



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

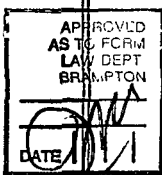
Number 66-92

To adopt Amendment Number 213  
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 213 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
  
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 213 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL, this 27th day of April 1992.



PETER ROBERTSON - MAYOR

  
LEONARD J. MIKULICH -  
CITY CLERK

AMENDMENT NUMBER 213  
to the Official Plan of the  
City of Brampton Planning Area

AMENDMENT NUMBER 213  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purposes of this amendment are to change the land use designation of the lands shown outlined on Schedule A to this amendment from "Low Density Residential" as shown on the applicable secondary plan to "Medium Density Residential", to make revisions to the policies contained in the secondary plan to accommodate this change and to include provision in the secondary plan to allow for additional parkettes which are not part of the required parkland dedication of a development.

2.0 Location

The lands subject to the land use change aspect of this amendment are located at the north-east corner of Bovaird Drive and Dixie Road and are described as Part of Lot 11, Concession 4, E.H.S. in the geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to additional parkettes involve all of the lands contained in the Sandringham-Wellington Secondary Plan which encompass a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east and comprise all of Lots 11 to 15 of Concessions 3, 4, 5 and 6, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto:

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 28 set out in subsection 7.2.7.28, Amendment 213.

- (2) by changing, on Schedule SP28(A), of Chapter 28, of Part IV, the land use designation of the lands shown outlined on Schedule A to this amendment, from LOW DENSITY RESIDENTIAL to MEDIUM DENSITY RESIDENTIAL.
- (3) by changing Schedule SP28(B), of Chapter 28, of Part IV, to show the lands outlined on Schedule A to this amendment with the Medium Density Residential Designation Location Reference of T32
- (4) by changing the percentage ranges for Sub-area 3 contained on Table 1, of Chapter 28, of Part IV, to read as follows:

Single Family Density	35 - 52%
Semi-Detached Density	20 - 38%
Mixed Low Density (Sub-total)	68 - 76%
Townhouse Density	24 - 32%
Cluster Housing and Apartment	0%
All Densities (Total)	100%

- (5) by adding to the end of policy 5.1.10, the following:

"Notwithstanding this general flexibility, the Medium Density Designation identified on Schedule SP 28(B) as number T32 shall be limited to a maximum of 162 units"

- (6) by adding to the end of policy 5.2.2, the following:

"This policy shall not prevent the provision of any additional parkettes, mini parkettes or tot lots not specifically shown on Schedule SP28 (A) provided that the City is satisfied with the size, shape and location, and provided that they are not credited as part of a required parkland dedication of any development."



BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 213

Attached are copies of a planning report dated February 6, 1992, and a copy of a report dated March 5, 1992, forwarding the notes of a Public Meeting held on March 4, 1992, after notification in the local newspaper 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 following written submissions were received with respect to the proposed amendment:

Consumers Gas	August 19, 1991.
Canada Post	August 20, 1991.
Bell Canada	August 22, 1991.
Ontario Hydro	August 21, 1991.
Ontario Provincial Police	August 23, 1991.
Regional Municipality of Peel	September 3, 1991, September 4, 1991, September 13, 1991 September 27, 1991, October 29, 1991.
Ministry of Municipal Affairs	August 21, 1991.
Metropolitan Toronto and Region Conservation Authority	September 11, 1991
Ministry of the Environment	September 10, 1991.
Peel Board of Education	October 9, 1991.
Chinguacousy Health Services Board	November 1, 1991.

Ministry of Transportation

September 3, 1991.

Brampton Hydro

August 23, 1991.

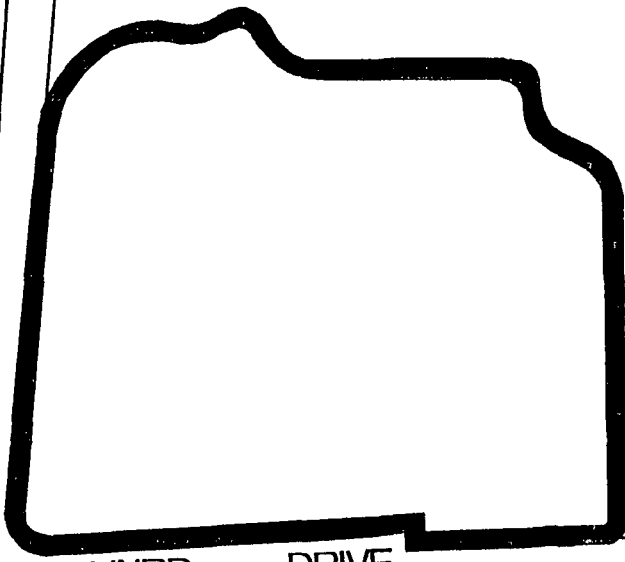
Ministry of Culture and Communications

September 13, 1991.

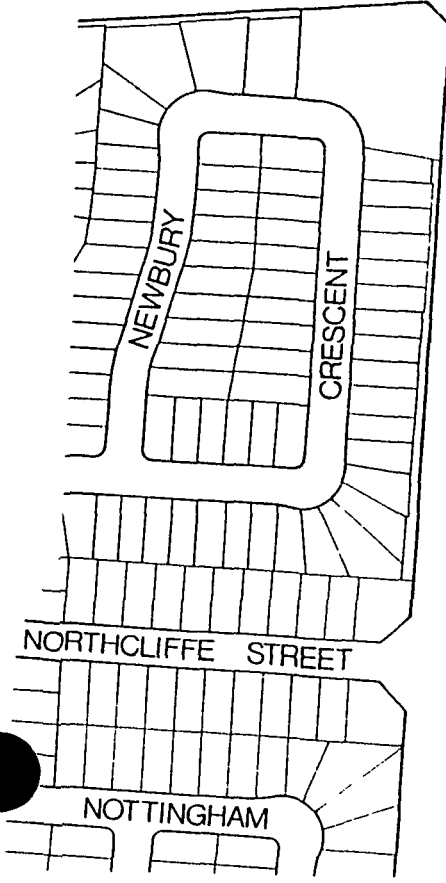
The Dufferin-Peel Roman Catholic Separate  
School Board

December 16, 1991.

Lot 12  
Lot 11



BOVAIRD DRIVE



DIXIE ROAD



MACKAY ST.

— Land subject to this Amendment



OFFICIAL PLAN AMENDMENT NO. 213



**CITY OF BRAMPTON**  
Planning and Development

Schedule A 66-92

Date: 1991 12 18 Drawn by: K.M.H.  
File no. C4E11.2 Map no. 28-5F



ORIGINAL

AMENDMENT NUMBER 213  
to the Official Plan of the  
City of Brampton Planning Area

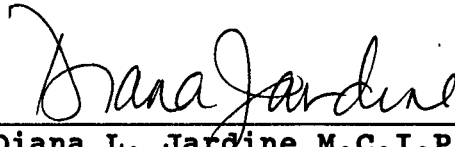
21 OP 0031 213 - 1

AMENDMENT NO. 213  
TO THE  
OFFICIAL PLAN FOR THE  
CITY OF BRAMPTON

This Amendment No. 213 to the Official Plan for the City of Brampton Planning Area, which was adopted by the Council of the Corporation of the City of Brampton, is hereby approved under Sections 17 and 21 of the Planning Act, R.S.O. 1990, c. P. 13.

Date:

1992-08-22



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Diana L. Jardine M.C.I.P  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

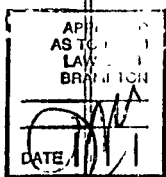
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PETER ROBERTSON - MAYOR

  
LEONARD J. MIKULICH  
CITY CLERK

CERTIFIED A TRUE COPY

  
Deputy Clerk  
City of Brampton  
May 14 1992

AMENDMENT NUMBER 213  
to the Official Plan of the  
City of Brampton Planning Area

AMENDMENT NUMBER 213  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purposes of this amendment are to change the land use designation of the lands shown outlined on Schedule A to this amendment from "Low Density Residential" as shown on the applicable secondary plan to "Medium Density Residential", to make revisions to the policies contained in the secondary plan to accommodate this change and to include provision in the secondary plan to allow for additional parkettes which are not part of the required parkland dedication of a development.

2.0 Location

The lands subject to the land use change aspect of this amendment are located at the north-east corner of Bovaird Drive and Dixie Road and are described as Part of Lot 11, Concession 4, E.H.S. in the geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to additional parkettes involve all of the lands contained in the Sandringham-Wellington Secondary Plan which encompass a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east and comprise all of Lots 11 to 15 of Concessions 3, 4, 5 and 6, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto:

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 28 set out in subsection 7.2.7.28, Amendment 213.

- (2) by changing, on Schedule SP28(A), of Chapter 28, of Part IV, the land use designation of the lands shown outlined on Schedule A to this amendment, from LOW DENSITY RESIDENTIAL to MEDIUM DENSITY RESIDENTIAL.
- (3) by changing Schedule SP28(B), of Chapter 28, of Part IV, to show the lands outlined on Schedule A to this amendment with the Medium Density Residential Designation Location Reference of T32
- (4) by changing the percentage ranges for Sub-area 3 contained on Table 1, of Chapter 28, of Part IV, to read as follows:

Single Family Density	35 - 52%
Semi-Detached Density	20 - 38%
Mixed Low Density (Sub-total)	68 - 76%
Townhouse Density	24 - 32%
Cluster Housing and Apartment	0%
All Densities (Total)	100%

- (5) by adding to the end of policy 5.1.10, the following:

"Notwithstanding this general flexibility, the Medium Density Designation identified on Schedule SP 28(B) as number T32 shall be limited to a maximum of 162 units"

- (6) by adding to the end of policy 5.2.2, the following:

"This policy shall not prevent the provision of any additional parkettes, mini parkettes or tot lots not specifically shown on Schedule SP28 (A) provided that the City is satisfied with the size, shape and location, and provided that they are not credited as part of a required parkland dedication of any development."

(7) by changing Table 3, of Appendix A, of Chapter 28, of Part IV, to include the following:

"T32

130 - 162"

and to change the total to read:

"3555 - 4412".

12/91

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AMENDMENT NUMBER 213

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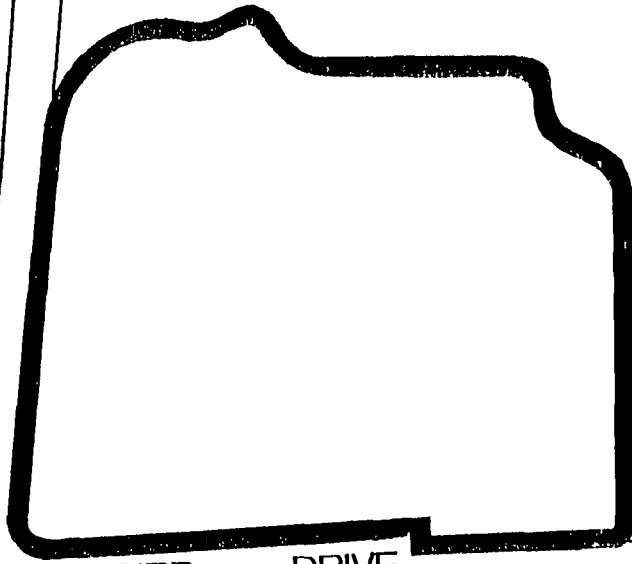
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Brampton Hydro	August 23, 1991.
Ministry of Culture and Communications	September 13, 1991.
The Dufferin-Peel Roman Catholic Separate School Board	December 16, 1991.

Lot 12  
Lot 11

Lot 12  
Lot 11



BOVAIRD DRIVE

DIXIE ROAD

MANITOU CRES

MANITOU CRES

MIDDLETON

WAY

MYRTLE CT.

MABEL CT.

MABERRY COURT

MACKAY ST

ST

NEWBURY

CRESCENT

NORTHCLIFFE STREET

NOTTINGHAM

MORNING

■ Land subject to this Amendment

0m 50m 100m

OFFICIAL PLAN AMENDMENT NO. 213



**CITY OF BRAMPTON**  
Planning and Development

Schedule A

66-92

Date: 1991 12 18

Drawn by: K.M.H.

