



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 46-90.

To adopt Amendment Number 178
and Amendment Number 178 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 Planning Act, 1983, hereby ENACTS as follows:

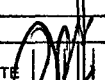
1. Amendment Number 178 and Amendment Number 178 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 178 and Amendment Number 178A to the Official Plan of the City of Brampton Planning Area.

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

this 19th day of March, 1989


KENNETH G. WHILLANS - MAYOR


LEONARD J. MIKULICH - CLERK

APPROVED AS TO FORM LAW DEPT. BRAMPTON

DATE

ORIGINAL

By HW 46-90

AMENDMENT NUMBER 178
to the Official Plan of the
City of Brampton Planning Area
and
AMENDMENT NUMBER 178 A
to the Consolidated Official Plan of the
City of Brampton Planning Area

21-0P 0031 178 - 1

Amendment Number 178 and 178A

to the

Official Plan and
Consolidated Official Plan

for the

City of Brampton

RECEIVED
CLERK'S DEPT.

JUL 03 1990

REG. No.: 10 112
FILE No.: P450

This amendment to the Official Plan for the City of Brampton Planning Area and to the Consolidated Official Plan of the City of Brampton Planning Area which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved pursuant to Sections 17 and 21 of the Planning Act, R.S.O. 1983, as Amendment Number 178 to the Official Plan for the City of Brampton Planning Area and Amendment Number 178A to the Consolidated Official Plan of the City of Brampton Planning Area.

Date:

1990.05.29

Diana Jardine

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



THE CORPORATION OF THE CITY OF BRAMPTON

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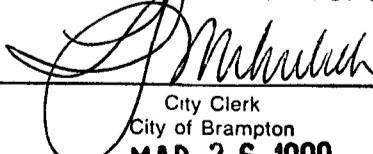

KENNETH G. WHILLANS - MAYOR


LEONARD J. MIKULICH - CLERK

APPROVED
AS TO FORM
LAW DEPT
BRAMPTON

DATE

CERTIFIED A TRUE COPY


City Clerk
City of Brampton
MAR 26 1990

AMENDMENT NUMBER 178
and
AMENDMENT NUMBER 178 A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 Purpose

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule A to this amendment from "Municipal and Public - Public School" as shown on the applicable secondary plan to "Residential - High Density", and to provide principles for the development of the subject lands.

2.0 Location

The lands subject to this amendment are located on the north side of Knightsbridge Road approximately 30 metres east of Central Park Drive and is described as Part of Lot 5, Concession 4, East of Hurontario Street, in the geographic Township of Chinguacousy.

3.0 Amendment and Policies Relative Thereto

3.1 Amendment Number 178 :

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

- (1) by adding, to the list of amendments pertaining to Secondary Plan Area Number 20 set out in the first paragraph of subsection 7.2.7.20, Amendment Number 178 A.

3.2 Amendment Number 178 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as amended, as it relates to the Avondale Secondary Plan (Secondary Plan Area Number 20), is hereby amended:

- (1) by changing, on Plate Number 14, the land use designation of the lands shown outlined on Schedule A to this amendment, from MUNICIPAL AND

PUBLIC - PUBLIC SCHOOL to RESIDENTIAL - HIGH DENSITY.

- (2) by changing, on Plate Number 13, the chapter reference for the lands shown outlined on Schedule A to this amendment, from Chapter C21 to Chapter C77.
- (3) by adding, to Part C, Section B, thereof, the following chapter:

"CHAPTER C77

1.0 Purpose

The purpose of this chapter is to permit the lands identified in this chapter to be used for residential apartment purposes in accordance with the development principles set out in this chapter.

2.0 Location

The lands subject to this chapter are located on the north side of Knightsbridge Road approximately 30 metres east of Central Park Drive and is described as Part of Lot 5, Concession 4, East of Hurontario Street, in the geographic Township of Chinguacousy.

The property has an area of approximately 1.6 hectares with a frontage of 176.9 metres along Knightsbridge Road.

3.0 Development Principles

The lands designated Residential - High Density by this chapter shall only be used for high rise apartments owned and operated by a non-profit housing corporation and shall be subject to the following development principles:

- 3.1 A maximum of 250 apartment units shall be permitted

3.2 Provision shall be made for adequate landscaping, yard widths, and depths to ensure an attractive and functional development.

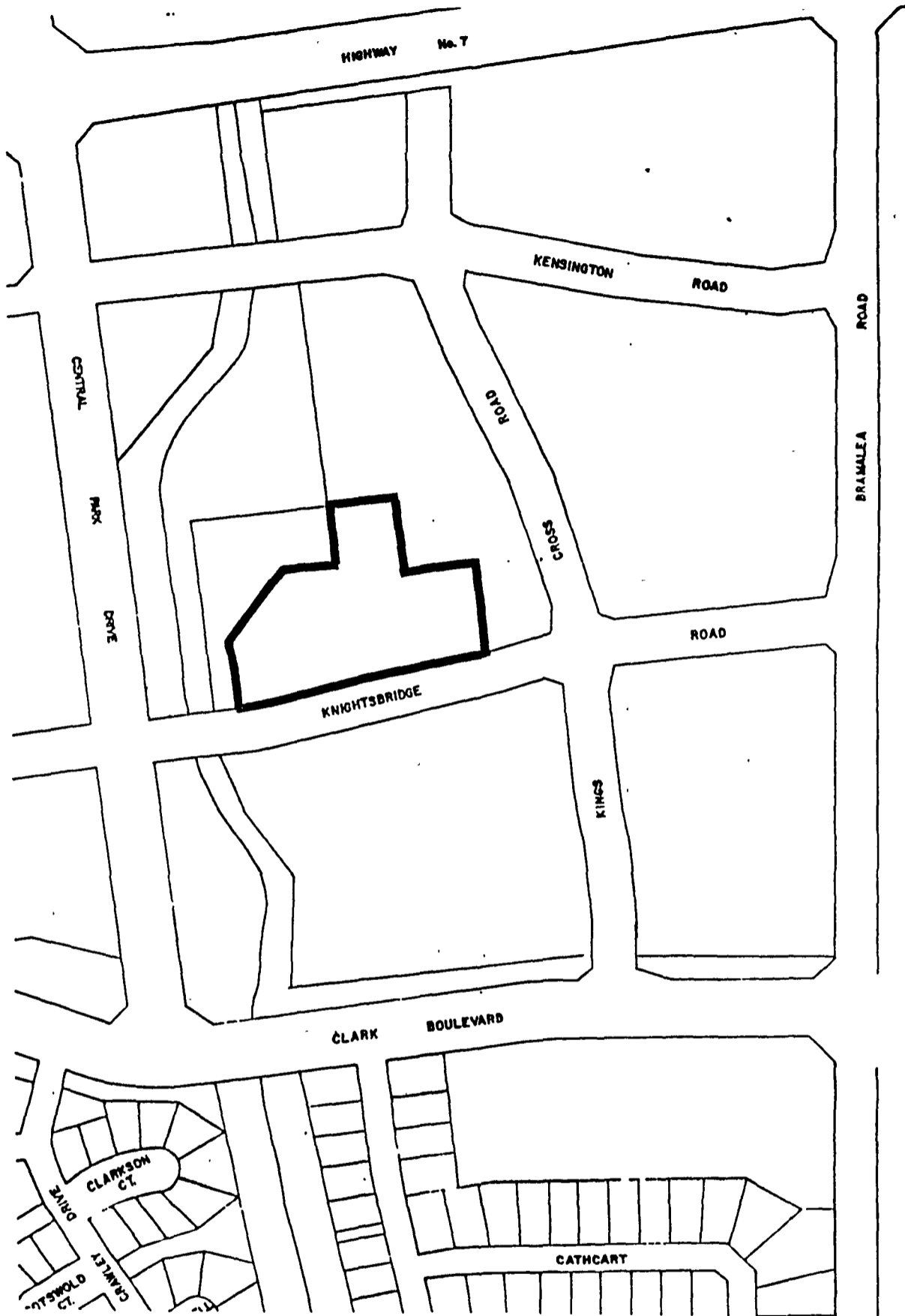
3.3 Off-street parking shall be provided in accordance with a standard determined to be adequate for the amount and type of development taking place.

3.4 The location and design of access ramps shall be to the satisfaction of the City.

4.0 Implementation

4.1 This chapter will be implemented by an appropriate amendment to the zoning by-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 3.0.

4.2 The City will require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of the Planning Act, 1983.



— LAND SUBJECT TO AMENDMENT

OFFICIAL PLAN AMENDMENT No. 178

Schedule A



1:4000

CITY OF BRAMPTON
Planning and Development

Date: 89 12 15

Drawn by: JRB

File no. C4E5.23

Map no. 63-28K

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 178
AND
AMENDMENT NUMBER 178 A

Attached is a copy of a planning report, dated January 4, 1990, and a copy of a report dated February 13, 1990, forwarding the notes of a Public Meeting held on February 7, 1990, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands and a copy of all written submissions received.

The Regional Municipality of Peel Planning Department	October 26, 1989
Peel Non-Profit Housing Corporation	November 2, 1989
Metropolitan Toronto and Region Conservation Authority	November 10, 1989
Peel Board of Education	November 10, 1989
The Dufferin-Peel Roman Catholic Separate School Board	January 10, 1990
H. Christmas	February 5, 1990
Regina Robinson and Norman T. Robinson	February 6, 1990
Gladys and Snecko Pekovic	February 7, 1990
Kim Smith and Joe Battaglia	no date
Catherine A. Summers and W. Albert Summers	no date
Mr. and Mrs. D. Wiman and S. Kirkland	no date
John R. Murray	February 19, 1990
Glenn Mann (petition) 1990	February 21,

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

January 4, 1990

TO: Chairman of the Development Team
FROM: Planning and Development Department
RE: Application to Amend the Official Plan
and the Zoning By-law
Part Block C, Registered Plan 962
Ward Number 8
BRAMALEA LIMITED
Our File Number: C4E5.23

1.0 Introduction

The application was referred by City Council to staff on December 1, 1986, for a report and recommendation. On September 19, 1989, the application was revised by the applicant and it is this revised application which is the subject of this report.

2.0 Property Description

The subject property:

- is located on the north side of Knightsbridge Road approximately 30 metres (100 feet) east of Central Park Drive
- is irregular in shape
- consists of 2.0113 hectares (4.971 acres) of a 3.024 hectare (7.474 acre) former proposed school site
- has a frontage of approximately 180 metres (590 feet)
- is separated from Knightsbridge Road by a 0.3 metre reserve (Block W, Registered Plan 962)
- is presently vacant
- has a flat terrain
- contains no significant vegetation

The surrounding land uses are as follows:

north - undeveloped open space, private recreational and office uses

east - day care facility, vacant

south - south of Knightsbridge Road, condominium apartments

west - channelized tributary of the Etobicoke Creek

3.0 Official Plan and Zoning Status

- "Residential" (Schedule A - Official Plan)
- part of the "Avondale Secondary Plan Area" (Schedule K - Official Plan)
- "Municipal and Public" with the additional identification of "Public School" (Avondale Secondary Plan - Chapter C21 of Section C of Part C and Plate 14 of the document known as the Consolidated Official Plan)
- "Agricultural (A)" (By-law 151-88, as amended)

4.0 Proposal

To amend the Official Plan and the zoning by-law to permit the subject site to be used for rental apartments, a walkway and public open space purposes. More precisely the applicant is proposing the following land uses within the site:

rental apartments	1.6041 hectares (3.964 acres)
parkland	0.3928 hectares (0.971 acres)
walkway	<u>0.0145 hectares (0.036 acres)</u>
total	2.0113 hectares (4.971 acres)

The rental apartment component of the proposal occupies the majority of the site, with the open space or parkland component located along the westerly boundary abutting the existing undeveloped open space area to the north and the channelized tributary of the Etobicoke Creek to the west. The walkway component consists of a 3 metre wide strip of land along the most northerly boundary of the site.

