as cul-du-sac and a walkway approach be provided to the proposed park.

Hoping for your serious consideration, we thank you.

Copy to MR DELZEL CHAIRMAN PLANNING DEPARTMENT
MR L.T. KOEHLER P. ENG PUBLIC WORKS & BUILDINGS.

NAME	ADDRESS	SIGNATURE
1. MR GURJIT SINGH GREWAL	9 - LILLINGTON ST	<i>Grewal</i>
2 MR. BEANT SINGH CHANA,	9, LILLINGTON ST.	<i>Chana</i>
3. MRS. Grewal	9, Lillington st.	<i>Grewal</i>
4. MR. NEIL TAYLOR	8 LILLINGTON ST.	<i>Neil Taylor</i>
5. Cathy Taylor.	8 Lillington st.	<i>Cathy Taylor</i>
6. Wm GRACEY	6 Lillington St	<i>Brampton</i>
7. Doreen Gray	6 Lillington St	<i>Brampton</i>
Under Sign	= Health Dr.	<i>R. ...</i>

(Continued)

NAME

ADDRESS

SIGNATURE

- 9. DINA 3 HEATH DR. *Bouley*
- 10. Leggatt 10 Lillington St *Walter Leggatt*
- 11. Legyott 10 Lillington St. *Barbara Leggatt*
- 12. TANNER 19 LILLINGTON ST. *Pamela Tanner*
- 13. TANNER 19 LILLINGTON ST. *Pamela Tanner*
- 14. KANJI 41 LINDEN CR. *Kanji*
- 15. H. Kanji " *H. Kanji*
- 16. L. KASSAM " *L. Kassam*
- 17. SHENAZ KANJI " *Kanji*
- 18. *Maria Bilal* 62 LINDEN CRES. *Maria Bilal*
- 19. *Maria Bilal* 62 LINDEN CRES. *Maria Bilal*
- 20. *B.T. Ford* 58 LINDEN CRES. *B.T. FORD*
- 21. ARUN K BHANDT 35 LINDEN Cr. *Arun Bhandt*
- 22. Shanti Bhandt 35 Linden Cr. *Shanti Bhandt*
- 23. SUSHAMA BHANDT 35 LINDEN Cr. *Sushama Bhandt*
- 24. BRUCE TURNER 46 LINDEN CR. *Bruce Turner*
- 25. E.J. Bannous 38 Linden Cr. *E.J. Bannous*
- 26. T. Djalanni 15 LINDEN CRES. *T. Djalanni*
- 27. 16 LINDEN C.R.
- 28. 16 " " " *Bernardo Valentin*
- RITA PUSOTUSI 14 LINDEN CRES. *Rita Pusotusi*
- JOE TUSI 14 " " *Joe Tusi*

E3-24

PAGE 3.

NAME	ADDRESS	SIGNATURE
31 S. VLAKO	8 LINDHORST ST	J. Vlako
32 W. Brethauer	4 LILLINGTON ST.	W. Brethauer
33 W. Lising	3 LILLINGTON ST	W. Lising
34 N. S. Bordini	DR. M. A. Bordini	14 LILLINGTON ST
36 Allen Freedman	11 LILLINGTON ST.	Allen Freedman
37 Holly Freedman	11 LILLINGTON ST	H. C. Freedman
38 H. Eberhard	13 LILLINGTON ST	H. Eberhard
39 R. Ford	58 Linden Cr.	R. Ford
40 Ron Eisenault	37 Linden Cr	R. Eisenault
41 A. Eisenault	37 Linden Cr.	A. Eisenault
42 DING ETOI	56 LINDEN CR	D. Etoi
43 SWANK, JOHN D	21 LINDEN CR	John Swank
44 Swank, Joan K.	21 Linden Cr.	Joan Swank
45 C. SASSO	13 LINDEN CR.	Catherine Sasso
46 C. Sasso	13 Linden Cr.	C. Sasso
47 L. JINKS	10 Linden Crs.	L. Jinks
48 T. BOUSLO	9 Heath Dr.	T. Bouslo
49 C. RUSSO	5 HEATH DR.	C. Russo
50 L. LISING	3. LILLINGTON ST,	L. Lising
51 S. CHEUNG	12 LILLINGTON ST.	S. Cheung
52 A. CHEUNG	12 LILLINGTON ST.	A. Cheung
53 C. STRACIER	2 LILLINGTON ST.	Claudette Stracier
54 T. STRACIER	2 LILLINGTON ST.	T. Stracier
M. STRACIER	2 LILLINGTON ST	M. Stracier
MRS. D. CHANA	7 LILLINGTON ST.	D. Chana
57 J. R. WILLIAMS	15 LINDEN CR	J. R. Williams