File no. C4E11.2

Map no. 28-5F

AMENDMENT NUMBER 213  
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Brampton Hydro

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Ministry of Culture and Communications

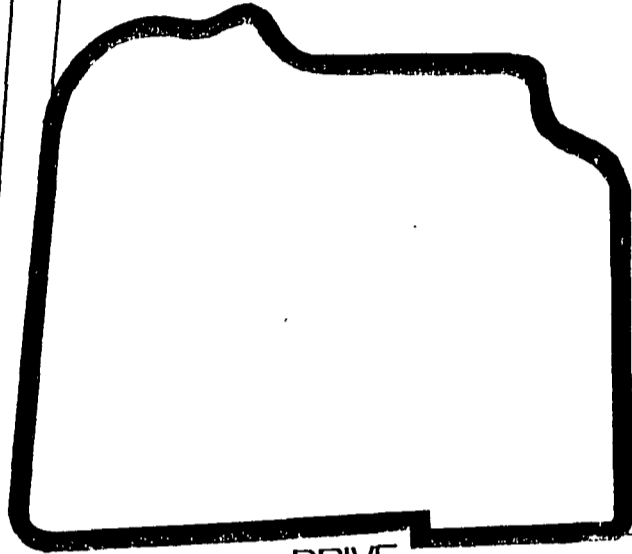
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The Dufferin-Peel Roman Catholic Separate  
School Board

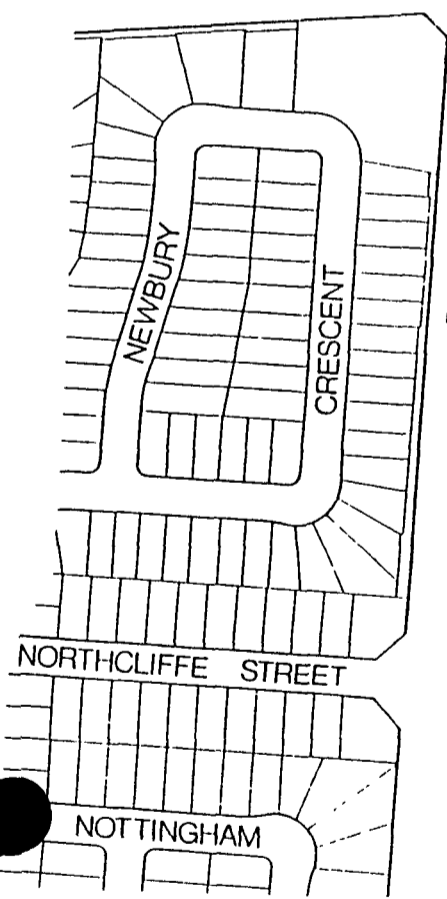
December 16, 1991.

Lot 12  
Lot 11

Lot 12  
Lot 11




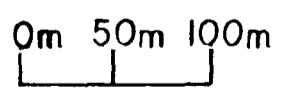
BOVAIRD DRIVE



DIXIE ROAD



 Land subject to this Amendment



OFFICIAL PLAN AMENDMENT NO. 213



**CITY OF BRAMPTON**  
Planning and Development

Schedule A 66-92

Date: 1991 12 18 Drawn by: K.M.H.  
File no. C4E11.2 Map no. 28-5F



# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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February 6, 1992

TO: The Chairman and Members of Planning Committee  
FROM: Planning and Development Department  
RE: EXECUTIVE SUMMARY to the attached  
staff report  
BRAMALEA LIMITED  
Ward 10  
Regional File Number: 21T-89005B/A  
Our File Number: C4E11.2

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The attached staff report reviews and analyses a development proposal submitted within Secondary Plan Area 28, known as the Sandringham-Wellington Development Area. The plan of subdivision and the accompanying application to amend the Official Plan and the zoning by-law involving approximately 75 hectares (185 acres) located between Dixie Road and Bramalea Road, on the north side of Bovaird Drive, proposes:

- a total of 907 residential units consisting of:
  - 117 single family units (15 metre lots)
  - 100 single family units (14 metre lots)
  - 114 single family units (12 metre lots)
  - 6 single family units (11 metre lots)
  - 4 single family units (9 metre lots)
  - 70 semi-detached units (18 metre lots)
  - 134 semi-detached units (22 metre lots)
  - 162 combination street townhouses and semi-detached units (41 blocks)
  - 100 townhouse units (1 block)
- a 1.84 hectare neighbourhood park
- a 0.24 hectare parkette
- a 0.10 hectare mini parkette
- a 13.2 hectare woodlot and a 0.27 hectare woodlot buffer

- 1 partial church site and 2 blocks to be developed with a church to the south-east
- a 1.64 hectare police station site
- a 0.3 hectare fire station site
- 4 buffer blocks
- 7 pedestrian walkways
- 4 residential reserve blocks
- 1 block for future development with lands to the north
- 2 new collector roads, one in a north-south direction, and one in an east-west direction, through the centre of the plan.

This proposed development abuts the south boundary of another development proposal (Wolverleigh Construction, Cozy Acres Construction Inc. and Rotherham Holdings Limited, file numbers 21T-88049B and C4E12.2) which was draft approved by the Region on December 7, 1990, zoned by the Ontario Municipal Board approval of By-law 299-90, on December 10, 1990 and partially registered by plans 43M-1026 and 43M-1027. The subject proposal is the continuation of the road and development pattern of this plan to the north.

After reviewing the subject proposal staff have concluded that the subject proposal is generally consistent with the secondary plan in terms of housing mix, with the exception of a 3% increase in townhouse density and a corresponding 3% decrease in mixed low density. The increase in the townhouse density and decrease in mixed low density is a direct result of a non-standard housing form (illustrated on Appendix D and E of the attached report) proposed by the applicant, which is also the subject of the proposed amendment to the Official Plan. Staff are satisfied that the proposed increase in medium density:

- will not result in exceeding the total number of units envisaged by the secondary plan for the sub area in containing the subject lands,
- will not place any increased burden on the services being provided and designed for the secondary plan area
- is in keeping with the intent of the secondary plan with respect to locational criteria, and
- can achieve the appropriate level of transition with surrounding low density uses,

and can be supported from a planning perspective.

This non-standard housing form, the proposed townhouse block and the requested opportunity for a limited number of the low density residential units to be built with a convertible second dwelling unit, provide a greater variety of housing choices in the area and with the specific conditions recommended, will provide the opportunity to meet affordable housing objectives.

Like the distribution of land uses, the design of the proposed plan of subdivision, with the revisions and specific conditions recommended in the attached staff report, conforms with the policies and spirit of the secondary plan for the area. Matters such as the interface of land uses, phasing, drainage, noise abatement, buffering, tree and woodlot preservation, streetscape features, access control, pedestrian and cyclist linkages, reservation and alternative use of the church site and the provision of the appropriate amount, and type of institutional space, can be addressed within the context of the proposed development in keeping with the secondary plan for the area.

In view of the foregoing the attached staff report recommends the approval of the proposed development subject to the applicable revisions and conditions to ensure the implementation of the secondary plan for the area.

BRAM05exec



# INTER-OFFICE MEMORANDUM

E2-5

## Office of the Commissioner of Planning & Development

February 6, 1992

TO: The Chairman of Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and the Zoning By-law  
Part of Lot 11, Concession 4, E.H.S.  
**BRAMALEA LIMITED**  
Ward 10  
Regional File Number: 21T-89005B/A Revised  
Our File Number: C4E11.2

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### 1.0 Introduction

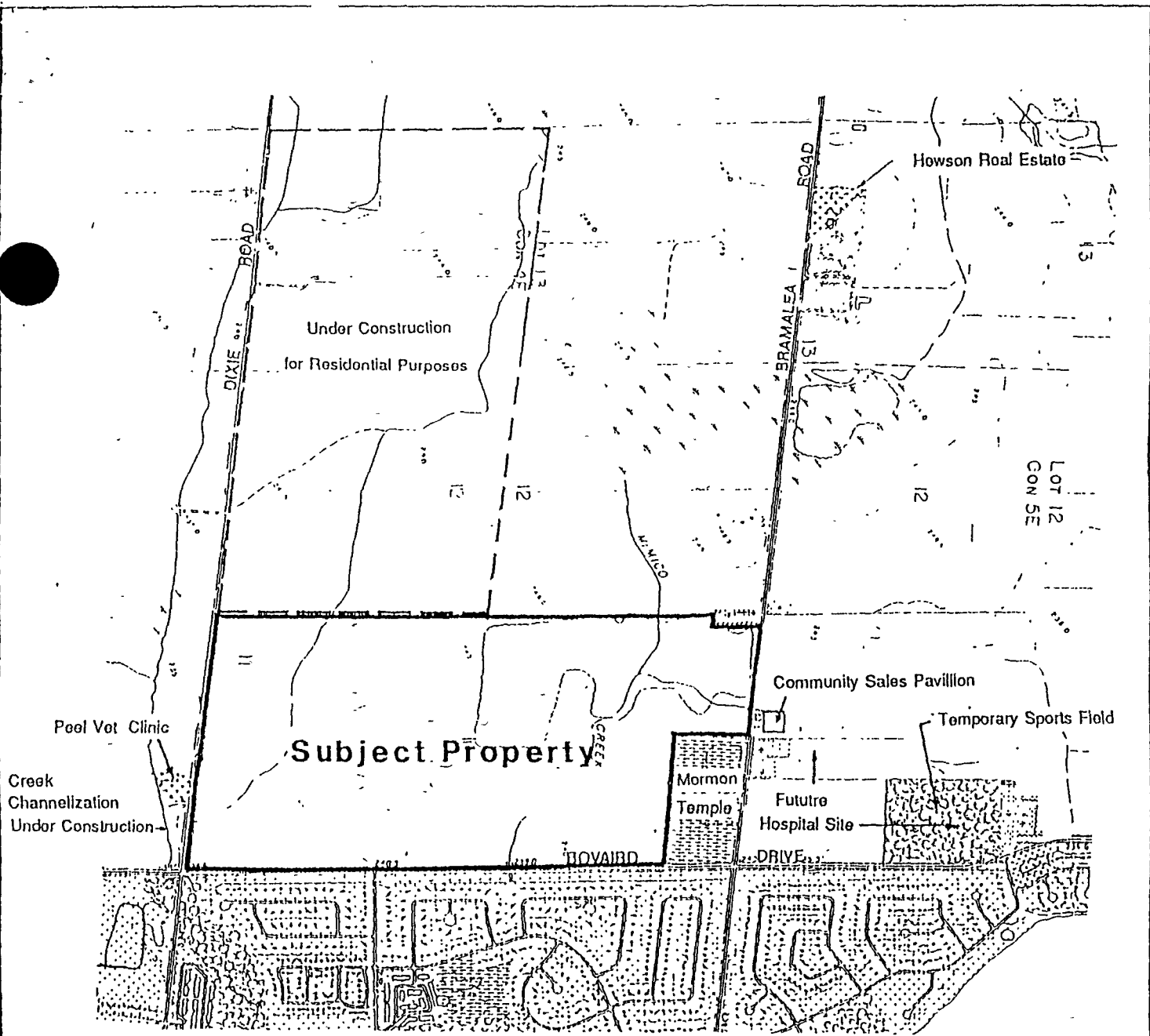
The draft plan and the application to amend the Official Plan and the Zoning By-law were referred by City Council to staff for a report and recommendation on May 6, 1991 and were subsequently revised by the applicant on October 2, 1991.

### 2.0 Property Description

The subject property:

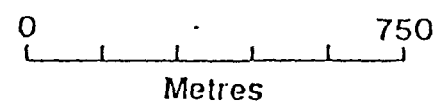
- is located on the north side of Bovaird Drive between Dixie Road and Bramalea Road
- has frontages of:
  - 589 metres (1932 feet) on Dixie Road
  - 1141 metres (3744 feet) on Bovaird Drive
  - 269 metres (883 feet) on Bramalea Road
- has an area of 75.1 hectares (185.57 acres)
- is primarily being used for agricultural purposes except for the wooded area of the site and a number of temporary construction trailers along the Dixie Road frontage
- the woody vegetation on the lands primarily involves fence row trees and hedgerows, and a woodlot occupying a large part of the north west quadrant of the property. The woodlot is identified for preservation in the secondary plan for the area and is designated as "Woodlot".
- topographically the property drains naturally to the south but does not contain any significant valleys or watercourses





Legend

- Rural Residential
- Urban Residential
- Commercial
- Agricultural
- Public Open Space
- Institutional



**BRAMALEA LTD.**  
**LAND USE MAP**



**CITY OF BRAMPTON**  
Planning and Development

Date: 1991 11 20    Drawn by: SEJ  
File no. C4E11.2    Map no. 28-5B

EA-8

Surrounding land uses:

- North - primarily agricultural with a few scattered detached dwellings fronting on Bramalea Road. The westerly portion of the lands to the north are subject to a draft approved plan of subdivision (Region of Peel File Number 21T-890049, Our File C4E12.2 - Wolverleigh Construction, Cozy Acres Construction Inc. and Rotherham Holdings Limited) which has been partially registered (43M-1026 & 43M-1027) and is being developed for residential purposes
- East - primarily agricultural with a few scattered detached dwellings fronting on the east side of Bramalea Road and a Mormon Temple at the north-west corner of Bovaird Drive and Bramalea Road
- South - south of Bovaird Drive, single family detached dwellings
- West - on the opposite side of Dixie Road, primarily agricultural with the exception of a detached dwelling and a combination dwelling and veterinary clinic, fronting on Dixie Road

3.0 Official Plan and Zoning Status

- primarily "Residential" with an "Institutional" designation along Bovaird Drive in approximately the centre of the subject lands and an "Open Space" designation occupying a large part of the north-east quadrant of the lands (Schedule A - Official Plan)
- primarily "Low Density Residential" with:
  - a "Medium Density Residential" designation in the north central area of the plan
  - one "Neighbourhood Park" along with a "Parkette" and a "Woodlot"
  - one "Church" designation a small part of a second
  - an "Institutional" designation in the south central area of the lands determined in the secondary plan to accommodate a fire station and a police station (Schedule A, Official Plan Amendment Number 149, which forms the secondary plan for the area)
- Official Plan Amendment Number 149 was adopted by City Council on October 12, 1989 and along with a number of recommended modifications was the subject of an Ontario Municipal Board hearing which concluded on February 1, 1990. In a decision dated May 23, 1990, subsequently revised on November 23, 1990, the Board approved Official Plan Amendment 149 with minor modifications.
- "Agricultural" (A) (By-law 151-88)