In support of the subject proposal the applicant has submitted a concept site development plan along with a supportive explanation indicating the following:

Rental Apartment Component

- two 13 storey apartment buildings to be sold to and operated by Peel Non-Profit Housing Corporation
- all floors will contain 10 suites except for the ground floors which will contain the following in each building:
 - 4 Tenant Suites
 - Superintendent's Suite (one 3 bedroom unit per building)
 - Moving Room
 - Garbage Room
 - Bicycle Storage Room
 - Superintendent's Office
 - Entrance Lobby
 - Mail Room and Mail Pick-up Area
 - Laundry with Associated Lounge
- total of 125 apartment units per building for a total of 250 apartment units resulting a density of 155.85 units per hectare (63.06 units per acre)
- 10% lot coverage
- total unit mix as follows:

1 bedroom (standard)	42
1 bedroom (handicapped)	8
2 bedroom (standard) -	137
2 bedroom (handicapped)	3
3 bedroom (standard) -	47
3 bedroom (handicapped)	1
3 bedroom (superintendent)	<u>2</u>
total	250
- 1 access driveway to Knightsbridge Road in approximately the centre of the site
- parking to be provided as follows:

Tenant Underground Spaces	262
Visitor Surfaces spaces	88
Handicapped Surfaces Spaces	<u>8</u>
Total	358
- 1 entrance ramp only to the underground parking garage
- 56% of the site to be landscaped open space

- on-site recreation facilities consisting of:

- a tot lot located in proximity to the laundry room/lounge facilities of the buildings
- a play area for school aged children
- an open lawn area for passive recreation

Park Component

- 0.3928 hectares (0.971 acres) block to be deeded to the City for park purposes
- in lieu of the balance of the parkland dedication required for the site, the applicant proposes to develop the proposed parkland component of the site, along with the undeveloped parkland abutting the site to the north, in accordance with a park development scheme prepared by the applicant
- the following facilities are proposed within the parkland component of the site and the undeveloped parkland to the north:
 - senior softball diamond
 - 2 tennis courts
 - multi-use playcourt for
 - basketball
 - half-court tennis
 - skating in winter
 - playground, with adjacent seating
 - walkways
 - footbridge over the Creek to the west to Central Park Drive
 - 12 space parking area
- the park development proposed by the applicant also involves remedial works to the abutting channelized tributary of the Etobicoke Creek to the west, which, according to the applicant, will result in relocating the Regional Storm Floodline of this tributary and remove the Civic Centre from the flood vulnerable area
- total costs, excluding consultants fees, for the park development is estimated by the applicant to be \$545,300

Walkway Component

- a 3 metre wide strip of land along the most northerly limit of the site to be deeded to the City to facilitate a walkway

5.0 Comments From Other Departments and Agencies

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

- "1. We have no objection to the application as such.
2. We require a site plan agreement addressing grading, drainage and access prior to the issuance of a building permit.
3. The disposition of the remaining parcel at the north-west corner of Kings Cross Road and Knightsbridge Road should be addressed prior to approval of this rezoning and site plan."

Traffic Engineering Services Division has provided the following comments:

- detailed matters pertaining to access to this site will be addressed at the time of site plan review. However, we do note that access to Knightsbridge Road must align with an existing entrance on the south side of the roadway.
- we understand that the parcel of land on the north-west corner of King Cross Road/Knightsbridge Road will be proposed in the future for convenience/commercial. Again, access details can be addressed for this parcel, upon formal submission of an application.

Zoning and By-law Enforcement Division advise that the provisions of Section 10.10.2 of By-law 151-88 would be applicable to the project. The Division notes that a total of 250 rental apartment units are proposed and based on the unit bedroom count provided by the applicant a minimum of 396 parking spaces would be required. The plan shows only 358 spaces.

Community Services Department has provided the following comments:

Parks and Recreation Division

- a) Based on the park tableland dedication requirement of 1 ha per 300 dwelling units the applicant is required to provide .83 ha (2.05 ac) based on the following calculation.

$$1/300 = \frac{250}{300} \text{ proposed units} = .83 \text{ ha (2.05 ac).}$$

- b) The applicant has shown a separate area of land comprised of .39 ha (.97 ac) immediately adjacent to the west of the subject site proposed to be used for park purposes. This area is to be included and form part of the City owned lands for creation of a neighbourhood park.

The applicant will be required to prepare a landscape plan for the neighbourhood park which will include the applicant's and City owned lands.

- c) The applicant will be responsible for park development costs in lieu of the cash in lieu for the balance of the .44 ha (1.08 ac) owed for park purposes.
- d) The applicant will be required to install 1.2 high black vinyl chain link on the boundaries of the subject site block.
- e) A landscape plan is to be prepared for the development of the high density block.

Transit

In regards to the application, it appears on the plan that the existing concrete bus pad and shelter have been removed and are now located north of the sidewalk, immediately east of the access to subject lands.

If it is necessary on the applicant's part to relocate the existing pad and shelter, then the applicant is required to install a 25 foot long concrete pad, between the curb and sidewalk, at and east of the access to subject lands.

A detailed location of this pad is to be obtained from transit staff and be included on engineering drawings.

Fire

This department has no objections to this proposed amendment to the Official Plan and the Zoning By-law.

Planning Department

Community Design Section has provided the following comments:

- "1. Several years ago a commercial use application was submitted yet withdrawn for the parcel of land at the north-west corner of Knightsbridge Road and Kings Cross Road. The proposal will result in a residual parcel in the corner one half the size of the parcel involved in the previous application. The application and the proposed use for the corner should be dealt with at the same time. Otherwise, the City and the residents will face a later application with no other alternatives.
2. The parking provisions are not satisfied.
3. The proposal shall show use information such as landscape percentage, floor space index, etc.
4. To promote more interesting urban design streetscape we suggest that the westerly building shall have terrace style toward the west side which is the facade facing the civic centre redevelopment."

Comments from external agencies are attached as Appendix A.

The following have advised they have no comments:

Law Department and Planning Department, Policy and Research Division.

6.0 Discussion and Summary

With respect to the proposed land use, it is noted that the subject site forms part of a site previously reserved for a public school. On October 10, 1978, the Peel Board of Education determined this school site was no longer required and released the applicant from the Board's purchase and sale agreement. Since the Board's release of the site, the north-east corner of the site has been redesignated, rezoned and developed for a day care facility and the north-west corner has been conveyed to the City, as part of a land exchange arrangement, for park purposes to be added to the undeveloped parkland to the north.

The applicant is now requesting that the balance of the former school site, less 0.3002 hectares (0.7417 acres) at the north west corner of Knightsbridge Road and Kings Cross Road, be redesignated in the Official Plan, and rezoned, to facilitate its development for rental apartment, walkway and park purposes.

In considering the subject proposal, it is noted that the secondary plan states that the area bounded by Highway Number 7, Bramalea Road, Clark Boulevard and the municipal lands and greenbelt area alongside Central Park Drive are to be developed as a community of high rise apartments with a social and recreational core and a school and park site. In accordance with the secondary plan, the area has been developed primarily for high density residential purposes in the form of rental and condominium high rise apartments, a private recreation facility has been established as well as the day care facility noted earlier and, although undeveloped, 1.6 hectares (3.96 acres) of parkland has been conveyed to the City. The secondary plan also states that in this area "the total number of units shall not exceed 2400 units and the densities on any individual block may not exceed 80 units per acre average". Based on the 1987 Assessment Census the total number of apartment units in this area is 2151.

Since the subject site is no longer required for school purposes an alternative use for the site is necessary. The use proposed by the applicant for the majority of the school site remaining, in the opinion of staff is in keeping with the general intent of the Official Plan for development in this area. More precisely:

- the open space and residential apartment development proposed is consistent with the land use established and envisaged for the general area
- the 250 rental apartment units proposed is consistent with the general principle that the maximum number of units for the area not exceed 2400
- the density of residential development proposed is well below the maximum density permitted in the secondary plan for individual apartment blocks

The proposed apartment development for 250 rental apartment units to be sold to, and operated, by Peel Non-Profit Housing Authority also meets the objective identified in the Strategic Planning Process to support and promote affordable and specialized housing within the City. From a locational perspective, the site is well suited for the development of affordable housing, it is:

- abutting a neighbourhood park and within walking distance of a major community park (Chinguacousy Park)

- within walking distance of the Civic Centre containing a major library, theatre and other social and recreational services
- within walking distance of a regional shopping facility
- well served by transit and within walking distance of a transit terminal

With respect to the size and shape of the parkland component of the proposal, the Community Services Department has advised that the 0.3928 hectares (0.971 acres) of parkland proposed, coupled with the existing parkland to the north, will be sufficient, and suitable, to accommodate the recreational needs of this high density residential area. The Community Services Department also advises that the required cash-in-lieu payment for the balance of the parkland dedication required for the subject development is to be accepted in the form of park development. Consequently, it is recommended that the applicant agree to perform the parkland development proposed, to the satisfaction of the Community Services Department, consistent with to the payment of cash-in-lieu for the balance of the parkland required.

The walkway component of the subject proposal, namely a 3 metre wide strip along the most northerly boundary of the site, is intended to provide a pedestrian connection from Central Park Drive, through the park, to Kings Cross Road. If instituted:

- the walkway will abut the sun bathing area of the private recreational facility to the north
- the walkway, which will terminate at the fenced westerly boundary of the day nursery, will encourage trespassing on the outdoor play area of the day nursery or on the parking and landscaped areas of the private recreation facility
- the walkway and the associated footbridge proposed as part of the park development will encourage pedestrians to cross Central Park Drive at a mid-block location, not at the controlled intersections to the north and south.

For the forgoing reasons, planning staff are of the opinion that the proposed walkway is not appropriate. However, Parks and Recreation feel a pedestrian walkway connection to Kings Cross Road is required.

As noted earlier, the subject proposal does not include all of the former school site for which an alternative land use has been established. With respect to the 0.3002 hectares (0.741 acres) which will remain at the north-west corner of Kings Cross Road and Knightsbridge Road, the applicant has advised that a separate application will be filed in the near future to permit a convenience commercial facility. Staff note that the approval of the subject development will limit the alternative land use options for this corner of the former school site. In view of this, the consideration of the subject application must also involve the probability that the remaining parcel will be developed for convenience commercial purposes.

In this regard, it is noted that the previous application to permit the day nursery on a portion of the former school site also included a proposal for a commercial plaza on a 0.6 hectare (1.6 acre) site at the north west corner of Kings Cross Road and Knightsbridge Road. After the public meeting, the applicant revised the application to remove the proposed commercial component.

By virtue of the subject proposal the applicant has reduced the amount of land available for a convenience commercial facility to approximately half the size previously proposed. Although no details of the now envisaged convenience commercial facility have been submitted, it is noted that the use of the 0.3002 hectare (0.741 acre) corner of the former school site, which is not part of the subject application, for convenience commercial purposes:

- will result in a facility having a gross leasable floor area within the range specified in the Official Plan for a convenience commercial facility
- can be pedestrian oriented to a large population within the existing residential apartment area to the south and east

Although such a convenience commercial facility will be close to a regional shopping centre, the two levels of commercial in many ways serve distinctly different functions and the existence of one does not detract from the need for the existence of the other. In the opinion of staff the suitability of a small convenience commercial facility in this location can be supported from a planning perspective and consequently the probability of such a use should not negatively influence consideration of the subject application.

Considering the details of the proposed apartments, it is noted that the applicant has proposed a total of 358 parking spaces whereas based on the parking standards contained in By-law 151-88 a total of 396 parking spaces are required. To support this reduction in parking to be provided, the applicant has submitted a parking analysis prepared by Peel-Non Profit Housing Corporation, a copy of which is attached, which indicates that a parking ratio of 1.4 spaces per unit, or 350 spaces in the case of the subject proposal, is more than adequate for Peel Non-Profit Housing Projects. In fact Peel Non-Profit Housing Corporation has advised that with recent program changes they believe even fewer spaces than those proposed will be required. After reviewing the parking analysis submitted, staff are satisfied that the reduced parking standard proposed by the applicant, is suitable for the subject proposal based on the understanding that the building will be owned and operated by Peel Non- Profit Housing.