4.0 Proposal

To subdivide the subject lands into:

- 117 single family lots (15.3 metre frontage) of which 27 lots are proposed to be zoned with the option for a second dwelling unit
- 100 single family lots (14 metre frontage)
- 144 single family lots (12.2 metre frontage) of which 27 lots are proposed to be zoned with the option for a second dwelling unit
- 6 single family lots (11 metre frontage)
- 4 single family lots (9.2 metre frontage)
- 371 total
  
- 70 semi-detached lots (18.4 metre frontage) resulting in a total of 140 units with the option to develop single family units on 9.2 metre frontage lots
- 67 semi-detached lots (22 metre frontage) resulting in a total of 134 units with the option to develop single family units on 11 metre frontage lots
  
- 41 special housing blocks to accommodate a combination of street townhouse and semi-detached housing forms on small properties, resulting in a total of 162 units
  
- 1 medium density block resulting in a total of 100 townhouse units
  
- 4 residential reserve blocks which when developed with abutting lands will result in an additional 10 single family lots
  
- 1 neighbourhood park block having a total area of 1.84 hectares
  
- 1 parkette block having an area of 0.24 hectares
  
- 1 mini parkette block having an area of 0.10 hectares
  
- 1 woodlot block having an area of 13.2 hectares
  
- 1 woodlot buffer block having an area of 0.27 hectares
  
- 3 blocks for church purposes, one to be combined with a draft approved church block to the north and the other two to be combined with the existing site of the Mormon Temple to the south-east
  
- 1 block to accommodate a police station
  
- 1 block to accommodate a fire station
  
- 7 pedestrian walkways



APPENDIX A  
COMMENTS FROM EXTERNAL AGENCIES

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

PART A - SERVICING

1. Sanitary Sewer Facilities

- Sanitary sewer facilities are available in a 450mm dia. sewer located on easement at Bovaird Drive approximately 300m east of MacKay Street and in a 975mm dia. sewer on Dixie Road.
- Provision will be required in the sanitary sewer to accommodate external lands to the north of the plan.

2. Water Facilities

- The lands are located in Water Pressure Zone 6.
- Water facilities are available in a 400mm dia. watermains on Bovaird Drive and Bramalea Road and a 750mm dia. watermain on Dixie Road.
- Provision will be required for watermain looping from Bovaird Drive to Bramalea Road.

3. Region Roads

- The Region will required sufficient road widening to provide for 50 metres right-of-way on Bovaird Drive (in accordance with R-plans provided by the Region). In this regard the 20 metre and 10 metre widenings along Bovaird Drive shown on the plan is sufficient.
- The 0.3 metre reserve along Bovaird Drive shown on the plan across Block 558 is required.
- A noise abatement report is required relating to the lots adjacent to Dixie Road and Bovaird Drive.
- The 15 metre daylight triangles shown at the intersecting street, Street 'A' and Dixie Road and Street 'B' and Bovaird Drive are required.
- The Developer is required to provide funds for intersection improvements on Bovaird Drive at Street 'B' and Dixie Road at Street 'A'. These improvements are to include, but not be limited to, centre medians, acceleration and deceleration lanes, storage lanes, asphalt overlay and pavement markings.
- The 1989-93 Capital Budget and Forecast does provide for widening or reconstruction of Dixie Road from Bovaird Drive northerly and Bovaird Drive from Dixie to Airport Road in 1991 and 1992 respectively.

- Access to Block 558 will not be permitted to Bovaird Drive.
- A drainage study is required to determine the effect of the proposal on the existing structures and drainage along Dixie Road and Bovaird Drive.

4. Waste Management  
Brampton Residential

- There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1992.
- It is expected that this development will generate approximately 1148.4 tonnes of solid waster per year. (0.37 tones/capita/year X 3103.8 people = 1148.4 tonnes/year)
- In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the Ministry of the Environment, the Region of Peel and the Area Municipality.

PART B - FINANCIAL IMPACT

1. Lot Levies

- Full lot levies apply.

2. Streetlighting

- The developer is responsible for the provision of streetlighting at Street 'A' and Dixie Road and Street 'B' and Bovaird Drive.

3. Signalization

- Cash contribution will be required in the amount of \$25,000 for upgrade of the traffic signals at Bovaird Drive and Street 'B' to a four-legged intersection.
- Cash contribution will be required in the amount of \$75,000 for the total cost of traffic signals at Dixie Road and Street 'A'. In addition the developer will be responsible for the required underground duct work at his expense.

## 5. Capital Budget

- This development and others in this area will require that provision be made in the Capital Budget for the reconstruction of Bovaird Drive. This work is currently identified in the 1991 Capital Budget.

## 6. Frontage Charges

- Watermain frontage charges apply on Dixie Road at the rate of \$100 per metre.

## PART C - SPECIFIC DRAFT PLAN CONDITIONS

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

"An amount of \$20,000 shall be held in the Letter of credit until final acceptance of the watermain systems is issued by the Region of Peel, to service as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the well systems."

Regional Social Services & Housing advise that the proposal incorporates various densities in sufficient proportions to meet, potentially at least, the provisions of the Provincial Land Use Planning for Housing Policy Statement. The proposal is identified as supporting affordable housing and includes semi-detached and townhouse dwellings. Regarding the proposed units for sale, there is no assurance that the estimated selling price can or will be met; however, there are no Regional or local policies or procedures in place with respect to such arrangements.

The developer has also been in contact with the Housing Opportunities Centre and the assistance provided, with the concurrence of local planning staff, will improve opportunities to meet affordability objectives of the Statement. No proposed rents are indicated for the affordable housing units that are to be financed or subsidized through government programs. The developer is contemplating the provision of not-for-profit housing and has been in contact with this sector.

Regional Transportation Policy Division has provided the following comments:

- this development is within the City of Brampton's Secondary Plan No. 28 and a transportation study has been carried out by a consultant to identify the transportation facilities required to support development in SP28.
- the study recommended a number of new/improved transportation facilities and the two Regional roads adjacent to this development (ie. Bovaird Drive and Dixie Road) are in the Capital Budget for widening to the recommended number of lanes.
- the right-of-way of the collectors shown in this plan conform to or exceed the recommendations of the consultant's study.
- as identified in the transportation study the widening of Airport Road (Bovaird Drive to Steeles Avenue) will be sufficient to support the current development
- we understand that Airport Road from Steeles Avenue to Queen Street is scheduled for widening in 1996 and the section of Airport Road to the north is not programmed for widening within the next 10 years
- we will monitor the increase in traffic volume on Airport Road as development proceeds in SP28

Canada Post advise that their delivery policy for new residential subdivisions stipulates that units receive mail service in a centralized manner and request three copies of the above ground servicing plan in order to presite Community Mailbox locations.

They also note that their multi unit policy for buildings or complexes, sharing a common address, requires that the builder/developer provide a central mail facility at their own expense.

Ministry of Municipal Affairs advise that they will be monitoring the processing of this application for conformity with the Land Use Planning for Housing Policy Statement.

Ministry of Culture and Communications advise that the Ministry has reviewed the plan of subdivision and finds that the subject lands have a moderate to high potential for the discovery of archaeological remains. This assessment is based on the property's topography, soils, proximity to registered archaeological sites and the traversing of the site by Mimico Creek.

Consequently, they recommend that an archaeological assessment is required and that the standard archaeological condition of approval should be applied to the draft plan.

Bell Canada has provided the following comments:

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

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

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

Peel Board of Education has provided the following comments:

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

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

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

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

"Whereas, despite the efforts of The Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated

in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning Department of The Peel Board of Education to determine the exact schools"

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

- 3. The Board may be forced to rely on the following conditions to ensure that satisfactory arrangements are in place for students generated by this plan of subdivision.

"The development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodation"

Development and hence student yield will be monitored carefully to establish if action is required.

The anticipated yield from this plan is as follows:

190	JK-5
81	6-8
138	9-OAC

The students generated will be provided holding school accommodation within the Bramalea Family of Schools.

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

The Dufferin-Peel Roman Catholic Separate School Board has provided the following comments:

On September 18th, 1990, the Board of Trustees passed a resolution to allow the Sandringham-Wellingdale draft plans of subdivision to proceed through the planning process subject to satisfactory phasing of the proposed development.

Please be advised that the Sandringham-Wellingdale planning district is subject to Official Plan Amendment #149. Article 8.2.11 requires that prior to draft plan approval of a draft plan of subdivision, a Master School Agreement satisfactory to the Dufferin-Peel Roman Catholic Separate School Board shall be settled and executed. The board is in the process of executing a Master School Agreement with the subject applicant.



The Board requires that the following conditions be fulfilled prior to final registration of plan 21T-89005B/A:

1. That the following clause be inserted in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. This clause is to be inserted in English and French.

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

"Attendu que, malgre les efforts deployes par Le Conseil Des Ecoles Separees Catholiques Romaines de Dufferin et Peel, il se peut qu'il n'y ait pas assez de places pour le nombre d'eleves prevus dans votre quartier. Vous etes donc, par les presentes, avises que les eleves devront, soit, etre heberges dans des installations temporaires ou transportes par autobus scolaire a une ecole en dehors de votre quartier. De plus, il se peut que les eleves soient eventuellement retournes a l'ecole de quartier."

2. That the applicants be required to erect information signs in English and French at all major entrances to the proposed development advising prospective purchasers that:

"Until a school is constructed in this community, alternate accommodation will be provided."

"Les eleves seront heberges dans d'autres installations, jusqu'a ce qu'une ecole permanente soit construite dans leur quartier."

The applicants are required to contact the Board's Planning Department for sign specifications.

3. Due to overcrowding conditions which prevail at neighbourhood schools, the applicant is requested to contact the Board for appropriate phasing of this proposed development.

Metropolitan Toronto and Region Conservation Authority has provided the following comments:

Authority staff has reviewed the location of this property and note that it is situated in the Sandringham-Wellington Community for which a Master Drainage Plan has been approved.

In view of the above, the Metropolitan Toronto and Region Conservation Authority (MTRCA) has no objection to draft plan approval being granted subject to the following conditions:

(1) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval the Metropolitan Toronto and Region Conservation Authority the following:

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

- plans illustrating how this drainage system will comply with the Sandringham-Wellington Master Drainage Plan.
- proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
- location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.

N.B. It is recommended that the developer or his consultant contact the Authority prior to preparing the above report to clarify the specific requirements of this development.

(b) plans for the treatment of the small watercourses affecting the site.

(c) overall grading plans for the subject lands.

(2) all permits, under Ontario Regulation 293/86, be obtained from this office.

Chinguacousy Health Services Board advise that the Board's concern regarding this application relates to the community's capacity to deliver "soft services" to the new members of our community. In particular, the Board states that the absence of additional health care facilities to serve the existing population and, to respond to growth, remains worrisome.

# INTER-OFFICE MEMORANDUM

RECEIVED  
CLERKS DEPT.

MAR 05 1992

C923 93.

C4E11.2.

Office of the Commissioner of Planning & Development

March 5, 1992

▲

To: The Chairman and Members of  
Planning Committee

From: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and the Zoning By-law  
Part of Lot 11, Concession 4, E.H.S.

**BRAMALEA LIMITED**

Ward 10

Regional File Number: 21T-89005B/A Revised

Our File Number: C4E11.2

MAR 5 1992

RECEIVED


The notes of the Public Meeting held on Wednesday, March 4, 1992, are attached for the information of Planning Committee.

No members of the public attended the meeting with respect to this application and no written submissions have been received.

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

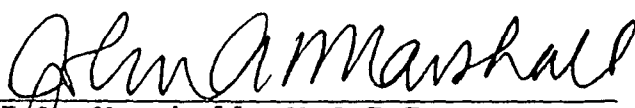
- A. The notes of the Public Meeting be received.
- B. The application be approved subject to the conditions approved by City Council on February 24, 1992.
- C. Staff be directed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,



David Ross, M.C.I.P.  
Manager, Planning and  
Development Services

AGREED:



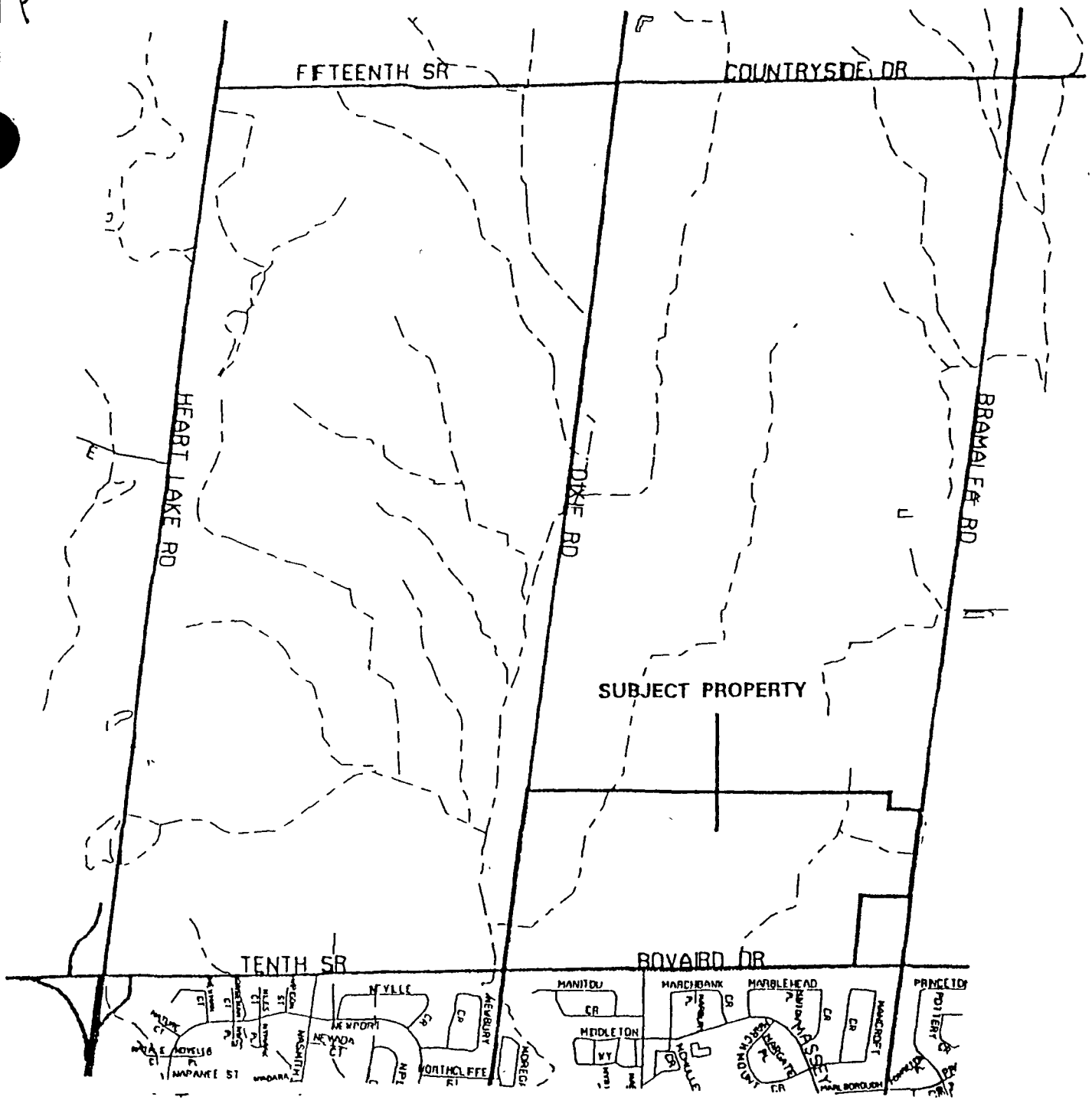
J.A. Marshall, M.C.I.P.  
Commissioner of  
Planning and Development



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

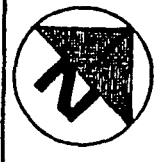
DR/BRAM05pmrep  
attachments

F1-2



**BRAMALEA LTD.**

**LOCATION MAP**



**CITY OF BRAMPTON**  
Planning and Development

Date: 91 11 25      Drawn by: SEJ  
File no. C4E11.2      Map no. 28-5A

FI-3

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday March 4, 1992, in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:34 p.m., with respect to a proposal by BRAMALEA LIMITED LIMITED to amend both the Official Plan and the Zoning By-law and for an approval of a Draft Plan of Subdivision. (File C4E11.2 - Ward 10).

---

Members Present: Councillor Gael Miles - Chairman  
Alderman Dick Metzack  
Alderman Valerie Orr  
Alderman Bob Hunter

Staff Present: J.A. Marshall - Commissioner of Planning and Development  
D. Ross - Manager, Planning and Development Services Division  
A. Miller - Secretary

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

Mr. Marshall replied in the affirmative.

There were no interested members of the public in attendance and the meeting adjourned at 7:35 p.m.



**Consumers Gas**

August 19, 1991

DATE AUG 21 1991 Rec'd

File No. C4E11.7

950 Burnhamthorpe Road West  
Mississauga, Ontario L5C 3B4

Mississauga and Brampton  
(416) 276-3400

Orangeville  
(519) 941-1560

Caledon  
(416) 584-2211

Ms. D. Trouten  
Regional Clerk and Director of Administration  
The Regional Municipality of Peel  
10 Peel Centre Drive  
BRAMPTON, Ontario  
L6T 4B9

Dear Ms. Trouten:

Re: Affordable Housing Project  
Draft Plan of Subdivision (Revised August 2, 1991)  
21T-89005B/A - Bramalea Limited  
Part Lot 11, Concession 4, E.H.S.  
City of Brampton

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

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

Yours truly,

CONSUMERS GAS

E. Mundy  
Supervisor Distribution Planning  
Western Region  
276-3531

/gcm

cc: Region of Peel Planning Department  
City of Brampton Planning Department  
Residential Sales  
File

Part  
910821

# MAIL POSTE

Canada Post Corporation / Societe canadienne des postes

City of Brampton  
PLANNING AND DEVELOPMENT DEPARTMENT

DATE SEP 04 1991 Rec'd

File No. C4E11.2

Delivery Services  
1695 Drew Road  
Suite 102  
Mississauga, Ontario  
L5S 1J5

August 20, 1991

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

Attention: D. R. Billett  
Director of Development Control

Dear Sir:

Re: Affordable Housing Project  
Draft Plan of Subdivision (Revised August 2, 1991)  
21T-B9005B/A - Bramalea Limited  
Pt. Lot 11, Concession 4, E.H.S.  
City of Brampton


Canada Post appreciates the opportunity to comment on the aforementioned draft plan of subdivision. The delivery policy for new residential subdivisions stipulates that the units receive mail service in a centralized manner.

In order to presite Canada Post's Community Mailbox locations for this plan of subdivision prior to registration; we request three (3) copies of the above ground service plans.

Canada Post's delivery policy for buildings or complexes with three or more units sharing a common address requires that the owner/developer provide a central mail facility at their own expense.

Should you require additional information or clarification regarding Canada Post's delivery policy for new residential subdivisions, please contact the undersigned at 676-7496.

Sincerely

  
Kevin O'Brien  
Delivery Services Officer  
York Division

Dave  
910904

cc: Planning Department, City of Brampton

Bell Canada  
Mgr. Utilities Coordination  
Floor 3  
2 Fieldway Road  
Etobicoke, Ontario  
MBZ 3L2

City of Brampton  
PLANNING AND DEVELOPMENT DEPARTMENT

DATE SEP 04 1991 Rec'd

File No. C4E11.2

1991 08 22

**Bell**

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

Attention: D.R. Billet

Re: Affordable Housing Project

Draft Plan of Subdivision (Revised August 2, 1991)  
21T-89005B/A - Bramalea Limited  
Pt. Lot 11, Consession 4, E.H.S.  
City of Brampton

Thank you for your letter of August 15, 1991 concerning the above proposed subdivision.

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

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

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

Any questions you may have, please contact M.J. Laxton at (416) 234-4602.

*m. e. Holm*

*for*

Manager - Utilities Coordination

*Dave  
9/10/91*

cc: M.J. Laxton, Manager O.P. Facilities  
City of Brampton, Planning Department



DATE SEP 03 1991 Rec'd

File No. C4E11.2

700 University Avenue, Toronto, Ontario M5G 1X6

Telephone: (416) 592-8152

August 21, 1991

File 630.41 (T5)

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

Dear Mr. Billett:

Proposed Plan of Subdivision  
Part Lot 11, Con. 4, E.H.S.  
City of Brampton  
Ministry File: 21T-89005B

We have completed our review of the above noted subdivision and wish to advise as follows:

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

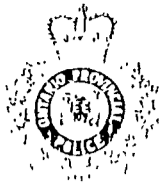
Yours truly,

INFORMATION COPY  
ORIGINAL SIGNED BY  
MARGARET J. KOWAL

Margaret J. Kowal  
Real Estate Documents Clerk  
Corporate Real Estate Department  
A5 A8

cc: City of Brampton Planning Department

*Done  
9/09/04*



Ontario Ministry of  
Provincial the Solicitor  
Police General

Police Ministère du  
provinciale Solliciteur  
de l'Ontario général

Caledon Detachment 05-16  
Caledon East, Ontario  
LON 1E0

Telephone/Téléphone  
584-2241

File reference/ 600  
Référence

23 August 1991

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

DATE SEP 04 1991 Rec'd

File No. C4E11.2

ATTENTION: D.R. BILLET  
Director of Development Control

RE: AFFORDABLE HOUSING PROJECT  
DRAFT PLAN OF SUBDIVISION (REVISED AUGUST 2, 1991)  
21T-89005B/A - BRAMALEA LIMITED  
PT. LOT 11, CONCESSION 4, E.H.S.  
CITY OF BRAMPTON

Thank you for the notification of the above.

Please be advised we have no objection to same.

*J. Adams*  
J.D. ADAMS #3065  
Staff Sergeant  
for the Detachment Commander A.O.A.L.

/bl

c.c. Planning Department, ~~Town of Caledon~~ CITY OF BRAMPTON

*Blw*  
*910904*

Planning Dept.  
RECEIVED  
AUG 29 1991

Comms/Sec	File	Info	Exec
Director O&P			
Director P.L.S.H.			
Spec. Insp. Sec.			
Secretary			
J. (11) L.			<i>OK</i>



September 3, 1991

OFFICE OF THE  
PLANNING AND DEVELOPMENT  
DATE SEP 04 1991 Rec'd  
File No. C4E11.2

Mr. John Marshall  
Commissioner of Planning  
Planning and Development  
City of Brampton  
Planning Department  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Re: Affordable Housing Project  
Draft Plan of Subdivision  
21T-89005B/A - Bramalea Ltd.  
Pt. Lot 11, Concession 4, E.H.S.  
Your File: C4E11.2  
City of Brampton

Dear Sir:

Please find attached a copy of comments dated August 23, 1991 as received from the Regional Housing Department concerning the above noted draft plan of subdivision.

By copy of this letter, we are also advising the applicant of same.

Yours truly

Vince Zammit  
Senior Planner  
Development Review

JL:nb  
Encl.

cc: C. Wilson, Bramalea Limited

*Done 910904*



MEMORANDUM

To D.R. Billett

DATE August 23, 1991

FROM Keith Ward

SUBJECT Affordable Housing Project  
Revised Draft Plan of Subdivision  
21T-89005B/A-  
Bramalea Ltd.  
Pt. Lot 11, Con. 4, E.H.S.  
City of Brampton

Thank you for your memo of August 15, 1991 on the above plan.

The proposal incorporates various densities in sufficient proportions to meet, potentially at least, the provisions of the Provincial Land Use Planning for Housing Policy Statement. The proposal is identified as supporting affordable housing and includes semi-detached and townhouse dwellings. Regarding the proposed units for sale, there is no assurance that the estimated selling price can or will be met; however, there are no Regional or local policies or procedures in place with respect to such arrangements.

The developer has also been in contact with the Housing Opportunity Centre. The assistance provided by HOC, with concurrence of local planning staff, will improve opportunities to meet the affordability objectives of the Statement.

No proposed rents are indicated for the affordable housing units that are to be financed or subsidized through government programs. The developer is contemplating the provision of non-for-profit housing and has been in contact with this sector.

Staff would be prepared to meet with the Developer, Regional or City Planners to discuss methods which might be employed in achieving the affordability requirements of the Statement and developing additional opportunities for non-profit housing on the proposed draft plan of subdivision.

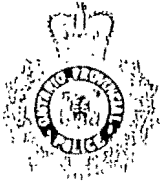
/tk

Copy: Roger Maloney  
Ivy France  
P. Vezina

File 300.3.4

Planning Dept.  
RECEIVED  
AUG 23 1991

Commissioner			
Director, D1 & D2			
Director, D3 & D4			
Comm. Trans. Adm.			
Secretary			



Ontario  
Provincial  
Police

Ministry of  
the Solicitor  
General

Police  
provinciale  
de l'Ontario

Ministère du  
Solliciteur  
général

Caledon Detachment 05-16  
Caledon East, Ontario  
LON 1EO

Telephone/Téléphone

584-2241

File reference/ 600  
Référence

23 August 1991

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

CITY OF BRAMPTON  
LAND AND DEVELOPMENT DEPARTMENT

DATE SEP 04 1991 Rec'd

File No. C4E11.2

ATTENTION: D.R. BILLET  
Director of Development Control

RE: AFFORDABLE HOUSING PROJECT  
DRAFT PLAN OF SUBDIVISION (REVISED AUGUST 2, 1991)  
21T-89005B/A - BRAMALEA LIMITED  
PT. LOT 11, CONCESSION 4, E.H.S.  
CITY OF BRAMPTON

Thank you for the notification of the above.

Please be advised we have no objection to same.

*J.E. Adams*  
J.E. ADAMS #3065  
Staff Sergeant  
for the Detachment Commander A.O.A.L.