With respect to the other details of the proposed apartment development, it is the opinion of staff that once the use and density are established the detailed design of the site, building and landscaping can best be dealt with through the site plan approval process when the detailed functional and visual aspects can be reviewed. It is recommended that the apartment site be zoned R4A(3) with the following specific provisions which will ensure an apartment development in keeping with the concept submitted by the applicant:

- the maximum number of units shall be 250
- the minimum landscaped open space provided on the site shall not be less than 56% of the site
- a minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per unit shall be surface visitor parking spaces
- the maximum height shall be 13 storeys
- the minimum interior side yard shall be 15 metres
- the minimum distance between buildings shall be 22 metres
- the maximum floor space index shall be 1.6

In summary, since the subject proposal:

- o is in keeping with the general intent of the Official Plan for development in the area
- o meets the objective identified in the Strategic Planning Process to support and promote affordable and specialized housing within the City
- o is well suited, from a locational perspective, for the development of affordable housing

it can be supported from a planning perspective subject to resolution of the walkway component of the proposal, the apartments being owned and operated by Peel Non-Profit Housing Corporation and the specific zoning provisions outlined in this report.

7.0 Recommendation

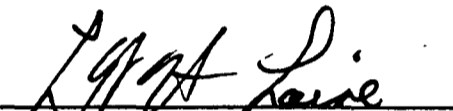
It is recommended that Planning Committee:

- A. Determine whether a walkway connection to Kings Cross Road is required.
- B. Upon resolution of the walkway requirement recommend to City Council that a Public Meeting be held in accordance with City Council's procedures.
- C. Subject to the results of the Public Meeting, staff be instructed to present the appropriate documents to Council subject to the following conditions:
 - 2. The amending zoning by-law shall contain the following:
 - a) the parkland component of the proposal shall be zoned OS
 - b) the apartment component shall be zoned R4A(3) with the following specific provisions:
 - (i) the maximum number of units shall be 250
 - (ii) the minimum landscaped open space provided on the site shall not be less than 56% of the site

- (iii) a minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per unit shall be surface visitor parking spaces
 - (iv) the maximum height shall be 13 storeys
 - (v) the minimum interior side yard shall be 15 metres
 - (vi) the minimum distance between buildings shall be 22 metres
 - (vii) the maximum floor space index shall be 1.6
2. Development of the site shall be subject to a development agreement and the development agreement shall contain the following:
- a) the proposed 0.3928 hectare parkland component of the proposal shall be conveyed to the City for park purposes, in a condition satisfactory to the City
 - b) the applicant shall develop the parkland component of the proposal, and the abutting parkland to the north and west, to the satisfaction of the Community Services Department, as a portion of the payment of cash-in-lieu for the balance of the parkland required in accordance with the Planning Act and City Policy. In this regard, the applicant shall prepare a landscape plan for this park development to the satisfaction of the Community Services Department
 - c) prior to the issuance of a building permit for the apartment development, a site development plan, a landscape plan, elevation and cross section drawings, a grading and drainage plan, a road work, parking areas and access ramp plan shall be deposited with the City to ensure implementation of these plans in accordance with the City's site plan review process
 - d) the applicant shall agree to fence the entire apartment site. The locations and design of the fencing shall be to the satisfaction of the City and shall be determined through the site plan approval process

- e) the applicant shall agree that the apartment development shall be owned and operated by Peel Non-Profit Housing Corporation
- f) the applicant shall make satisfactory arrangements for the lifting of the 0.3 metre reserve along the Kingsbridge Road frontage of the property at approved access locations only
- g) the applicant shall agree that if it is necessary to remove the existing bus stop pad and shelter abutting the subject site the applicant shall install a new bus stop pad and shelter of a size and design, and in a location, satisfactory to the Community Services Department
- h) prior to the issuance of a building permit, both City and Regional Levies shall be paid in the applicable amount

Respectfully submitted,



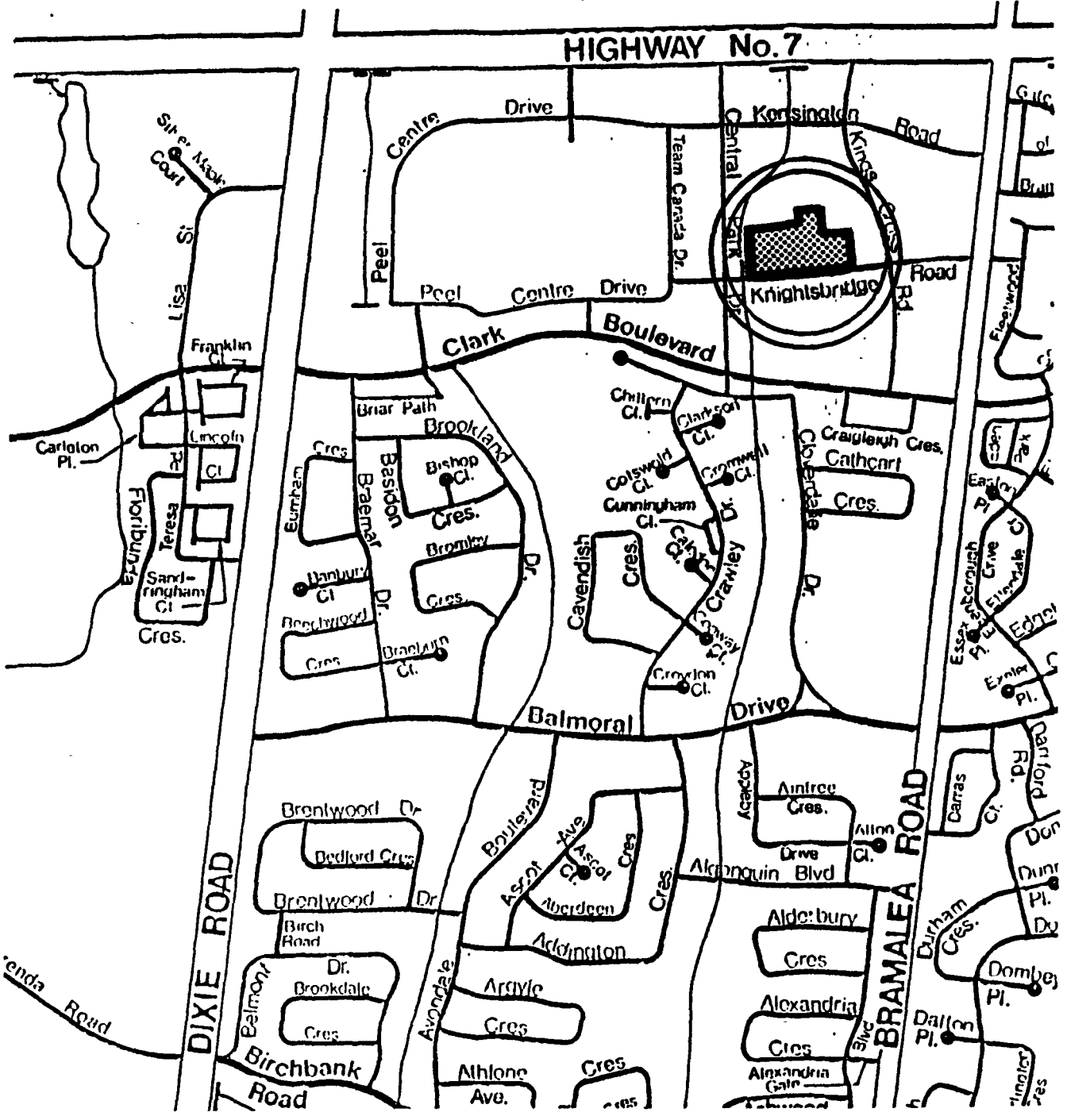
L.W.H. Laine, Director
Planning and Development
Services Division

AGREED:



J.A. Marshall, Commissioner
Planning and Development

LWHL/DR/am/icl



BRAMALEA LTD.

LOCATION MAP

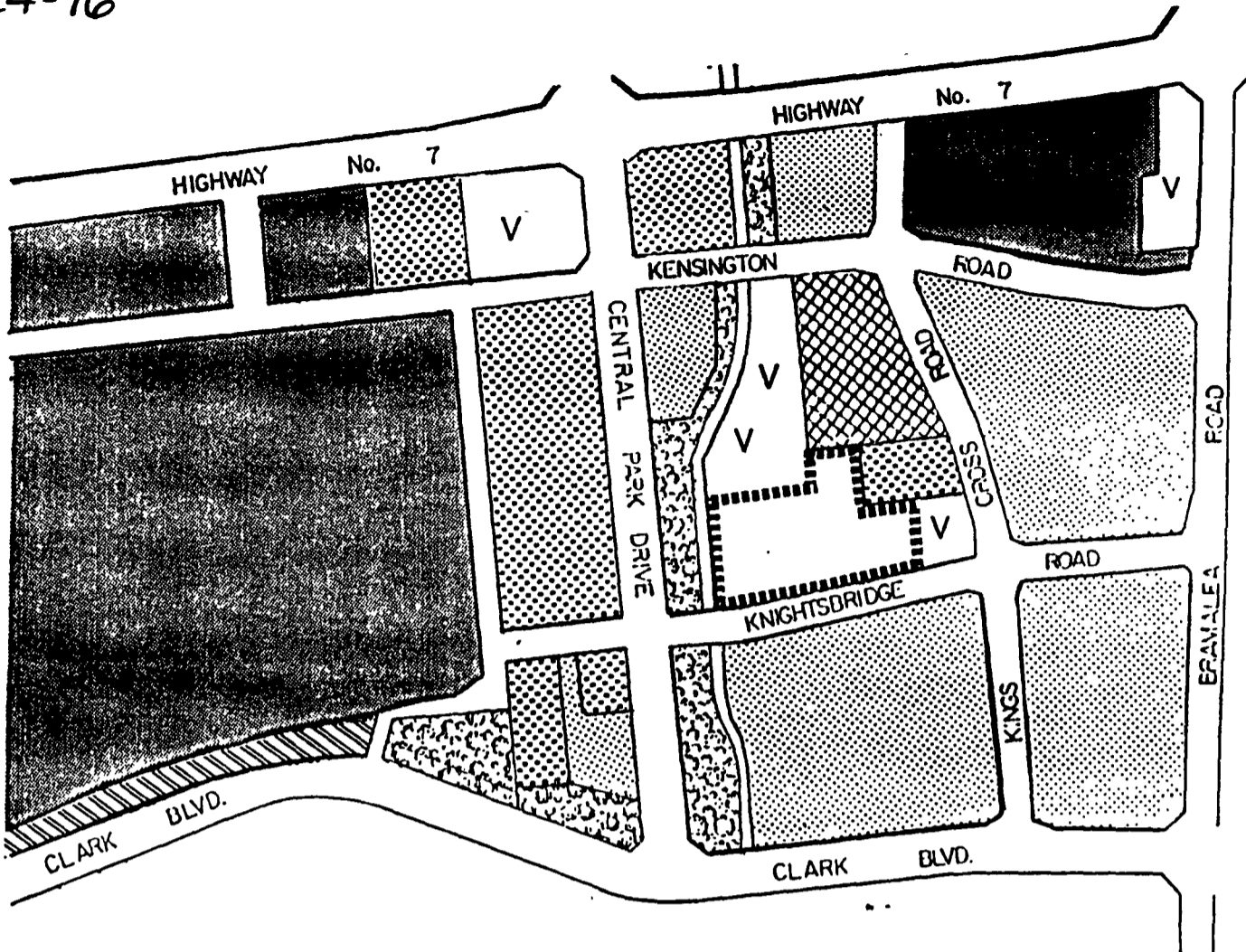


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

CITY OF BRAMPTON
Planning and Development

Date: 89 12 07 Drawn by: K.M.H.
File no. C4E5.23 Map no. 63-28F

E4-16



LEGEND

-  Subject Property
-  Private Recreation
-  Residential (Apartments)
-  Vacant
-  Commercial
-  Institutional
-  Open Space
-  Bus Terminal

BRAMALEA LTD.

LAND USE MAP



1:6200

CITY OF BRAMPTON
Planning and Development

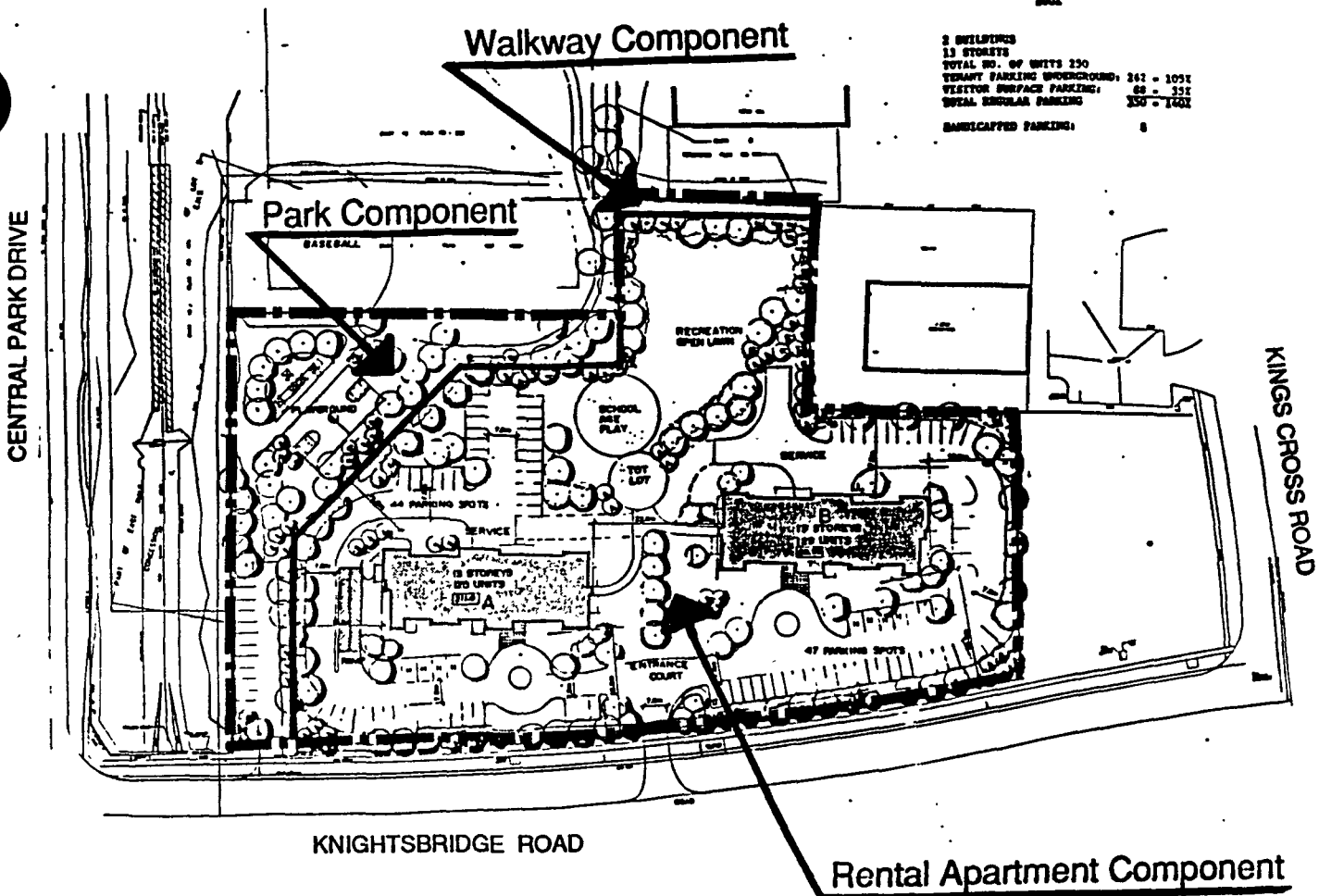
Date: 89 12 07 Drawn by: K.M.H.
File no. C4E5.23 Map no. 63-28G

SITE STATISTICS

SITE AREA		
SITE DENSITY RESIDENTIAL	1.4041 ha	(3.964A)
OPEN SPACE	0.3928 ha	(0.970A)
HAZARDOUS	0.0145 ha	(0.036A)
	2.8114 ha	(7.977A)

LOT COVERAGE	- 10%
LANDSCAPING	- 54%
PAVED AREA	- 34%
	80%

2 BUILDINGS	
13 STOREYS	
TOTAL NO. OF UNITS 250	
TENANT PARKING UNDERGROUND	202 - 105%
VISITOR SURFACE PARKING	68 - 35%
TOTAL SURFACE PARKING	250 - 140%
BARICAFFED PARKING	0



BRAMALEA LTD.

SITE PLAN



1:1750

CITY OF BRAMPTON
 Planning and Development

Date: 89 12 13 Drawn by: K.M.H.
 File no. C4E5.23 Map no. 63-281

APPENDIX A

COMMENTS FROM EXTERNAL AGENCIES

Region of Peel Public Works Department advise they have no objection to the subject proposal and note that sanitary sewers are available on easement at the west limit of the property and municipal water is available on Knightsbridge Road

Metropolitan Toronto and Region Conservation Authority have advised that they have no objection to the approval of the subject application.

Peel Board of Education have advised that the board has no objection to the further processing of the above noted applications.

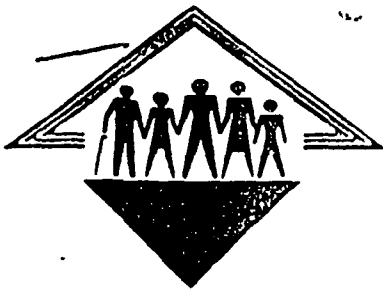
The anticipated yield from this plan is as follows:

35	JK-5
15	6-8
25	9-12/OAC

The students generated are presently within the following attendance areas:

		Enrolment	OME - 10%
Clark Blvd. Jr. P.S.	JK-5	390	601
Balmoral Sr. P.S.	6-8	514	657
Bramalea S.S.	9-12/OAC	1427	1612

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



E4-19

Peel Non-Profit Housing Corporation

File No: 1900.1 (Kensington)

November 2, 1989

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

Dear Sir:

As you are probably aware, Bramalea is developing a 250-unit project for the Peel Non-Profit Housing Corporation, on the former Kensington School Site (your file C4E5.23).

Bramalea is seeking a reduction from the 1.59 spaces per unit called for under the by-law, to 1.4 spaces per unit. We agreed with their seeking a reduction to 1.4 spaces per unit, consisting of 1.05 tenant spaces and 0.35 visitor spaces.

As the attached memo from the Commissioner/General Manager explains, we have undertaken an analysis of parking demand in existing projects and the demand requested by applicants on our waiting list. The data clearly show that 1.4 spaces per unit will be more than adequate and that, at that level, we will still incur vacancies.

We prefer to go with the 1.4 figure, even though a lower figure would be justifiable from a demand perspective. We feel the 1.4 figure represents a sufficiently modest reduction that it would reassure the City it would not create any problems and that a minor variance could indeed be supported.

A couple of points from the parking data are worth highlighting. First, the program has changed from that responsible for all existing projects: it has become more carefully targeted, with a higher percentage of low-income tenants. As the waiting list data confirm, this will result in even fewer parking spaces being needed in future projects than in existing projects, where we already have unrented spaces.

E4-20

Profit Housing Corporation

- 2 -

Second, the control over client mix will be maintained for 35 years, by way of agreement between PNPHC and the Ministry of Housing, so that there should be no concern that parking demand will increase over time.

I would be pleased to discuss this project further at your convenience, and to supply any additional information you believe would be useful. We look forward to expeditious and favourable resolution of this matter.

Yours truly



Keith Ward
Director, Policy & Development

cnc

KW/ms

PARKING UTILIZATION - BRAMPTON PNPFC

	<u>Rent Geared to Income</u>			<u>Rent Geared to Income</u>		
	<u># of units</u>	<u># of cars</u>	<u>ratio*</u>	<u># of units</u>	<u># of cars</u>	<u>ratio*</u>
<u>Family</u>						
One Bed	20	5	0.25	7	6	0.86
Two Bed	92	55	0.60	100	93	0.93
Three Bed	56	39	0.70	47	52	1.11
Total	168	99	0.59	154	151	0.98

Senior

One Bed	46	15	0.33	33	24	0.73
Two Bed	3	2	0.67	16	15	0.94

Brampton Family Buildings

- The Conover
- Newhaven Manors
- Wedgewood Court

Brampton Senior Buildings

- Manorbridge

* "Average number of cars per dwelling unit"



File No. 1900.1 (Kensington)

November 2, 1989

TO WHOM IT MAY CONCERN:

Peel Non-Profit Housing Corporation (PNPHC) staff have undertaken a detailed analysis of parking utilization among our existing tenants and the anticipated demand for parking from client households on our waiting list. The objective of this research was to obtain empirical evidence to support a proposed reduction in the number of required parking spaces as stipulated by the City of Brampton's zoning by-law.

The research revealed that existing rent-g geared-to-income (RGI) family tenants in Brampton had a car per unit ratio of 0.60 vehicles; for RGI senior tenants, the car per unit ratio was lower, at 0.33 vehicles. For family market tenants in our Brampton portfolio, the car per unit ratio was 0.93 vehicles. A similar trend was evident for senior market households as well; the car per unit ratio was 0.73 vehicles.

A similar analysis was undertaken for households on the waiting list for PNPHC units in Brampton. Family households categorized as deep core exhibited a potential car per unit ratio of 0.25 vehicles. Shallow core family households recorded a potential car per unit ratio of 0.45 vehicles. Family households on the total waiting list for market units had a car per unit ratio of 0.80 vehicles; similar to the ratio of existing market tenants in the PNPHC portfolio.

Clearly, the statistical evidence suggests that subsidized family tenants have a much lower demand for parking than family market tenants. In this respect, the 1.40 parking spaces per unit proposed for the Kensington site will still yield a comfortable margin. The 1.40 ratio will compensate for any short-term deficiency.

A requirement of the non-profit program, secured in a binding agreement for 35 years between the federal and provincial governments, is to maintain the 40-40-20 ratio of deep core, shallow core and market tenants in our new projects. This cannot be altered. At all times 80 percent of the units in our project on the Kensington site will be subsidized tenants.

Sincerely

Peter R. Smith
Commissioner of Housing and
General Manager, PNPHC

DB/ms

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

February 13, 1990

To: Chairman and Members of Planning Committee

From: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part Block C, Registered Plan 962
Ward Number 8
BRAMALEA LIMITED
Our file: C4E5.23

The notes of the Public Meeting held on Wednesday, February 7, 1990 are attached for the information of Planning Committee. Also attached are letters of objection received from occupants of 18 Knightsbridge Road, Catherine A. Summers and W. Albert Summers, Suite 1208; Regina Robinson and Normand Robinson, Suite 1406; D.L. Wiman and Elizabeth Wiman, Suite 1508; S. Kirkland, Suite 1908; Gladys and Srecko Pekovic, Suite 1112; Kim Smith and Joe Battaglia, Suite 1210; and from H. Christmas, 17 Knightsbridge Road, Suite 1602.

The members of the public who indicated their objection to the proposal by Bramalea Limited either at the Public Meeting or by correspondence, noted their dissatisfaction with existing conditions, and are concerned that these matters would become worse. Further, the objectors are concerned that the development will have an unsatisfactory impact upon the existing residents and development.