/bl

c.c. Planning Department, ~~Town of Caledon~~ **CITY OF BRAMPTON**

*Blc*  
*910904*

Planning Dept.  
RECEIVED  
AUG 23 1991

Consultation	24	Info.	Done
Director, DS & IP			
Director, PL & R			
Spec. Trans. Adv.			
Secretary			
J. Adams			<i>OK</i>

DATE SEP 03 1991 Rec'd

File No. C4E11.2

700 University Avenue, Toronto, Ontario M5G 1X6

Telephone: (416) 592-8152

August 21, 1991

File 630.41 (T5)

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

Dear Mr. Billett:

Proposed Plan of Subdivision  
Part Lot 11, Con. 4, E.H.S.  
City of Brampton  
Ministry File: 21T-89005B

We have completed our review of the above noted subdivision and wish to advise as follows:

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

Yours truly,

INFORMATION COPY  
ORIGINAL SIGNED BY  
MARGARET J. KOWAL

Margaret J. Kowal  
Real Estate Documents Clerk  
Corporate Real Estate Department  
A5 A8

cc: City of Brampton Planning Department

*Done  
9/09/04*



CITY OF BRAMPTON  
PLANNING AND DEVELOPMENT DEPARTMENT

DATE SEP 06 1991 Rec'd

September 4, 1991 to No. C4E11.2

Mr. John Marshall  
Commissioner of Planning  
Planning and Development  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Re: Affordable Housing Project  
Draft Plan of Subdivision  
21T-89005B/A - Bramalea Limited  
Pt. Lot 11, Concession 4, E.H.S.  
Your File: C4E11.2  
City of Brampton

Dear Sir:

Please find attached a copy of comments dated August 27, 1991 as received from the Regional Transportation Policy Division concerning the above-noted draft plan of subdivision.

By copy of this memo, we are also advising the consultant of these comments.

Yours truly

Vince Zammit  
Senior Planner  
Development Review

JL:nb  
encl.

C. WILSON, BRAMALEA LTD.

*Handwritten note:*  
Dad  
910909



MEMORANDUM

To D. R. Billett  
Director  
Development Review & Transportation Policy

DATE August 27, 1991

FROM R. M. Bacquie  
Senior Planner  
Transportation Policy

SUBJECT Affordable Housing Project  
Draft Plan of Subdivision  
21T-89005B/A - Bramalea Limited  
Pt. Lot 11, Concession 4, E.H.S.  
City of Brampton  
(Revised August 2, 1991)

We have reviewed the above plan and would like to make the following comments:

this development is within the City of Brampton's Secondary Plan No. 28 and a transportation study has been carried out by a consultant to identify the transportation facilities required to support development in SP28.


the study recommended a number of new/improved transportation facilities and the two Regional roads adjacent to this development (ie Bovaird Drive and Dixie Road) are in the Capital Budget for widening to the recommended number of lanes.

the right-of-way of the collectors shown in this plan conform to or exceed the recommendations in the consultant's study.

one of the major road improvement not committed at this stage is the new alignment for a "north-east arterial" connecting Bovaird Drive or Sandalwood Parkway to Highway 7 near the intersection with Goreway Drive. The recommendation from the York-Peel Boundary Study will be able to confirm its necessity, a commitment to build this new facility is required before final approval of this plan.

considering only two plans of subdivision (Sandringham Inc. and Wellingdale Community Inc.) were draft approved and this development will generate approximately 430 a.m. peak hour trips (in addition to the 1,300 trips generated by the other two draft approved plans), we have no objection to this plan being draft approved but final approval subject to the "North-east arterial" being committed and the completion of the widening of Bovaird Drive to six lanes.

*note  
revised  
comments  
Sept 14/91*

*for*   
Ray Bacquie, P. Eng.  
Senior Planner  
Transportation Policy

BL:nb

cc: J. P. Amodeo, Public Works





September 13, 1991

CITY OF BRAMPTON  
PLANNING AND DEVELOPMENT DEPARTMENT  
DATE SEP 10 1991 Rec'd  
File No. C4E11.2

Mr. John Marshall  
Commissioner of Planning  
Planning and Development  
City of Brampton  
Planning Department  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Re: Affordable Housing Project  
Draft Plan of Subdivision  
21T-89005B/A - Bramalea Limited  
Pt. Lot 11, Concession 4, E.H.S.  
Your File: C4E11.2  
City of Brampton

Dear Sir:

Further to our letter dated September 4, 1991, attached for your information and files is a copy of updated comments as received from our Regional Transportation Policy Division concerning the above noted plan.

By copy of this memo, we are also advising the consultant of these comments.

Yours truly

Vince Zammit  
Senior Planner  
Development Review

JL:nb  
Encl.

cc: C. Wilson, Bramalea Limited



# MEMORANDUM

To D. R. Billett  
Director  
Development Review & Transportation Policy

DATE September 12, 1991

FROM R. M. Bacquie  
Senior Transportation Planner  
Transportation Policy

SUBJECT Affordable Housing Project  
Draft Plan of Subdivision  
21T-89005B/A - Bramalea Ltd.  
Pt. Lot 11, Con. 4, E.H.S.  
City of Brampton  
(Revised August 2, 1991)

Subsequent to our memorandum dated August 27, 1991, we have further reviewed the consultant's recommendation and the secondary plan with respect to the timing of transportation facility improvements. We have come to the conclusion that the condition "final approval subject to the north-east arterial being committed" is not necessary under the present stage of development. However, as identified in the transportation study, the widening of Airport Road (Bovaird Drive to Steeles Avenue) to 6 lanes will be sufficient to support the current development. We understand that Airport Road from Steeles Avenue to Queen Street is scheduled for widening in 1996 and the section of Airport Road to the north is not programmed for widening within the next 10 years.

We will monitor the increase in traffic volume on Airport Road as development proceeds in S.P. 28.

Yours truly,

A handwritten signature in cursive script that reads 'R. Bacquie'.

Ray Bacquie, P. Eng.  
Senior Transportation Planner  
Transportation Policy

RB:nb

cc: J. P. Amodeo, Public Works



September 27, 1991

Mr. John Marshall  
Commissioner of Planning  
Planning and Development  
City of Brampton  
Planning Department  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

CITY OF PEEL  
PLANNING AND DEVELOPMENT DEPARTMENT  
DATE OCT 02 1991 Rec'd  
File No. CHE112

Re: **Affordable Housing Project**  
**Proposed Plan of Subdivision**  
**21T-89005B - Bramalea Limited**  
**Pt. Lot 11, Con. 4, E.H.S.**  
**City of Brampton**

Dear Sir:

Please find attached a copy of comments dated September 24, 1991 as received from our Public Works Department concerning the above noted draft plan.

We trust that this information is of assistance.

Yours truly

Vince Zammit  
Senior Planner  
Development Review

JL:nb  
Encl.

cc: Craig L. Wilson, Bramalea Limited

*Liane Rogier*

*Dana*  
*9/10/91*

- 4 buffer blocks
- 1 block for future development with lands to the north

To facilitate the proposed development the applicant has submitted an application to amend the zoning by-law. In this regard the applicant has requested that the property be zoned to permit development as indicated on the proposed draft plan. A drawing of the proposed special semi-detached and street townhouse housing form has been submitted by the applicant and is attached as Appendix D and E.

The major features of the plan involve the provision of:

- two collector roads, one in a north-south direction, and one in an east-west direction, through the centre of the plan
- the retention of the existing woodlot in the north-east portion of the site as open space
- a neighbourhood park in approximately the centre of the plan
- sites for a fire station and a police station at Bovaird Drive and the north-south collector road
- numerous walkways to facilitate convenient pedestrian access to the major features of the plan and to envisaged transit stops

In support of the subject proposal the applicant has also submitted the following:

- an environmental study and inventory of the woodlot
- a preliminary noise analysis report
- an alternative lotting design for the church site
- park facilities fit designs

#### 5.0 Comments from Other Departments and Agencies

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

1. The stormwater management for this site shall conform to the overall stormwater management report completed by Rand Engineering and approved by this Department.

A total tableland park dedication of 4.295 hectares has been calculated based on 1 hectare per 300 dwelling units for the medium density components and 5 per cent for the balance of the plan in accordance with the City policy and the Planning Act.

Contained within the draft plan the applicant has proposed a neighbourhood park block 562 composed of 1.84 hectares and a parkette block 563 of 0.24 hectares which are to form part of the parkland dedication for a total area of 2.08 hectares. A parkland deficit will remain of 2.215 hectares and it is recommended that cash in lieu of parkland be taken for the balance of the lands in accordance with City policy.

In addition to the park blocks the applicant has proposed a mini parkette block 564 within the southwest quadrant of the plan. This parkette has been included in the plan to enable the development of a pre-school facility within the location of the 9 x 22 housing form. Since this parkette supports the 9 x 22 housing form the applicant has agreed to gratuitously dedicate it to the City.

The major open space block 561 in the north-east section of the plan will form an important environmental feature within the planning area and will contribute to the development of a larger major City wide special park. The City will acquire the woodlot (environmental park) in accordance with the values determined in the development charges by-law and payment shall be arranged with the Commissioner of Community Services.

The Parks and Recreation Department is satisfied with the overall configuration of the woodlot and the shape and locations of the proposed accesses off major streets into it.

The Parks and Recreation Department is concerned that due to the relationship between the woodlot (Special Park) and the Neighbourhood Park and the walkway connection to the planned bicycle path along Bovaird Drive that pedestrians will frequently try to cross mid-block over Street 'A'. To achieve a safe crossing the applicant shall agree to pay cash in lieu, in an amount satisfactory to the Public Works and Building Department, for the installation of an illuminated at grade pedestrian crossover across Street A, at, or near, Street "S".

The applicant has submitted a detailed environmental study and inventory report which evaluates methods wherein the woodlot would be protected and after uses provided with minimal impact. The Department requires that more detailed information concerning drainage, tree damage, tree

protection, restoration, etc. be included into the report to form part of the recommendations for the detailed design requirements that will be implemented during the working drawing review of woodlot restoration plans.

The applicant has agreed that the buffer zone along the southerly edge of the woodlot is to be deeded gratuitously to the City since it is to form part of the protection measures provided to preserve the woodlot. This block will not form part of the purchase value of the woodlot. The applicant is required to provide restoration planting within the buffer block to create a woodlot edge which has been disturbed as a result of construction to ensure preservation of the woodlot in its entirety.

The applicant has advised the Parks and Recreation Department that the subdivision will proceed in two phases and that the Neighbourhood Park will not be part of Phase One. The Parks and Recreation Department requests that the applicant proceed with the construction of the Neighbourhood Park block 562 when 60% of the building permits for Phase One have been released. The applicant is to complete the park block within 12 months from the time the last building permit has been released for the portion of the plan that forms part of the 60% of Phase One.

The applicant is to provide and install 1.2 metre high black vinyl fence along the rear or sides of all lots abutting open space, woodlot or tableland park and it is to be installed prior to the issuance of building permits in accordance with City specifications. A 1.8m solid screen fence is to be installed along the rear lot line of units abutting blocks 558 and 564.

The Parks and Recreation Department requests that walkway block 569 be shown between lots 94 and 95, that walkway block 568 be shown between lots 329 and 330, that the walkway shown between lots 410, 411 and 412 (Block 570) be located between lots 412 and 413, and that a walkway be shown between lots 61 and 62 into block 561. The walkways are to have a 1.8m high solid screen fence along the side yard extending from the rear property line to a mid-point on the building envelope and from that point 1.2m high black vinyl chain link fencing extending to the street line. The lotting that has rear yards abutting an engineered walkway is to have a solid screen wall along the entire length of the rear property line.

The applicant has submitted facility fit plans for the parkette blocks 563 and 564 and the neighbourhood park block 562 which are acceptable to the department. The applicant will be required to prepare detailed plans for the blocks plus the woodlot block 561 and construct same in accordance with the parks and recreations specification and design guidelines.

The applicant is to provide a 2.4 metre wide bicycle path along the north side Bovaird Drive, the south side of Street "A" from Dixie Road to Street "B" and along the east side of Street "B" to provide access into block 561 at the most northerly edge of the medium density block 550. That the applicant provide cash-in-lieu, based on 50% of the cost for a bicycle path along the Bramalea Road frontage

The applicant is to provide street trees in accordance with City specifications along Bovaird Drive, and all internal subdivision streets shown on the draft plan.

The applicant is to provide detailed landscaping plans for all the buffer blocks shown on the draft plan in accordance with City specifications and criteria.

Transit advise that the 20 bus stop pads indicated on draft plan of subdivision meet with Transit's approval. In addition, the applicant shall show a bus stop and pad on the west side of Bramalea Road north of Street "A".

Fire advise they have no objections to this amendment to the Official Plan and Zoning By-law provided the following lots are designated as firebreaks:

Street "A": Lots 30, 90, 96, 102, 135, 270, 364, 370 & 493  
Street "B": Lots 111, 117, 123 & 282  
Street "C": Lots 151, 158, 164 & 173  
Street "F": Lots 222, 229, 239, 245, 251 & 258  
Cresc. "G": Lots 208 & 215  
Cresc. "H": Lots 292, 299, 304, 310, 325 & 331  
Street "M": Lots 397 & 417  
Street "N": Lot 353  
Place "O": Lot 408  
Place "P": Lot 423  
Street "Q": Lots 445, 452, 458, 484 & 503  
Place "R": Lots 468 & 475  
Street "S": Lots 46, 57, 63 & 80  
Place "T": Lot 74  
Place "U": Lots 9 & 15

Law Department requires that a condition be included in the conditions of draft approval requiring that the applicant sign the developer cost sharing agreements, in a final form satisfactory to the City, prior to final approval of the draft plan.