Parking was noted as a recurring problem as witnessed by the large number of motor vehicles parked on the adjacent streets caused by inadequate facilities on the residential sites and at the Regency Racquet Club. The existing apartment buildings have been constructed with a parking standard that requires only one space for each dwelling unit plus one space for each four dwelling units for visitors parking spaces. This standard does not compare favourably with the current parking standard for condominium or rental apartment buildings. Section 10.10.2 of By-law 151-88 provides the following:

	<u>Resident Spaces</u>	<u>Visitor Spaces</u>	<u>Recreation Equipment Spaces</u>	<u>Total Spaces</u>
(a) <u>Rental Apartments</u>				
Bachelor Unit	1.00	0.20	0.03	1.23
One-bedroom Unit	1.18	0.20	0.03	1.41
Two-bedroom Unit	1.36	0.20	0.03	1.59
Three-bedroom Unit	1.50	0.20	0.03	1.73
(b) <u>Condominium Apartment</u>				
	1.75	0.25		2.00

The parking standard proposed by Peel Non Profit Housing Corporation of 1.4 spaces per dwelling unit, comprising 1.05 spaces per dwelling unit for tenants and 0.35 spaces per dwelling unit for visitors, exceeds the demand for parking within non-profit projects. Thus, it is concluded that the proposed residential development, if occupied by subsidized tenants, should not be a contributing factor to on-street parking problems.

It has been expressed that the proposed development of 250 dwelling units and the possible commercial development would burden existing streets and cause a greater number of traffic accidents. In response to a request for traffic accident statistics, the Traffic Engineering Services Division has provided a print-out of accident statistics for the period from January 1986 to December 31, 1989, for the Kings Cross/Knightsbridge Roads intersection. During the 4 year period a total of 22 accidents have occurred. It is unrealistic to assume that an increase in traffic accidents would not occur in the future. For example, with no additional development within the immediate locality, the number of accidents increased from 2 in 1986 to 8 in 1988, and 7 in 1989. Insofar as traffic capacity of the abutting roads is concerned, the existing 4 lane configuration of the abutting roads can handle more traffic than that presently using Kings Cross Road and Knightsbridge Road. According to data from the Traffic Engineering Services Division, the 1988 24-hour entering volume at Kings Cross Road and Knightsbridge Road was 8350 vehicles.

Concern regarding an excessive number of dwelling units or apartment buildings was noted by many objectors. The Official Plan, as noted in the planning report, outlines a high density community bounded by Highway Number 7, Bramalea Road, Clark Boulevard and Central Park Drive, that eventually would have a total of 2400 dwelling units. With approximately 2151 units now located within existing buildings, an allocation of 250 dwelling units remains. The proposal by Bramalea Limited will use the remaining number of units. From the perspective of the Official Plan, the proposed development on the former school site would not be excessive.

It has been submitted by the objectors that the site should be used to provide additional recreational facilities. The Community Services Department has accepted a scheme whereby part of the former school site together with previously conveyed parkland will be developed for local recreational purposes. The need to use the majority of the former school site for recreation purposes has not been shown, nor has the Community Services Department, Parks and Recreation, requested the conveyance of additional land beyond that proposed by the applicant and required for a pedestrian walkway system.

It has been stated that erection of the 13 storey apartment buildings will obstruct the view of occupants of 18 Knightsbridge Road. The closer of the two proposed 13 storey apartment buildings will be about 170 metres (557 feet) from the apartment building at 18 Knightsbridge Road. There is no denying that the proposed development would obstruct the view over a vacant site. However, it is unreasonable to expect that the former school site would remain undeveloped indefinitely. The scale of the proposed residential development is not inconsistent with the existing larger apartment buildings and space separation of 170 metres exceeds that provided between other high rise buildings in the area.

In other localities where former vacant school sites have been developed, the basic design and land use principle has been the maintenance of compatibility with the adjacent uses. Where low density residential development exists, the school site has been developed in a similar manner. In a locality with high density development, it is not out of character to permit high density residential developments.

In recognition of City Council's adoption of Planning Committee recommendation requiring the provision of a walkway, it is necessary that a number of the previous recommended conditions be revised. Further, two defects were noted in the zoning by-law requirements which should be amended as well.

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

- A. The notes of the Public Meeting be received.
- B. The application be approved subject to the following conditions:
 1. The amending zoning by-law shall contain the following:
 - a) the parkland component of the proposal shall be zoned OS
 - b) the apartment and abutting walkway component shall be zoned R4A(3) with the following specific provisions:
 - (i) the maximum number of units shall be 250
 - (ii) the minimum landscaped open space provided on the site shall not be less than 56% of the site
 - (iii) the minimum lot area per dwelling unit shall be 64 square metres
 - (iv) a minimum of 1.4 parking spaces shall be provided for each dwelling unit of which a minimum of 0.25 spaces per unit shall be surface visitor parking spaces
 - (v) the maximum height shall be 13 storeys
 - (vi) the minimum interior side yard width shall be 15 metres
 - (vii) the minimum distance between buildings shall be 22 metres
 2. Development of the site shall be subject to a development agreement and the development agreement shall contain the following:
 - a) the proposed 0.3928 hectare parkland component of the proposal shall be conveyed to the City for park purposes, in a condition satisfactory to the City

- b) the applicant shall develop the parkland component of the proposal, and the abutting parkland to the north and west, to the satisfaction of the Community Services Department, as a portion of the payment of cash-in-lieu for the balance of the parkland required in accordance with the Planning Act and City Policy. In this regard, the applicant shall prepare a landscape plan for this park development to the satisfaction of the Community Services Department
- c) prior to the issuance of a building permit for the apartment development, a site development plan, a landscape plan, elevation and cross section drawings, a grading and drainage plan, a road work, parking areas and access ramp plan shall be deposited with the City to ensure implementation of these plans in accordance with the City's site plan review process
- d) the applicant shall agree to fence the entire apartment site. The locations and design of the fencing shall be to the satisfaction of the City and shall be determined through the site plan approval process
- e) the applicant shall agree that the apartment development shall be owned and operated by Peel Non-Profit Housing Corporation
- f) the applicant shall make satisfactory arrangements for the lifting of the 0.3 metre reserve along the Kingsbridge Road frontage of the property at approved access locations only
- g) the applicant shall agree that if it is necessary to remove the existing bus stop pad and shelter abutting the subject site the applicant shall install a new bus stop pad and shelter of a size and design, and in a location, satisfactory to the Community Services Department
- h) prior to the issuance of a building permit, both City and Regional Levies shall be paid in the applicable amount

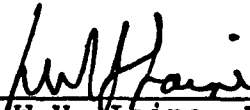
- i) the applicant shall deed to the City, at no cost to the City, the walkway component of the plan plus an additional walkway on abutting property to the east, both having a width of 3 metres, to facilitate a walkway connection from the future parkland to Kings Cross Road
- j) the applicant shall construct the walkway from the future park to Kings Cross Road to the satisfaction of the City.

C. Staff be directed to prepare the appropriate documents for Council's consideration.

AGREED:



J.A. Marshall, M.C.I.P .
Commissioner of Planning
and Development



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

attachments

LWHL/jo

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, February 7, 1990, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:32 p.m., with respect to an application by BRAMALEA LIMITED (File: C4E5:23 - Ward 8) to amend both the Official Plan and the Zoning By-law, to permit a high density residential rental development.

Members Present: Alderman P. Palleschi - Chairman
 Alderman E. Ludlow
 Councillor R. Begley
 Councillor E. Carter

Staff Present: J.A. Marshall, Commissioner of Planning and
 Development

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

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

Mr. Marshall replied in the affirmative.

Approximately fifty (50) interested members of the public were in attendance.

L. Laine outlined the intent of the proposal involving the building of two (2) highrise rental apartment buildings, with above and underground parking, to be owned by Peel Non Profit Housing Corporation, park and recreation development and pedestrian walkway facilities. Upon conclusion of the presentation comments and questions were solicited from members of the public present.

A letter received from Gladys and Srecko Pekovic, suite 1112, 18 Knightsbridge Road was submitted to the Chairman.

Mr. Glen Mann, 18 Knightsbridge Road, suite 1212, noted an error in the number of 2 bedroom dwellings which should read 147, not 137.

Mr. Ken Gudgen, 18 Knightsbridge Road, noted that parking and community density are current problems within the locality.

Mr. Gudgen referred to the proposed use of the residual land for commercial purposes and to the comments in the planning report regarding residential parking standard. L. Laine responded by referring to the Peel Non Profit Housing Corporation parking analysis of various projects that was submitted in support of the application and included in the planning report, and he also noted that he was satisfied that the residual site could be developed for a convenience commercial project in an acceptable manner.

Grace Terry, 15 Kensington Road, suite 402 objected to more apartments in the area, creating another Jane/Finch development as in the City of North York. She advised that parking is a problem at evenings contributed to by the Regency Racquet Club, and that roads in the area cannot accommodate more people.

Ken Anstey, 18 Knightsbridge Road, suite 212 expressed the opinion that the property should be a park, and crime will be prevalent with a low rental project. Mr. Anstey indicated that with 2500 units in the Knightsbridge Road area, car parking is difficult and congestion common. Further, he indicated that another shopping centre is not needed nor is another high rise apartment building.

Clyde Ford, 18 Knightsbridge Road, sought the views of the area Councillor and ward Alderman. The Chairman reported that a Public Meeting was not appropriate for debate or comments by Planning Committee members.

Glen Mann, 18 Knightsbridge Road, suite 1212 advised he had purchased his apartment on the basis that the subject property would be a school site. He reported that the rental apartment buildings at 3 and 11 Knightsbridge Road have a shortage of parking facilities with parking necessary on the street. Safety of children will be jeopardized because of their need to cross Knightsbridge Road to reach a school bus stop on the south side of the street. More apartment buildings will add to the garbage problem, worsen the hydro shortage in an area that has suffered black outs and gray outs in the past, and will make the area more hazardous. Mr. Mann suggested a low rise proposal would be better.

James Wilson, 18 Knightsbridge Road, suite 1006 advised that the commercial proposal at the north-west corner of the intersection of Kings Cross Road and Knightsbridge Road was refused. He noted that a number of accidents occur at the intersection and development would be unwise.

Mr. Marshall indicated that Bramalea Limited had withdrawn the commercial application following the Public Meeting.

Ken Gugden, 18 Knightsbridge Road, suite 1212 agreed with the concept of a playground at the north-west corner where commercial development might be proposed.

Velta Saulesleja, a representative of Bramalea Limited, explained the background to the former convenience commercial application noting that the earlier proposal was withdrawn by Bramalea Limited. Ms. Saulesleja advised that the Official Plan permits a maximum of 2400 dwelling units within the Knightsbridge/Kensington/Kings Cross Roads locality whilst 2151 units have been built. With respect to the use of the vacant land at the corner of the intersection of Kings Cross Road and Knightsbridge Road, she concurred with City staff's position that a need exists for a nearby convenience plaza, though other uses such as a small office building, expansion to the existing day nursery or another day nursery were alternative purposes.

Since the proposed residential development slightly exceeds the optimum size of Peel Non Profit Housing Corporation projects, there is no need for additional land. She noted the involvement of Parks staff and explained the park concept design identifying tennis courts and basketball court which could be used as a small wintertime skating rink. It was noted that Bramalea Limited did not have to build the park but would do so in order to coordinate the overall development of the project. She referred to the development of a walkway from Kings Cross Road to Central Park Drive requiring a bridge over the drainage channel.

Ken Anstey, 18 Knightsbridge Road, suite 212 noted his experience that non profit housing projects run down quickly, and are areas with drug use and high crime level. He suggested that Bramalea Limited is involved with the parkland as an inducement to obtain approval of the apartment project. Ms. Saulesleja advised that Bramalea Limited has managed the nearby rental projects and has spent over a million dollars for maintenance purposes.

James Wilson, 18 Knightsbridge Road, suite 1006, suggested that the property be developed for use by seniors with a fountain and bowling green for the more active seniors.

Mrs. E.L. Neuffer, 18 Knightsbridge Road, suite 1708, submitted that former members of Planning Committee had promised medium density, and requested that a senior's recreation centre be developed.

Grace Terry, 15 Kensington Road, suite 402, felt an additional senior citizens recreation centre should be built on the subject site.

Keith Ward, representing Peel Non Profit Housing Corporation addressed the non-profit housing issue by advising that the Knightsbridge Senior Citizens apartment was undertaken by Peel Non Profit Housing Corporation and its acceptance is well received, and also noted the Corporation has many projects in the cities of Brampton and Mississauga.

He suggested that accountability for the operation of the Corporation rests with Regional Council members sitting as members of the Board of Directors. A mix of tenants with a range of incomes involving a different degree of rental subsidy are accommodated. The existing projects have been successful due in part to financial assistance from the senior levels of governments. Progressive maintenance procedures and decentralized property management provide a quick and efficient operation. The design of each project includes facilities related to the occupants. Parking requirements for non-profit projects are lower than conventional rental buildings and the parking standard is enforced.

James Wilson, 18 Knightsbridge Road, suite 1006, enquired why dwelling units are not constructed on top of shopping centres for non profit housing. Mr. Ward responded that this type of development is difficult to achieve by Peel Non Profit Housing Corporation.

Fred Cunningham, 18 Knightsbridge Road, suite 1102, enquired as to the source of funds for non profit housing. Mr. Ward replied by noting that the majority of funds are provided by the provincial and federal governments and as the mortgages are amortized a larger proportion of rental revenue is used for upgrading and maintenance purposes.

Mr. Cunningham also questioned the adequacy of parking facilities and Mr. Ward noted that surplus parking spaces in non-profit projects are rented on a short term basis which provides a contingency factor for future changes.

Ken Austey, 18 Knightsbridge Road, suite 212 asked why the particular site was selected, and Mr. Ward responded by advising that Peel Non Profit Housing Corporation strives to distribute their projects throughout the community.

Ken Mann, 18 Knightsbridge Road, suite 1212, concurred with the statement that residents were promised a low density development and suggested that the project at North Park Drive would be acceptable.

Faiz Mohammed Ali, 18 Knightsbridge Road, suite 701 advised that parking problems exist at 18 Knighstbridge Road with residents parking on the roadways. He enquired as to the number of accidents at the intersection of Knightsbridge and Kings Cross Roads. The Chairman requested that the appropriate statistics be obtained.

Mr. Mann, 18 Knightsbridge Road, suite 1212 reported that the builder of the day nursery school encountered problems with ground water.

The meeting adjourned at 8:45 p.m.

THE CORPORATION OF THE CITY OF BRAMPTON
PUBLIC WORKS DEPARTMENT - TRAFFIC DIVISION
DETAILED INFORMATION REPORT

F3-13

LOCATION : KINGS CROSS RD & KNIGHTSBRIDGE RD

TIME PERIOD : JANUARY 86 TO DECEMBER 89 DATE OF PRINT : 90-02

4 : ENTERING VOLUME 8350 (88)

SPECIAL INFO

C.R. NUMBER	DATE	TIME	CLASS	VIS.	LIGHT	PROP DAMAGE	IMPT TYPE	NUM	VEH DAMAGE	SUR COND.	VEH COND.	DRIV ACTION	DRIV COND.	PED COND.	PI AC
86000531	860104	38	P.D.	CLR	DARK	0	RA	1 2	0 3,000	SLUSH SLUSH	NKNOW OKAY	NKNOW PROPR	NKNOW NORML		
86028802	860523	1820	P.D.	RAIN	DAY	0	LTHO	1 2	6,000 3,000	WET WET	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
87017728	870212	1525	P.D.	CLR	DAY	0	RA	1 2	200 800	DRY DRY	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
8703010	870321	1728	P.D.	CLR	DAY	0	RA	1 2	3,500 2,500	DRY DRY	OKAY OKAY	DOBYSS PROPR	IMPRAL NORML		
87045639	870416	905	NFI	CLR	DAY	0	RA	1 2	5,000 3,000	DRY DRY	OKAY OKAY	DOBYTS PROPR	NORML NORML		
87082023	870625	1550	P.D.	CLR	DAY	0	RA	1 2	500 1,500	DRY DRY	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
87164001	871127	1210	NFI	CLR	DAY	0	RA	1 2	2,000 4,000	WET WET	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
88024415	880223	1620	P.D.	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
88029018	880305	1250	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
88046206	880414	1920	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR DOBYSS	NORML OTHER		
88057309	880502	1245	P.D.	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR DOBYTS	NORML NORML		
881073	880811	845	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
88126546	880902	645	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
88137211	880922	1540	NFI	CLR	DAY	0	LTHO	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
88162589	881108	1225	NFI	RAIN	DAY	0	RA	1 2	0 0	WET WET	OKAY OKAY	DOBYTS PROPR	NORML NORML		
89006542	890114	1300	P.D.	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	F.T.Y. PROPR	NORML NORML		
89039763	890323	1720	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
89064543	890510	810	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
89113045	890803	1235	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	DOBYTS PROPR	NORML NORML		
89157087	891024	1235	NFI	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
89179752	891205	1330	P.D.	CLR	DAY	0	RA	1 2	0 0	DRY DRY	OKAY OKAY	PROPR F.T.Y.	NORML NORML		
89187384	891221	1025	NFI	CLR	DAY	0	RA	1 2	0 0	WET WET	OKAY OKAY	DOBYTS PROPR	NORML NORML		

TOTAL COLLISIONS : 22

COLLISION RATE: 7.20

CLASSIFICATION BREAKDOWN

FATAL INJURY COLLISIONS : 0
NON FATAL INJURY COLLISIONS : 13
PROPERTY DAMAGE COLLISIONS : 9

IMPACT TYPE BREAKDOWN

R.E. 0 H.O. 0 OTHER 0
R.A. 20 L.T.H.O. 2
L.T.R.A. 0 F.O. 0
S.S. 0 LC 0

F3-14

MR & MRS D WIMAN
1308-18 KNIGHTSBRIDGE RD
BRAMPTON ONT
L6T 3X3

Mr. John Marshall,
Commissioner,
Planning and Development,
Brampton.

Re: Agenda Item #2 in particular; Bramalea Ltd, C4E5.23.ET AL.

Dear Sir:

The undersigned strongly object to any further development of Apartment buildings; either rental or sale upon the property as indicated "subject property" page E4-16 of letter indicating "Notice of Public Meeting"

The overcrowding of area and facilities with due respect to further density suggests that the proposal in general could be better served as a designated greenbelt area, or further private recreation; park area.

Respectfully:

#1508 D. P. Wiman
#1508 Elizabeth Heriva
#1908 S. WICKLAND

February 6th, 1990

Mr. John A. Marshall, M.C.I.P.
Commissioner
Planning and Development
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Marshall:

Re: BRAMALEA LIMITED (File No. C4E5.23)

My husband and I, both as taxpayers and citizens of Brampton strongly object to the Proposal to Amend the Official Plan and Zoning By-law, to permit another apartment building on the said site. As new property owners (June 1st, 1989), we feel that we should have been informed of such a move on the part of Bramalea Limited, well in advance, prior to their even seeking approval from City Council .

We feel that the following will occur if permission is granted for the development:

Increased traffic congestion.

The implementation of traffic lights due to the above, and at a cost to the taxpayers!

Increased illegal parking on all the streets in the area, in spite of the fact these cars are supposed to be parked in the designated parking lots of the various apartment buildings in the said area.

Danger to pedestrians due to the increased traffic congestion.

Possibility our condominium may have to erect either a fence or plant shrubs, to protect our property, thereby raising the possibility of higher maintenance fees for the owners of 18 Knightsbridge. (Should it be necessary due to the above factors to do this, Bramalea Limited should make every effort to reimbursement the owners of our building for this unsought additional expense.

Certainly noise and air pollution levels will increase the possibility of more people and their cars in the area. As our environment should be taken into consideration.

The value of our condominiums may decrease due to the obstructed view. (Again Bramalea Limited should reimburse property owners, should this be the case).

We hope you will take our viewpoint into consideration when reaching a decision, that may affect all of us, who live in this area.

Yours truly,

Regina Robinson *Norman T. Robinson*

Regina Robinson (Mrs.)
Norman T. Robinson
18 Knightsbridge Road
Apt. 1406
Brampton, Ontario
L6T 3X5

Mr. John Marshall,
Commissioner,
Planning and Development,
Brampton.

Re: Agenda Item #2 in particular; Bramalea Ltd, C4E5.23.ET AL.

Dear Sir:

The undersigned strongly object to any further development of Apartment buildings; either rental or sale upon the property as indicated "subject property" page E4-16 of letter indicating "Notice of Public Meeting"

The overcrowding of area and facilities with due respect to further density suggests that the proposal in general could be better served as a designated greenbelt area, or further private recreation; park area.

Respectfully:

Catherine A. Summers

W. Albert Summers

18 Knightsbridge Rd

Suite

1208

F-3-18

Joe Battaglia
Kim Smith
1210-18 Knightsbridge Rd.
Bramalea, Ont.
L6T 3X5

John A. Marshall
Commissioner
Planning and Development
City of Brampton

Dear Mr. Marshall,

In 1981 when we were looking at units in 18 Knightsbridge we asked what the zoning was concerning the field across from us. The purchase of our unit was based on the answer that we received.

If council changes the rules now, perhaps they could consider buying our unit from us at market value.

yours sincerely,

K. Smith

Kim Smith
Joe Battaglia

MR. & MRS. SRECKO PEROVIC

18 Knightbridge Rd. Apt. 1112.

Brampton, Ont. L6T 3X5.

Feb. 7/1990.

Corp. of The City of Brampton
Planning & Development Dept.

Re. notice of Public Meeting.

With regard to the Public Meeting being held on February 7/90 item (2) in notice. Application by Bramalea Limited (File No. C4E5.23 - ward 8) to amend both the official Plan & Zoning By-Law. We are opposed to both these amendments. We voiced our objection a few years ago to City Planning department when posters were put up stating the proposed site was to be used for apartments. Our main objection being that there were already ten (10) large high-rise buildings already in a small area & a large population resulting. Also we objected on the grounds of "Parking" which has been a very big problem in this immediate area for a very long time, taking to consideration that we have Regency Regent Club on Knightbridge where cars are parked along the road at peak periods. Another apartment would add to this problem, also a bigger problem for Brampton Police Force. Our objection stands the same today as it was a few years ago & the reasons the same

ation.

Trusting our objection will be given consideration.
Yours (a Tax Payer) Gladys Srecko Perovic

F3-20

5th FEB 90.

17 KNIGHTSBRIDGE ROAD APT 160
BRAMPTON ONT. L6T. 3X9.

Reference Planning & Development

Item 2/ii - Bramalea Limited
File No C4E5-23.

City of Brampton PLANNING DEPT.	
Date	FEB 08 1990 Rec'd.
File No.	C4E5-23

In response to the above notification, please accept this letter as my official protest to the above file number.

It is a shame that we in that area are becoming fenced in with an abundance of apartment buildings.

Surely the planning department must have some ideas that could use the subject property to better use than just another Apartment Building, and again to be built by Bramalea Limited, why must we have so many apartment buildings in the area which already has so many apartments there now.

One more on that proposed site will in my opinion create yet more overcrowding and spoil the view of present residents.

Why not engage the services of a planning consultant to make a plan that would be to the wishes of the people of Bramalea & City Council, also to make Bramalea a good place to live, and not an over populated apartment area which it is rapidly becoming.

Yours Truly
W. Christmas



The Regional Municipality of Peel

Planning Department

October 26, 1989

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

Attention: Ms. Gail White
Development Planner

[Handwritten signature]

City of Brampton PLANNING DEPT.	
Date	OCT 30 1989 Rec'd.
File No.	C4E5.23

Re: Application to amend the Official Plan
and Zoning By-law (Bramalea Limited)
Pt. Lot 5, Concession 14, E.H.S. (Ching.)
City of Brampton
Your File: C4E5.23
Our File: R42 4E28B

Dear Ms. White:

In reply to your letter of October 18, 1989 concerning the above noted application, please be advised that our Public Works Department has examined the proposal and offers no objections.