Planning Department

Urban Design and Zoning advise that the Division is satisfied with the general layout and proposed zoning provisions of the proposed subdivision. Comments and concerns raised at the original draft plan have been incorporated in the revised submission subsequent to the meetings and discussions among the applicant, staff of the Development Services Division and this Division.

The Division has reviewed the Draft Subdivision Plan, preliminary noise Impact Study and Environment Study as submitted by the applicant, and have the following comments:

1. The Preliminary Noise Impact Study is generally acceptable and the Division is satisfied that appropriate noise attenuation features can be incorporated within the plan to achieve satisfactory indoor and outdoor noise levels with the exception of two locations, the rear yard of Lot 408 abutting Bovaird Drive and the rear yards of Lots 213 to 217 abutting Dixie road. Because of the proximity of these lots to higher noise levels at signalized intersections, revisions to the plan are necessary and every reasonable effort is required to provide a 14 metre wide buffer between the affected rear yards and the street in these locations. Although a similar width of buffer would normally be required adjacent to Block 523, staff in consultation with the applicant, have agreed that because an above standard, 12.5 metre width of buffer has been provided around the corner on Dixie Road for architectural balance, the 12.5 metre width presently indicated on Bovaird Drive would represent a reasonable compromise.
2. The Division is also generally satisfied with the Environmental Study and Inventory; however, we do not agree with the statement in the summary that it is not feasible to retain any vegetation beyond the designated edge of the woodlot.

Although no revisions to the plan are warranted to facilitate tree preservation, in keeping with the secondary plan that significant groupings or high quality tree specimens are to be retained wherever practicable, it is recommended that within the constraints of grading and drainage on the subject site, every attempt should be made to preserve trees identified by the City as worthy of preservation. It is therefore recommended that:

- the grading and drainage plans, and the landscaping plans, for the subject proposal, identify the trees to be retained as determined by the City, and the methodology proposed for their retention.



- this methodology shall include individual tree preservation plans illustrating proposed building sites and working envelopes, existing and proposed grades and the trees to be protected or removed and shall be supported by a hydrologist report which recommends appropriate subdivision and grading techniques for the maintenance of existing surface runoff or ground water conditions necessary for the long term preservation of the trees identified for retention.
3. In accordance with city fencing policies, a wooden screen fence, 1.8 metres in height of a design satisfactory to the city is required along the boundary of the partial church site Block 556 and all abutting residential lots and blocks.
  4. A wooden "acoustical" type fence of 1.8 metres in height and of the same design as the fence to be used along Dixie Road is required along the boundary of the Police Station Block 558 abutting all residential blocks.
  5. Lots 410 and 411 should be rotated 90 degrees in order to provide a more conventional flankage condition adjacent to walkway Block 570.
  6. The proposed development will be subject to the community design Guidelines for the Sandringham and Wellington communities as prepared by Milus Bollenberghe Topps Watchorn and approved by the Commissioner of Planning and Development on September 23, 1991 or other comprehensive design guidelines which the applicant may elect to submit for the proposed subdivision for the city's approval prior to the registration of the plan. Any such alternate guidelines shall maintain similar standards of architectural and landscape treatment as are specified in the aforementioned guidelines.
  7. The proposed development will also be subject to the recommendations in the report entitled "Noise Attenuation Study and Streetscape Designs" as prepared by J. E. Coulter Associates, and Milus Bollenberghe Topps Watchorn and approved by the city to fulfil one of the requirements in Secondary Plan No. 28.
  8. In accordance with Planning Committee's recommendations to Council at its meeting of May 22, 1990, rear yards of reverse frontage lots for detached and semi-detached dwellings with conventional rear yard setbacks are to have a minimum depth of level area of not less than 7.5 metres which must comprise at least 2/3 of the total rear yard depth. Slopes on the remaining portion shall not exceed 3:1. A condition of draft approval to cover these requirements is recommended as follows:

"The applicant shall agree that all lots for detached and semi-detached dwellings with conventional rear yard setbacks with reverse frontage on arterial roads shall be graded such that:

- (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in rear yards where the slope is within the range of 2% to 3%;
  - (b) the area graded to 2% to 3% comprises at least 2/3 of the total rear yard depth, and
  - (c) that the remaining portion of rear yard be graded at no steeper than 3:1"
9. The standard condition requiring the applicant to erect fencing in accordance with the city's fencing policy should be applied and in addition, decorative wood screen fencing 1.8 metres in height and of a design satisfactory to the city is to be provided by the applicant along the rear property lines of reverse frontage lots which abut collector streets.
10. In addition to the boulevard planting requirements in our standard subdivision agreement, the applicant will be required by agreement to provide shrub and tree planting covering a minimum area of 50 percent of the landscape reserves on the plan which abut the arterial and collector roads.
11. The applicant shall provide locations with appropriate landscaping and street furnishings to accommodate the consolidation of street accessories, such as newspaper boxes, mail boxes, utility boxes, etc. to the satisfaction of the City. In this regard minor revisions to the plan may be necessary to provide sufficient space for such features.

Planning Policy and Research have provided the following comments:

Council adopted a residential phasing policy on April 22, 1991 which established that a total of only 4053 dwelling units should be developed in the Sandringham-Wellington Secondary Plan area until the Province makes additional commitments to the provision of essential highway facilities. The applicant should therefore be required to enter into a satisfactory agreement with other Sandringham-Wellington landowners respecting the allocation of the 4053 dwelling units prior to registration.

With respect to the applicant's request to redesignate an area northwest of the intersection of Dixie Road and

Bovaird Drive from Low Density Residential to Townhouse Density Residential to accommodate 162 of the special 9m. x 22m. lots, we concur that it is appropriate to grant this request since:

- the total number of units in the sub-area is not thereby increased, and
- the locational and related policies of the secondary plan are otherwise respected.

Treasury Services, Financial Planning Division have provided the following comments:

This application was evaluated to determine its impact on the City's annual net financial position and long-term goal to achieve a 60/40 assessment ratio (Residential - to - C.I.B.). As the Residential Mill Rate is always 85% of the Commercial/Industrial Mill Rate within Municipal property tax calculations, a dollar of new C.I.B. assessment will contribute 15% more to the City's operating revenues annually than is the case for a dollar of new Residential assessment. Operating subsidies associated with servicing a development's residents negatively impact the City's Revenue Fund in the case of Residential, but not Non-Residential development. The City also achieves a greater proportion of individuals living and working in the City as the assessment ratio improves to target. The following assumptions were made:

- 1) Standard Planning Department assumptions regarding site coverage, units per acre, and persons per unit for this 76.3 acres of low density and 16.4 acres of medium density development;
- 2) Total City, Region and School Board property tax of \$1.18/square foot for Residential low density and \$1.10/square foot for medium density Residential.  
(Source: Ontario Ministry of Revenue Assessment Office and City of Brampton Tax Department.)

It was found that (in \$ 1991):

- 1) Total assessment for the combined categories of Residential development was \$24.6 million;
- 2) To achieve a 60/40 assessment ratio a C.I.B. development with total assessment of \$16.4 million needs to be developed;
- 3) The impact of the total residential development upon the net annual operating position of the City is a negative \$340,000/year.

The development is consistent with the existing City plan designations, but a negative net financial operating impact

upon the City's Revenue Fund result annually. Further, a significant Commercial/Industrial development is required for the City to achieve its overall 60/40 assessment goal. The issue of sufficient Commercial/Industrial assessment to offset Residential assessment is one issue being addressed within the City's New Official Plan report.

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

The following have advised they have no comments:

Ontario Hydro; Consumer's Gas; Ontario Provincial Police; Ministry of the Environment; Public Works and Building Department, Building Division; Brampton Hydro; Ministry of Transportation of Ontario;

6.0 Discussion

6.1 Land Use

The distribution of land uses in the proposed plan, with the exception of Blocks 509 to 549, has been primarily determined by Schedule A to Amendment 149, and as such, conform with the secondary plan for the area with respect to land use distribution.

The residential housing mix of the subject plan when combined with the residential housing mix proposed and anticipated on the balance of the lands in the sub-area within the secondary plan where the subject plan is located, compares with the housing mix target ranges contained in the secondary plan, as follows:

Sub-Area 3

<u>Housing Type</u>	<u>Percentage of Total Dwelling Units</u>	
	<u>Proposed Plans</u>	<u>Secondary Plan</u>
Single Family Density	41.4%	37 - 55%
Semi-Detached Density	27.6%	22 - 40%
Mixed Low Density (sub-total)	69.0%	72 - 80%
Townhouse Density	31.0%	20 - 28%
Cluster Housing and Apartment Density	0.0%	0.0%
All Densities (Total)	100%	100%

The amount of single family dwelling type units in the proposed plan when combined with the amount of single family density type units proposed and anticipated for the balance of the lands in the sub-area within the secondary plan where the subject plan is located, compares with the target range as a percent of the mixed low density units contained in the secondary plan, as follows:

Sub-Area 3

<u>Housing Type</u>	<u>Percentage of Mixed Low Density Units Proposed Plans</u>	<u>Secondary Plan</u>
Single Family Density	60%	50% to 70%

In view of the foregoing, staff are of the opinion that the proposed plan when combined with the balance of the development to take place in the sub-area of the secondary plan containing the subject lands, is generally consistent with the secondary plan in terms of housing mix, with the exception of a 3% increase in the townhouse density and a corresponding 3% decrease in mixed low density. The increase in the townhouse density and decrease in mixed low density is a direct result of the housing form proposed for Blocks 509 to 549.

With respect to Blocks 509 to 549, the applicant has requested an amendment to the Official Plan from the existing low density residential designation to townhouse density. This is to accommodate a housing form consisting of semi-detached dwellings and street townhouse dwellings on lot sizes per unit (i.e. 9.15 metres wide by 22 metres deep) which are smaller than those considered to be within the low density residential range. Low density residential by definition means a density in the range of single family or semi-detached density, up to 35 dwelling units per net residential hectares (14 units per net residential acre). This new housing form proposed by the applicant will result in a density of 45.6 unit per net residential hectare (18.5 units per net residential acre) on the proposed plan, which is beyond the limits of low density residential and is in the townhouse density range.

It is the applicant's contention that this proposed amendment to the Official Plan to accommodate this new housing form will not result in an increase in the overall density from that envisaged for the secondary plan area or for the specific sub area of the secondary plan containing the subject lands. To illustrate, the following is a comparison of the units envisaged and projected in the secondary plan in relation to the units actually being realized in the draft plans of subdivision for the sub area in question:

Sub Area 3  
(Dixie Road to Bramalea Road, Bovaird Drive to Sandalwood Parkway)

Projected Number of Units	2,729
Realized Number of Units as per Draft Plans	
Rotherham, Woverleigh, Cosy Acres	1,450
Bramalea Limited	907
Gauchi Estates (estimated)	143
Total	<u>2,500</u>

Unrealized Units Available 229

Sub Area 3C  
(Dixie Road to B Street, Bovaird Drive to A Street)

Projected Number of Units	385
Realized Number of Units as per Draft Plan	
Bramalea Limited	<u>381</u>
Total	<u>381</u>

Unrealized Units Available 4

As illustrated by the foregoing, the proposed amendment to the Official Plan will not result in the development within the secondary plan sub area containing the subject lands, exceeding the number of units envisaged by the secondary plan. It is therefore logical that the proposed amendment to the Official Plan will not place any increased burden on the services being provided and designed for the secondary plan area.

In addition to the impact of the proposed amendment to the Official Plan on the density targets and envisaged units, the requested amendment must also be reviewed in relation to the locational criteria for townhouse density set out in the secondary plan. In this respect the secondary plan states that the two most fundamental locational criteria for concentrations of townhouse density units are:

- concentrations should abut collector roads and be near public transit service; and
- concentrations should be adjacent to open space or recreation facilities or commercial uses

The secondary plan also notes that attention must be paid to the achievement of good transitions to lower density housing and/or an acceptable method of integrating different housing types.

The proposed amendment to the Official Plan, in the opinion of staff, is in keeping with the intent of the foregoing criteria of the secondary plan. The location of Blocks 509 to 549 abuts both Bovaird Drive and Dixie Road, both of which are transit routes, and will have access to these routes via a pedestrian walkway. Although this proposed townhouse density area will abut a minor collector road ("F" Street), rather than a collector road, the type of units proposed can be adequately served by the minor collector road.

Concerning proximity to open space or recreational facilities, in recognition of the increase in density proposed, the applicant has also proposed as part of the new townhouse density area, a mini parkette to contain junior playground facilities. In addition, directly across Dixie Road from this area, accessible via a walkway and the controlled intersection of Dixie Road and Bovaird Drive, will be a large stormwater detention facility. This facility will also function as a significant landscaped open space area and as a major open space link between Chinguacousy Park and Heart Lake Conservation Area. A Neighbourhood Commercial facility will be located approximately 500 metres to the north.

With respect to the achievement of good transitions, the housing form proposed by the applicant is a combination of semi-detached and townhouse unit types designed to present a variety of individual unit facades to the street. This will result in avoiding the appearance of a continuous row of repetitive building forms and more resemble the appearance which results from typical single family and semi-detached units. Building heights are proposed to be a maximum of 2 storeys. This housing form proposed not only achieves the level of transition required in the secondary plan but attempts to integrate massing and streetscape between the density types.