Sanitary Sewers: Available on easement at the west limit of the property.

Municipal Water: Available on Knightsbridge Road.

Roads: No objection

Transportation Policy: No objection

We trust that this information is of assistance.

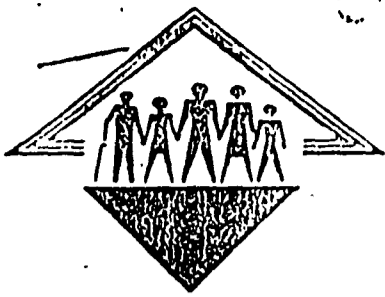
Yours truly,

D. R. Billett
Director of
Development Control

84/1101

JL:nb

[Handwritten initials] ASW ✓



Peel Non-Profit Housing Corporation

File No: 1900.1 (Kensington)

November 2, 1989

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

Dear Sir:

As you are probably aware, Bramalea is developing a 250-unit project for the Peel Non-Profit Housing Corporation, on the former Kensington School Site (your file C4E5.23).

Bramalea is seeking a reduction from the 1.59 spaces per unit called for under the by-law, to 1.4 spaces per unit. We agreed with their seeking a reduction to 1.4 spaces per unit, consisting of 1.05 tenant spaces and 0.35 visitor spaces.

As the attached memo from the Commissioner/General Manager explains, we have undertaken an analysis of parking demand in existing projects and the demand requested by applicants on our waiting list. The data clearly show that 1.4 spaces per unit will be more than adequate and that, at that level, we will still incur vacancies.

We prefer to go with the 1.4 figure, even though a lower figure would be justifiable from a demand perspective. We feel the 1.4 figure represents a sufficiently modest reduction that it would reassure the City it would not create any problems and that a minor variance could indeed be supported.

A couple of points from the parking data are worth highlighting. First, the program has changed from that responsible for all existing projects: it has become more carefully targeted, with a higher percentage of low-income tenants. As the waiting list data confirm, this will result in even fewer parking spaces being needed in future projects than in existing projects, where we already have unrented spaces.

Second, the control over client mix will be maintained for 35 years, by way of agreement between PNPHC and the Ministry of Housing, so that there should be no concern that parking demand will increase over time.

I would be pleased to discuss this project further at your convenience, and to supply any additional information you believe would be useful. We look forward to expeditious and favourable resolution of this matter.

Yours truly



Keith Ward
Director, Policy & Development

enc

KW/ms

PARKING UTILIZATION - BRAMPTON PUBLIC

	<u>Rent Geared to Income</u>			<u>Rent Geared to Income</u>		
	<u># of units</u>	<u># of cars</u>	<u>ratio*</u>	<u># of units</u>	<u># of cars</u>	<u>ratio*</u>
<u>Family</u>						
One Bed	20	5	0.25	7	6	0.86
Two Bed	92	55	0.60	100	93	0.93
Three Bed	56	39	0.70	47	52	1.11
Total	168	99	0.59	154	151	0.98
<u>Senior</u>						
One Bed	46	15	0.33	33	24	0.73
Two Bed	3	2	0.67	16	15	0.94

Brampton Family Buildings

- The Conover
- Newhaven Manors
- Wedgewood Court

Brampton Senior Buildings

- Manorbridge

* *Average number of cars per dwelling unit*

File No. 1900.1 (Kensington)

November 2, 1989

TO WHOM IT MAY CONCERN:

Peel Non-Profit Housing Corporation (PNPHC) staff have undertaken a detailed analysis of parking utilization among our existing tenants and the anticipated demand for parking from client households on our waiting list. The objective of this research was to obtain empirical evidence to support a proposed reduction in the number of required parking spaces as stipulated by the City of Brampton's zoning by-law.

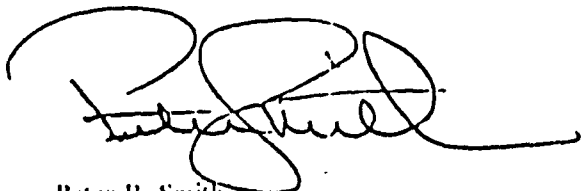
The research revealed that existing rent-geared-to-income (RGI) family tenants in Brampton had a car per unit ratio of 0.60 vehicles; for RGI senior tenants, the car per unit ratio was lower, at 0.33 vehicles. For family market tenants in our Brampton portfolio, the car per unit ratio was 0.93 vehicles. A similar trend was evident for senior market households as well; the car per unit ratio was 0.73 vehicles.

A similar analysis was undertaken for households on the waiting list for PNPHC units in Brampton. Family households categorized as deep core exhibited a potential car per unit ratio of 0.25 vehicles. Shallow core family households recorded a potential car per unit ratio of 0.45 vehicles. Family households on the total waiting list for market units had a car per unit ratio of 0.80 vehicles; similar to the ratio of existing market tenants in the PNPHC portfolio.

Clearly, the statistical evidence suggests that subsidized family tenants have a much lower demand for parking than family market tenants. In this respect, the 1.40 parking spaces per unit proposed for the Kensington site will still yield a comfortable margin. The 1.40 ratio will compensate for any short-term deficiency.

A requirement of the non-profit program, secured in a binding agreement for 35 years between the federal and provincial governments, is to maintain the 40-40-20 ratio of deep core, shallow core and market tenants in our new projects. This cannot be altered. At all times 80 percent of the units in our project on the Kensington site will be subsidized tenants.

Sincerely



Peter R. Smith
Commissioner of Housing and
General Manager, PNPHC

DB/ms

*Bram Dept*

the metropolitan toronto and region conservation authority

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

November 10, 1989

City of Brampton
150 Central Park Drive
BRAMPTON, Ontario
M6T 2T9

ATTENTION: Gail White

Dear Ms. White:

RE: Application to Amend the ~~Official Plan~~
and Zoning By-Law
Part C, Registered Plan M-92
Bramalea Limited
C4E5.23

This will acknowledge receipt of your letter dated October 18, 1989 with respect to the above-noted application.

Our staff has examined the application and would have no objection to its approval as submitted.

Yours truly,

Luch Ognibene, Plans Analyst
Plan Review Section
Water Resource Division

LP/meg



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

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

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

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

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

November 10, 1989

Ms. Gail White
 Development Planner
 City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Dear Ms. White:

Re: Application to Amend the Official Plan
 and Zoning By-Law
 Part C. M-92 Bramalea Ltd.
 Your file #C4E5:23

In response to your letter of October 18, 1989 please be advised that the Peel Board of Education has no objection to the further processing of the above noted applications.

The anticipated yield from this plan is as follows:

35	JK-5
15	6-8
25	9-12/OAC

The students generated are presently within the following attendance areas:

	Enrolment	OME -10%
Clark Blvd. Jr. P.S.	JK-5 390	601
Balmoral Sr. P.S.	6-8 514	657
Bramalea S.S.	9-12/OAC 1427	1612

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

Yours truly,

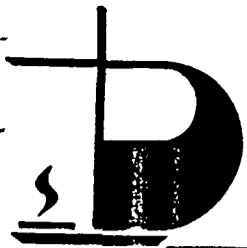

 Stephen Hare
 Assistant Chief Planning Officer
 Planning Department

SH/eb
 CPO/1614

c. P. Allen
 M. Hiscott

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

An Equal Opportunity Employer



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

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

January 10, 1990

link

City of Brampton PLANNING DEPT.	
Date	JAN 15 1990 Rec'd
File No.	C4E5.23

QAM

L. W. H. Laine
 Planning Department
 The City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Dear L. Laine:

**Re: Official Plan Amendment and
 Rezoning Application C4E5.23
 Part Block C, Registered Plan M-92
 Bramalea Limited
 City of Brampton**

Please be advised that the Dufferin-Peel Roman Catholic Separate School Board has no objections to the further processing of the above-noted application. Approximately 17 Junior Kindergarten to Grade 8 and 6 Grades 9 to 12/OAC separate school students are expected to be the yield from the 250 units proposed in the application. Elementary separate school pupils from this development will attend St. John Fisher. Secondary separate school pupils will attend St. Thomas Aquinas.

Our comments as stated in the letter dated April 17, 1986 are still applicable to this application.

Yours truly,

Rebecca McLean

Rebecca McLean
 Junior Planner

RM/is

cc: P. Allen, Region of Peel
 J. Greeniaus, Peel Board of Education
 Bramalea Limited

*Done for [unclear]
 90 01 17*

5th FEB '10

Reference Planning & Development
Item 2 Mr. Brumley Limited

File No C4E5.23

City of Brampton PLANNING-DEPT.	Date: FEB 08 10:00 AM '10	File No: C4E5.23
------------------------------------	---------------------------	------------------

BRAMPTON ONT L6T.3K9

17 KNIGHTSBRIDGE ROAD APT 1602

In response to the above notification, please accept the
 offer as my official protest to the above file number.
 I would advise that we in fact were not receiving
 consent in full on abundance of apartment buildings.
 Surely the planning department must have some
 rules that could not be subject project to rules
 not than just another apartment building, and again
 to be built by Brumley Limited, why must we
 have so many apartment buildings in the area
 which already has so many apartments there
 even.

Go more on this proposal will in my
 opinion create yet more overcrowding and
 spoil the view of present residents.

Why not engage the services of a planning
 consultant to make a plan that would be
 to the needs of the people of Brampton & City
 Council, also to make Brumley a good place
 to live, not just an over populated
 apartment area which is so rapidly
 increasing.

Yours Truly
A. Christman

February 6th, 1990

Mr. John A. Marshall, M.C.I.P.
Commissioner
Planning and Development
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Marshall:

Re: BRAMALEA LIMITED (File No. C4E5.23)

My husband and I, both as taxpayers and citizens of Brampton strongly object to the Proposal to Amend the Official Plan and Zoning By-law, to permit another apartment building on the said site. As new property owners (June 1st, 1989), we feel that we should have been informed of such a move on the part of Bramalea Limited, well in advance, prior to their even seeking approval from City Council .

We feel that the following will occur if permission is granted for the development:

Increased traffic congestion.

The implementation of traffic lights due to the above, and at a cost to the taxpayers!

Increased illegal parking on all the streets in the area, in spite of the fact these cars are supposed to be parked in the designated parking lots of the various apartment buildings in the said area.

Danger to pedestrians due to the increased traffic congestion.

Possibility our condominium may have to erect either a fence or plant shrubs, to protect our property, thereby raising the possibility of higher maintenance fees for the owners of 18 Knightsbridge. (Should it be necessary due to the above factors to do this, Bramalea Limited should make every effort to reimbursement the owners of our building for this unsought additional expense.

Certainly noise and air pollution levels will increase the possibility of more people and their cars in the area. As our environment should be taken into consideration.

The value of our condominiums may decrease due to the obstructed view. (Again Bramalea Limited should reimburse property owners, should this be the case).

We hope you will take our viewpoint into consideration when reaching a decision, that may affect all of us, who live in this area.

Yours truly,

Regina Robinson *Norman T. Robinson*

Regina Robinson (Mrs.)
Norman T. Robinson
18 Knightsbridge Road
Apt. 1406
Brampton, Ontario
L6L 3X5

MR. & MRS. SRECKO PEKOVIC

18 Knightbridge Rd. Apt. 1112.

Brampton, Ont. L6T 3X5.

Feb. 7/1990.

Corp. of The City of Brampton
Planning & Development Dept.