Since the proposed amendment to the Official Plan:

- will not result in exceeding the total number of units envisaged by the secondary plan for the sub area in question,
- will not place any increased burden on the services being provided and designed for the secondary plan area,
- is in keeping with the intent of the secondary plan with respect to locational criteria, and
- can achieve the appropriate level of transition with surrounding low density uses,

it can be supported from a planning perspective. To ensure that the increase in the number of units resulting from this new townhouse density residential designation remains minimal and does not exceed the number envisaged in the secondary plan for this particular area it is recommended that this new townhouse density designation be restricted to a maximum of 162 units.

Concerning the distribution of housing types within the proposed plan, the applicant has requested amendments to the zoning by-law to facilitate the following housing mix:

<u>Housing Unit Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Family Density	39.8%
Semi-Detached Density	31.3%
Townhouse Density	28.9%
Total	100%

The distribution of housing types, subject to the approval of the above noted amendment to the Official Plan, is consistent with the targets, locations and allocations outlined in the secondary plan for the area and consequently can be supported in principle from a planning perspective.

With respect to the actual lot sizes and dwelling types proposed within the various densities, it is noted that the applicant has requested zoning standards which are not totally consistent with the standards contained in By-law 151-88 and would thereby require the creation of specific zoning categories.

Within the single family and semi-detached density categories the applicant has requested zoning to accommodate the following:

- Single Family 15.3 metre frontages
- 14.0 metre frontages
- 12.2 metre frontages
- 11.0 metre frontages
- 9.2 metre frontages
  
- Semi-detached 22.0 metre frontages
- 18.4 metre frontages



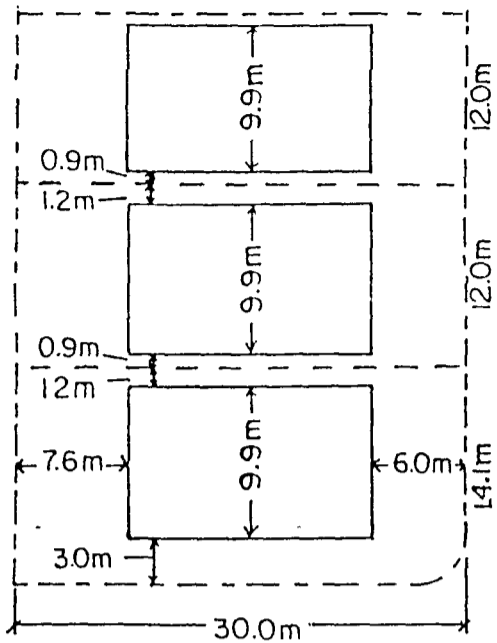
Although By-law 151-88 does not contain standard zoning categories applicable for all of the lot sizes proposed, they are in general consistent with the lot sizes and provisions currently being utilized in the secondary plan area. The specific changes to the City's current zoning provisions proposed by the applicant basically involve the following:

- the corner lot width and area requirements for all single family and semi-detached dwellings
- the creation of a special single family zone category for lots having a minimum frontage of 11 metres
- special zone standard to accommodate one irregular shaped single family lot

Concerning the corner lot width and area requirements for all of the single family and semi-detached categories proposed, the applicant has requested that the 3 metre increased width requirements, and the corresponding increased area requirements, for a corner lot be reduced, by the minimum width of the interior side yard. The City standard of a 3 metre minimum exterior side yard is not proposed to be reduced. As illustrated on the attached Appendix B, such a reduction will result in a possible building footprint identical to the footprint possible on an interior lot within the same zone category, rather than the larger footprint which would be possible within the City's current corner lot requirements. Since the building envelope of the interior lot will be maintained, as well as the standard exterior side yard setback of 3 metres, this requested revision can be supported.

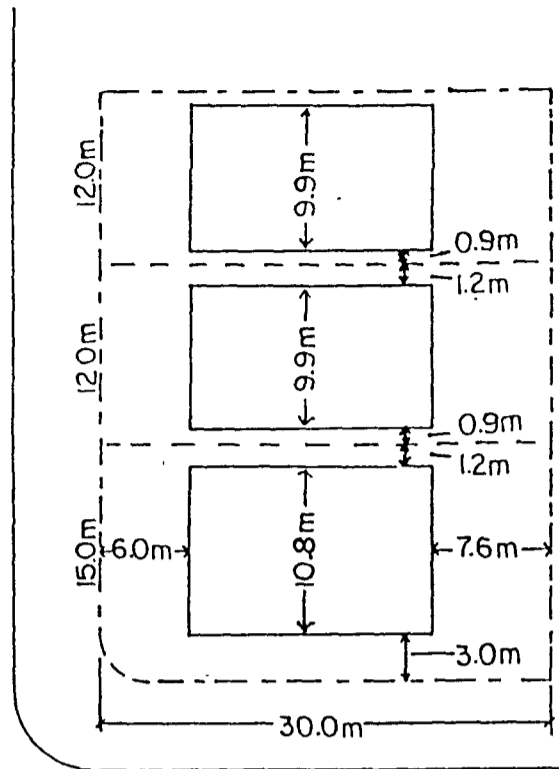
The zoning requested by the applicant to facilitate the 11 metre wide single family lots is summarized as follows:

Minimum Lot Width:	Interior	11 m
	Corner	13.4 m
Minimum Lot Area:	Interior	330 m <sup>2</sup>
	Corner	393 m <sup>2</sup>
Minimum Lot Depth:	30.0 m	
Minimum Front Yard Depth:	6.0 m	
Minimum Interior Side Yard Width:	1.2 m one side and 0.6 m on the other side	
Minimum Exterior Side Yard Width:	3.0 m	



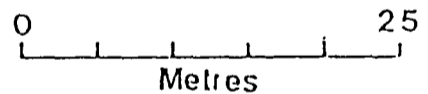
Minimum Corner Lot Area - 423m<sup>2</sup>

**PROPOSED CORNER LOT  
REQUIREMENTS  
SAMPLE - R1C ZONE  
(12m lot width)**



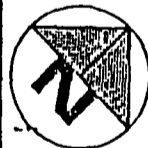
Minimum Corner Lot Area - 450m<sup>2</sup>

**EXISTING CORNER LOT  
REQUIREMENTS  
SAMPLE - R1C ZONE  
(12m lot width)**



**APPENDIX B**

**PROPOSED CORNER LOT  
WIDTH AND AREA REQUIREMENTS**



**CITY OF BRAMPTON**  
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File no. C4E11.2

Drawn by: SEJ  
Map no. 28-5D

Minimum Side Yard Flanking a Walkway or Open Space:	1.2 m for one storey and 0.6 m for each additional storey
Minimum Sideyard Where Garage Faces Street	6.0 m
Minimum Rear Yard Depth:	7.6 m
Maximum Building Height:	10.6 m
Parking:	2 spaces
Minimum Landscaped Open Space:	50% of the minimum front yard area of an interior lot 60% of the minimum front yard area of a corner lot 40% of the minimum front yard area of a lot where the side lot lines converge towards the front lot line

Staff note that these standards proposed by the applicant are in keeping with the City's current standards for 12 metre lots with the exception of the minimum interior side yard setback which is in keeping with the requirement currently applied to 9 metre wide single family lots in the Sandringham-Wellington Area. It is the opinion of staff that the zoning provisions proposed by the applicant are appropriate for the lot size proposed. However, it is recommended that to limit the impact of protruding garages on the streetscape, that the following requirement, which was also included in the zoning provisions for other lands in the Sandringham-Wellington Area, be included in the zoning for both 11 metre and 9 metre wide single family lots within the subject proposal:

"for an interior lot where a portion of a garage is 3 metres, or closer, to the front lot line than the front wall of the dwelling unit itself, the inside width of the garage shall not exceed 40 percent of the lot width"

The special zoning requested for the one irregular shaped lot on the plan (lot 203), as illustrated on the attached Appendix C will maintain the front side and rear yard setbacks required in a standard RIC zoning category (12 metre wide lot) while at the same time facilitate a sizable building envelope. In view of this, the site specific zoning requested for this lot can be supported from a planning perspective.

'G' CRESCENT

**LOT 203**

1.2m

7.6m

7.6m

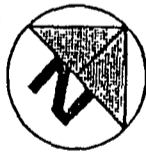
6.0m

1.2m

Minimum Lot Area 750m<sup>2</sup>



**APPENDIX C**  
**PROPOSED SPECIAL ZONING**  
**LOT 203**



**CITY OF BRAMPTON**  
Planning and Development

Date: 91 11 25      Drawn by: SEJ  
File no. C4E11.2      Map no. 28-5E

The balance of the housing types proposed are within the townhouse density range as defined in the secondary plan and consist of:

- block townhouses, and
- semi-detached and street townhouse units on 9.15 metres wide by 22 metres deep lots (9 X 22 housing form)

For the block townhouses (Block 550) the applicant has requested that the City's standard block townhouse zoning, R3A, be applied, with a modification that kitchens not be considered as habitable rooms. Such a modification will enable windows to kitchens where the separation between walls of units is between 3 to 7.6 metres. It is the opinion of staff that this requested modification to the standard R3A zone for the townhouse block will provide the applicant with greater flexibility in unit design without compromising the basic intent of the provisions contained in the zone for the separation of buildings. Although staff consider this foregoing requested modification to be acceptable, staff are concerned with respect to the interior side yard requirement of the standard R3A zone as it would apply to the proposed townhouse block. Due to the location of the block in relation to proposed single family dwellings to the south, and the park entrance to the north, it is recommended that the minimum interior side yard be increased from 3.6 metres to 7.6 metres thereby requiring a minimum 7.6 metre building setback from all property boundaries.

The 9 X 22 housing form concept proposed by the applicant involves semi-detached and street townhouse units on blocks designed to accommodate from 2 to 7 dwelling units per block, with individual lot sizes of 9.15 metres wide and 22 metres deep. Appendix D and E, attached, illustrate this proposed housing type. The actual zoning standards requested by the applicant are summarized as follows:

<u>Per Dwelling Unit</u>	<u>Semi-Detached</u>	<u>Street Townhouse</u>
Minimum Lot Width		
Interior Lot	9.15 m	8.35 m
Corner Lot	11.35 m	11.35 m
		Maximum of 6 Attached
Minimum Lot Area		
Interior Lot	194 sq.m	177 sq.m
Corner Lot	241 sq.m	241 sq.m

Minimum Lot Depth	22 m	22 m
Minimum Front Yard Depth	4.0 m 5.0 m on "F" Street 6.0 m to Garage	4.0 m 5.0 m on "F" Street 6.0 m to Garage
Minimum Interior Side Yard	0.8 m (one side only)	0.8 m (for end units only) Access from back to front having minimum width of 0.8 m
Minimum Building Separation	1.6 m Note: Where the distance between walls of buildings are less than 2.4 m no window or door below grade shall be permitted.	1.6 m
Minimum Side Yard Flanking Walkway or Open Space	1.2 + 0.6 for each storey above the first	1.2 + 0.6 for each storey above the first
Minimum Setback Where Garage Faces Exterior Side Lot Line	3.0 m 6.0 m to Garage	3.0 m 6.0 m to Garage
Minimum Exterior Side Yard	3.0 m	3.0 m
Minimum Rear Yard	7.0 m	7.0 m
Maximum Building Height	2 Storeys to a maximum of 10.6 m	2 Storeys to a maximum of 10.6 m

Driveway Width  
Minimum 3.0 m 3.0 m

Note: Shall not be located closer than 8 m to any street intersection.

Parking 2 spaces 2 spaces

Note: One of which may be located in an attached garage.  
No garage shall exceed 4 m in width.  
No detached garage or carport shall be permitted.

Minimum Landscaped  
Open Space

40 per cent of the minimum front yard area of an interior lot,

50 percent of the minimum front yard area of a corner lot, and

30 percent of the minimum front yard area where the side lot lines converge towards the front lot line.

Although these zoning standards reflect a reduced lot depth (22 metres) than the standard 30 metres normally required for these housing types, both the front and rear yard setbacks are very close to the conventional standard of 4.5 metres and 7.6 metres, respectively. Consequently, the rear yard amenity areas and the streetscape will be consistent with that of these unit types built on conventional lot sizes. The proposed maximum building height of 2 storeys and the proposed width of the individual lots will provide the opportunity to design the individual units to present a variety of facades to the street while giving the appearance of a much larger dwelling unit. In effect this housing form and the zoning standards proposed will not result in a streetscape which is out of character with the surrounding low density area. Provision for two parking spaces are proposed, one in an attached garage and one in the driveway leading to the garage and the lot widths proposed will facilitate a greater degree of on street parking than is normally available in conventional street townhouses.

These foregoing townhouse or medium density housing types provide a greater variety of housing choices within this plan than the normal practice of providing medium density units in the form of traditional street townhouses only. The 9 X 22 housing form provides the opportunity for the provision of more affordable housing in keeping with the City's strategic objective in this regard.