Re. notice of Public Meeting:

With regard to the Public Meeting being held on February 7/90 item (2) in notice. Application by Bramalea Limited (File No. C4E5.23 - ward 8) to amend both the official Plan & Zoning By-Law. We are opposed to both these amendments. We voiced our objection a few years ago to City Planning department when posters were put up stating the proposed site was to be used for apartments. Our main objection being that there were already ten (10) large high-rise buildings already in a small area & a large population resulting. Also we objected on the grounds of "Parking" which has been a very big problem in this immediate area for a very long time, taking to consideration that we have Regency Regent Club on Knightbridge where cars are parked along the road at peak periods. Another apartment would add to this problem, also a bigger problem for Brampton Police Force. Our objection stands the same today as it was a few years ago & the reasons the same

Trusting our objection will be given consideration.
Yours (a Tax Payer) Gladys Srecko Pekovic

Joe Battaglia
Kim Smith
1210-18 Knightsbridge Rd.
Bramalea, Ont.
L6T 3X5

John A. Marshall
Commissioner
Planning and Development
City of Brampton

Dear Mr. Marshall,

In 1981 when we were looking at units in 18 Knightsbridge we asked what the zoning was concerning the field across from us. The purchase of our unit was based on the answer that we received.

If council changes the rules now, perhaps they could consider buying our unit from us at market value.

yours sincerely,

K. Smith

Kim Smith
Joe Battaglia

Mr. John Marshall,
Commissioner,
Planning and Development,
Brampton.

Re: Agenda Item #2 in particular; Bramalea Ltd, C4E5.23.ET AL.

Dear Sir:

The undersigned strongly object to any further development of Apartment buildings; either rental or sale upon the property as indicated "subject property" page E4-16 of letter indicating "Notice of Public Meeting"

The overcrowding of area and facilities with due respect to further density suggests that the proposal in general could be better served as a designated greenbelt area, or further private recreation; park area.


Respectfully:

Catherine A. Summers

W. Albert Summers

18 Knightsbridge Rd

*Suite
1208*

 MR & MRS D WIMAN
11508-18 KNIGHTSBRIDGE RD
BRAMPTON ONT
L6T 3X3

Mr. John Marshall,
Commissioner,
Planning and Development,
Brampton.

Re: Agenda Item #2 in particular; Bramalea Ltd, C4E5.23.ET AL.

Dear Sir:

The undersigned strongly object to any further development of Apartment buildings; either rental or sale upon the property as indicated "subject property" page E4-16 of letter indicating "Notice of Public Meeting"

The overcrowding of area and facilities with due respect to further density suggests that the proposal in general could be better served as a designated greenbelt area, or further private recreation; park area.

Respectfully:

#1508 *D. P. Wiman*
#1509 *Elizabeth Wiman*
#1908 *S. WILKLAND*

Mono - Family Services Inc.
Box 2193 Bramalea

Feb 19/90

City of Brampton

Attn. Leonard Laine,

This is to advise you re
Bramalea Hall (Fib # C4 E5.23
Notice of Public Meeting.

We have not recd. notice of this
meeting - Unit 1408, 15 Kensington Rd.

We have also been notified by other
residents that they have not been notified.
Because of this oversight only one resident to
my knowledge, attended the meeting.
I believe notice was sent only to
apartments the first seven floors.

Thank you for your attention
to this matter.

Yours sincerely
John P. Murray
per Mono - Family Services
Tel # 458-6400

FILE
C465.23

February 21, 1990
P.C.C. 121
19 Knightsbridge Rd.
Brampton, Ontario
L6T 3X5

OFFICE OF
FEB 23 1990
THE MAYOR

Mr. F. G. Whillans
Mayor
City of Brampton

Dear Mr. Whillans:

Attached is a petition signed by 95% of our residents at 19 Knightsbridge Rd. indicating our opposition to the building of 2 apartment buildings on Block "C".

We are deeply disturbed that:

- a bylaw will be changed by Council members who appear to be unfamiliar with problems in the affected area
- a proposal for the referenced site is being considered in a piece-meal fashion in direct contradiction to comments of your Development Engineering department (See pg 5 Sec 5.0 of Inter-Office Memorandum of Jan 4/90 to Chairman of the Development Team.

We trust that this petition and the issues raised will be carefully considered before making decisions that will affect the quality of our lives and that of our families for years to come.

Yours sincerely,

Glenn Mann

Glenn Mann
on behalf of Residents of P.C.C. 121

in: pcc121pet010

RECEIVED
CLERK'S DEPT.

FEB 26 1990

REQ. No: 857
FILE No: C465.23

1990 02 14

To: J.A Marshall, Commissioner
Planning & Development Dept.
City of Brampton

From: Residents of P.C.C. 121
18 Knightsbridge Rd.

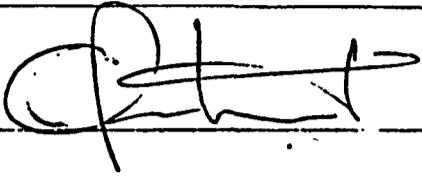
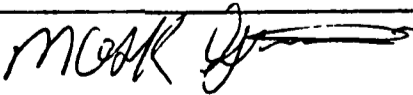
Subject: Re: Application to amend the Official Plan
and the Zoning By-Law Part Block C, Registered
Plan 962

City of Brampton PLANNING DEPT.	
Date	FEB 23 1990 Rec'd.
File No.	CHE5.23

We, the undersigned, residents at 18 Knightsbridge Rd (PCC 121) oppose the building of two 13-storey apartment buildings on the site more specifically known as Part of Block "C", Registered plan 962 for the following reasons:

1. Population density will be increased by an appreciable amount with its associated vehicular and pedestrian traffic increases. Have we not learned from the Jane/Finch corridor or St. James Town?
2. Parking problems already experienced by residents in the area will worsen. We experience congestion on our own lots today and street parking for visitors to residents simply compound the problem.
3. There will be increased Hydro demands causing increased blackouts at peak times. This has been on the increase recently.
4. There will be increased garbage demands resulting in poorer service than what exists today.
5. The proposed fences around the property in a central area such as this will be an eyesore.
6. The "open space" will be giving way to another "concrete and glass" structure destroying the little "open space" that apartment dwellers need and prize.
7. The proposal for the whole area should be reviewed in totality not piecemeal as is the current proposal.
8. Last but not least property values will be depressed by the low rental units (80% subsidized) that are proposed.

UNIT	SIGNATURE	UNIT	SIGNATURE
* 101	Gutz Wolf	212	L. No. Anna
102		301	Tina Galloro
103	N. Hoffman	302	A. O'Brien
104	James J. Zupkiewicz Michele Weyan	303	E. Cathcart
105		304	G. Russell
106	E. Clark	305	W. J. [unclear]
201	James J. Grogan	306	W. J. [unclear]
202	VAC	307	J. J. AGUSZEWSKI
203	Frank Jones	308	
204	Leo Gates	309	
205	Ann Turner	310	V. Fernandez
206	Anne Macintyre	311	A. Hukeman
207		312	Eileen Noble
208	Virginia Hickland	401	Rich Purdy
209		402	
210	VAC	403	
* 211		404	Joan Fleming

UNIT	SIGNATURE	UNIT	SIGNATURE
405	Young	510	
406	D. W. Hays	511	Raymond D. Vahl
407	W. A. Balger	512	M. D. Dunsiff
408	Barbara + Valerie Foster		
409			
410			
411	B. Jewer		
412	Marianne Pasvita		
501	Laura Miller		
502	B. Crowther		
503			
504	Joan Rabson		
505	✓		
507	✓		
508	MOCK 		
509			

UNIT	SIGNATURE	UNIT	SIGNATURE
	<i>Teresa Ribeiro</i>	706	<i>Redaki</i>
602	<i>Ronald L. ...</i>	707	<i>Edith Schaal</i>
603	<i>L. G. Rafferty</i>	708	VACANT
604	<i>John ...</i>	709	VACANT
605	<i>Mary-ellen Church</i>	710	MR. AND MRS. <i>Alfonso Lanzetta</i>
606		711	... <i>D. Parnas</i>
607	<i>J. Tuck</i>	712	<i>CLIVE CHURCH</i>
608	<i>Jimi Engner</i>	801	
609	<i>David Crowley</i>	802	<i>WILLIAM</i>
610	<i>A. Weir</i>	803	
611	<i>Sinni</i>	804	<i>Stan Galowski</i>
612	<i>Rafit ...</i>	805	<i>R+L Cannon</i>
701	<i>D. Wal.</i>	806	
		807	
703	<i>was not sign</i>	808	
704	<i>in FLORIDA</i>	809	<i>Anna Leland</i>
705		810	

UNIT	SIGNATURE	UNIT	SIGNATURE
✓ 311			
312	C. W. M. Atwell *		
x 901			
x 902			
x 903			
904	Betty & Tom Saito		
905	Scott L. Atlin		
906	Terry Luthbertson		
x 907			
x 908			
909	R. J. Spiers.		
910	Margann Gray		
911	Donald Reading *		

UNIT	SIGNATURE	UNIT	SIGNATURE
1001		1106	
1002	(in Florida)	1107	Brian Kelly
1003	George Daley	1108	Shirley P. Connell
1004	Luzise Kacher	1109	Joseph McQuill
1005	Greg Stibian	1110	
1006	Wilson	1111	
1007	Barbara Brown	1112	(in Florida)
1008	H. Mohammadian	1201	
1009	Johanna	1202	
1010	Ed Moore	1203	
1011	Walter Welfle	1204	b. de Souza
1012	Dono Dieroff	1205	Jean Zinck
1101		1206	Mr + Mrs W Redda
1102	F. J. Cunningham	1207	(In Florida)
1103		1208	Catherine & Albert Summers
1104	W. Lyffert	1209	(Refused)
1105	Samuel	1210	K. Smith

UNIT	SIGNATURE	UNIT	SIGNATURE
1212	Glen T. Mann		
1401	In & Hilda Buckingham		
1402	John & Bea Susser		
1403	..		
1404	..		
1405	Guthrie Cummel		
1406	Hester T. Robinson		
1407	76 Miller		
1408	Suz B		
1409	..		
1410	Fay Twa		
1411	W. Malcolm		
2	Er. J. J. J.		

UNIT #	SIGNATURE	UNIT	SIGNATURE
1501	Jeff Jackson	1606	
1502	Jonis Bellomo -	1607	
1503		1608	
1504	Llewellyn Patti	1609	J. Fur
1505	Jim Moore	1610	M. Grabowski
1506	Nets Baath	1611	
1507	Mrs H. Castro (del)	1612	Mrs & Mrs N. Lyle
1508	D. Winman	1701	Patrick
1509		1702	Patrick M. Patrick
1510		1703	Mike Dwyer Demi
1511	MP Laboude	1704	Dominic Piccolo
1512		1705	
1501	Laboude Machimoto	1706	Mike
	Mrs. Donna Cruz	1707	
1603	N. Gilbert	1708	Elaine L. Nuffer
1604	D. L. Turner	1709	Patricia Coy
1605		1710	Maud & Frank Jones

UNIT	SIGNATURE		
1711	Avis Clark		
1712	M. Peart		
1301	Vander King		
1302	R. O.		
1303	L. Emoff		
1304	M. G. H. King		
1305	Pho dau		
1306	Mrs. P. P. P.		
1307	D. G.		
1308	Wendy Gilbert		
1309	Lennie Green		
1310	[scribble]		
1311	Mike Burke		
2607	D. Beaulieu		
2607	P. Dungey, Jr.		

UNIT	SIGNATURE	UNIT	SIGNATURE
1901	Katama Muhlack	2006	(Shupag Bhasi)
1902	CAT	2007	Earl Kearny
1903		2008	Giddie
1904	Ken & Giselle Hobster	2009	Jean Snow
1905	C. Beck	2010	
1906		2011	Patricia Beck
1907	A. Meltzer	2012	
1908		2101	Carol Harder
1909	John J. ...	2102	
1910		2103	Stan Dwyer
1911	C. Brunette	2104	D. Triffles
1912		2105	K. Cameron
2001		2106	
2002	Shirley Walsh	2107	Mr. & Mrs. V. ...
2003		2108	Mr. Mayo
2004		2109	Doug ...
2005	May Savani	2110	Doug Zwen