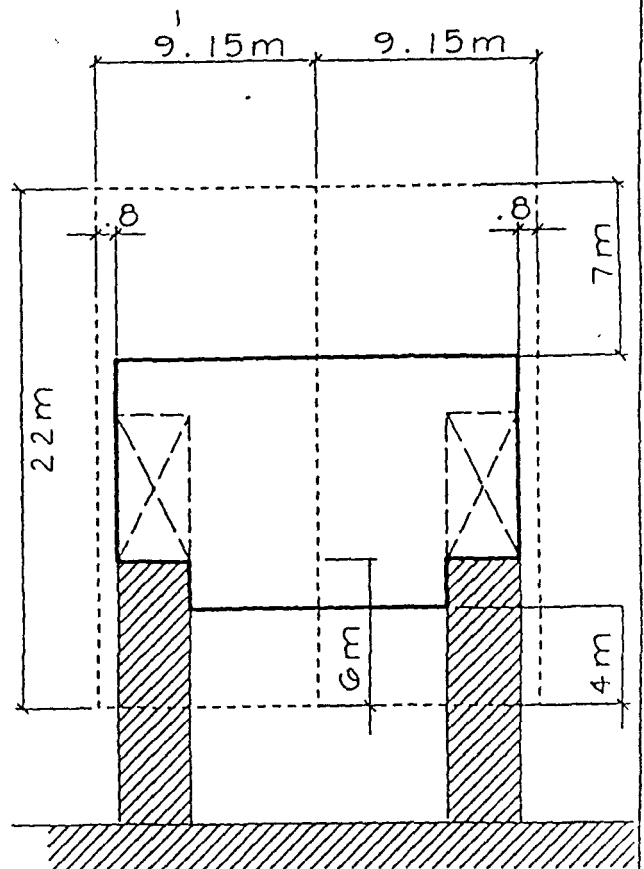
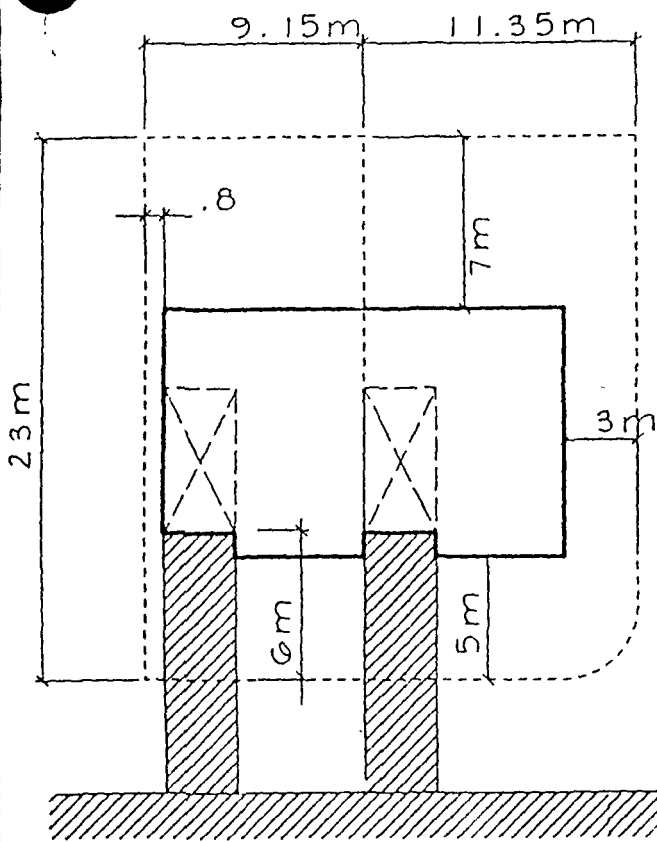
In addition to the aforementioned housing types submitted by the applicant, the applicant has also requested that a limited number of the single family dwelling lots be zoned to permit the option of a second dwelling unit. This concept was approved for the secondary plan area during the processing of the first two development proposals within the area and the secondary plan was amended to include the following policy:

"Notwithstanding the definition of Single Family Density, Council may permit up to 15 per cent of the Single Family Density dwellings in individual plans of subdivision to contain a second accessory dwelling unit, subject to specific design and locational criteria, to facilitate the provision of private rental housing units. Such accessory dwelling units shall not be counted as units for the purposes of calculating housing mix ranges and the overall density ranges in accordance with policies 5.1.2 and 5.1.3."

In effect, this concept, which is referred to as the convertible home, is to permit a second dwelling unit in specific parts of the single family density areas of individual plans of subdivision, within homes where the building has been specifically designed to accommodate the second unit and to maintain an appearance of a house containing only one dwelling unit. The applicant has requested the option for this type of home design on a limited number of lots within the plan, subject to the design and locational criteria which was established during the processing of the first two development proposals within this secondary plan area. This design and locational criteria is as follows:

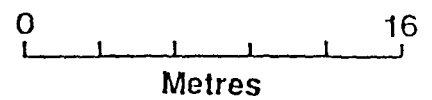
- permitted only on lots having a frontage of 12 metres or greater;
- a minimum of four parking spaces, on a double driveway, shall be provided where the second unit option is to be utilized, two of which may be located in a double car garage;



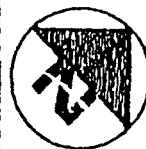


Typical semi-detached  
on Street F<sup>1</sup>

Typical semi-detached  
on Street J<sup>1</sup>



**APPENDIX D**  
**PROPOSED 9x22 HOUSING FORM**  
**SEMI-DETACHED EXAMPLE**



**CITY OF BRAMPTON**

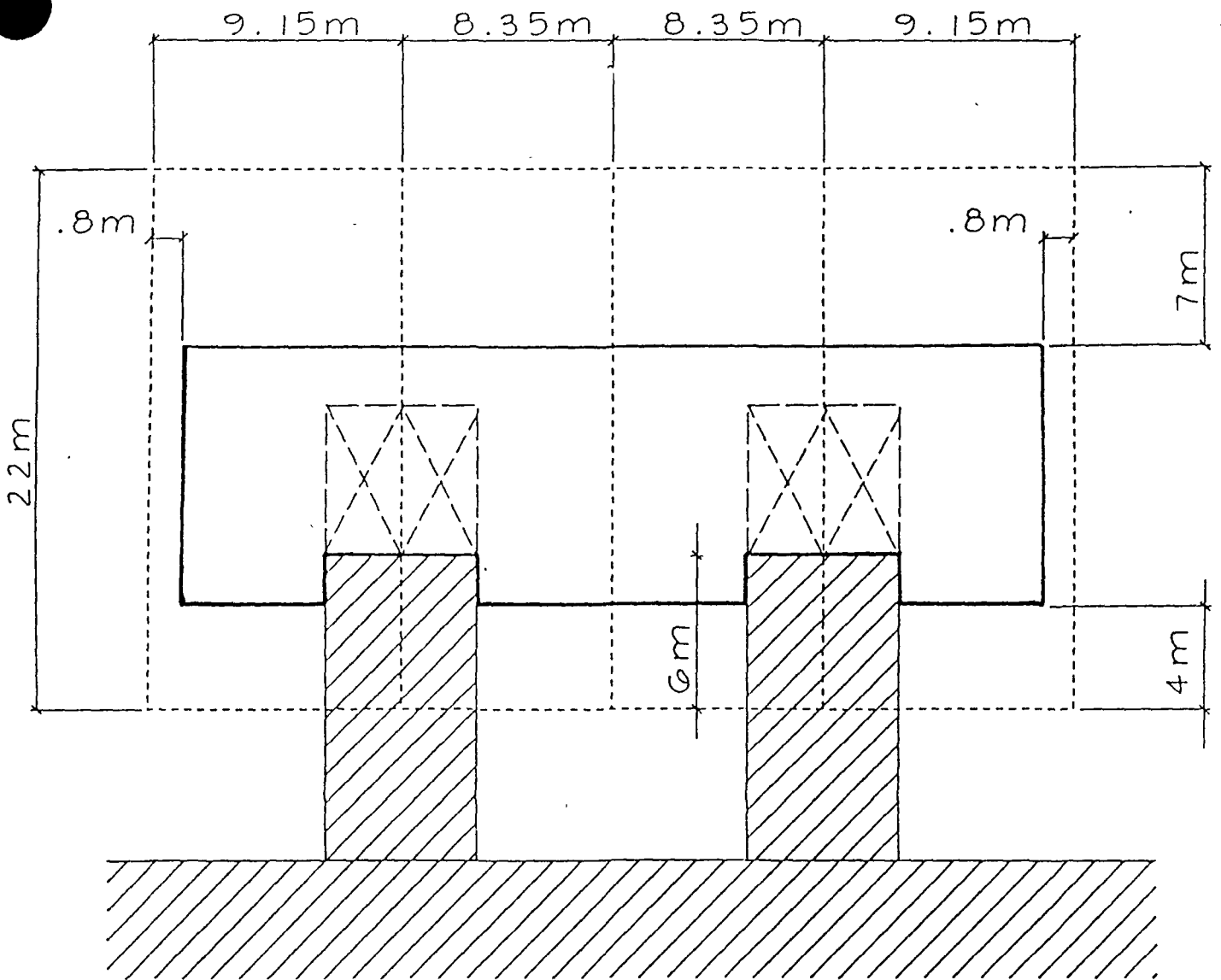
Planning and Development

Date: 92 01 06

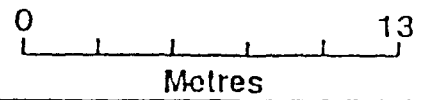
Drawn by: SEJ

File no. C4E11.2

Map no. 28-5G



Typical townhouse block on J Street



**APPENDIX E**  
**PROPOSED 9 x 22 HOUSING FORM**  
**STREET TOWNHOUSE EXAMPLE**



**CITY OF BRAMPTON**  
 Planning and Development  
 Date: 92 01 06 Drawn by: SEJ  
 File no. C4E.11.2 Map no. 28-5H

- a maximum of one garage shall be permitted and the garage shall have single doors;
- the house shall be designed such that it has the appearance of a single dwelling unit and in a manner that enables the conversion to, or from, two dwelling units without exterior or major structural changes;
- the second dwelling unit shall be located on the first floor, second floor, or both, only;
- separate entrances directly to the exterior shall be provided for both units;
- the entrance to the second unit shall not be located on the front wall of the building;
- the second dwelling unit shall not exceed a floor area of 112 square metres (1,200 square feet);
- shall not be located on collector roads;
- shall be restricted to a maximum of 15% of the total number of single family density units on the plan;
- shall be permitted on a street by street basis where lots face one another;
- warning clauses shall be included in the offers of purchase and sale for all lots zoned to permit a second unit advising of such;
- the location of the lots where a second unit is permitted shall be shown on the sales office display map;
- the second unit shall be licensed by the City, which shall include the provision that one of the two units shall be owner occupied.

In keeping with the above noted criteria, the applicant has requested that the provision for an optional second dwelling unit only apply to Lots 219 to 245, both inclusive, 441 to 457, and 480 to 489, both inclusive which will represent 15% of the single family density dwellings on the plan.

The various housing types proposed by the applicant can be supported from a planning perspective subject to the specific provisions noted. The medium or townhouse density housing forms proposed provide the opportunity for the provision of affordable housing in keeping with the City's strategic objectives in this regard. The applicant has

indicated that 230 of the medium or townhouse density units (25% of the total units proposed on the plan) will be provided to meet the affordable housing guidelines. To provide some level of assurance that a satisfactory amount of affordable housing is in fact realized, it is recommended that the applicant agree to supply affordable housing in accordance with the Provincial Policy Statement on Housing to the satisfaction of the Commissioner of Planning and Development.

As with any development where less than 1.2 metres of side yard is being provided, maintenance easements will be required. As a prerequisite to the issuance of a building permit for all blocks to be used for block townhouses or the special 9 X 22 housing form, the applicant will be required to obtain the approval of site development plans in accordance with the City's site plan approval procedure. Matters such as access, fencing, and building treatment associated with these blocks can be dealt with through the site plan approval process. Since the precise details of access for the block townhouse block will be determined during the site plan approval process, in accordance with the access policies of the secondary plan, a 0.3 metre reserve should be shown on the plan along the entire road frontage of the block, to be lifted in the appropriate locations when the precise access locations and designs are determined. The zoning of the 9 X 22 housing form should require, in the case of street townhouses, that front-to-rear access through non-habitable rooms be provided for all interior units.

Concerning the nonresidential uses proposed within the plan, it is noted that in general they are consistent in size, shape and location with the secondary plan for the area. The proposed park and open space blocks will be zoned to an open space category suitable for the intended use. The two blocks (Blocks 559 & 560), which are involved in a land exchange with the existing church property to the south east, the fire station site (Block 557) and the police station site (Block 558) are proposed to be zoned for the applicable institutional use.

The partial church site (Block 556) on the other hand, is proposed to be zoned not only for the applicable institutional use but also for the alternative low density residential use as permitted in the secondary plan, if not required for church purposes. To facilitate this alternative use zoning the applicant has submitted a separate road and lotting plan for this block illustrating how it can be developed consistent with the alternative low density residential use provided for in the secondary plan and approved for the balance of the site in the approved development to the north. Staff have no objection to the alternative use zoning as proposed by the applicant.

However, it is noted that in accordance with the secondary plan, and as required for the balance of the site on the lands to the north, this partial site shall be held for acquisition for church purposes for a period of 5 years after registration of the plan or until 95% of the homes in the plan are completed and ready for occupancy, whichever occurs later.

Also concerning church sites, it is noted that the secondary plan designates the south west corner of A Street and Dixie Road as "Church". The secondary plan also contains provisions permitting the relocation of a church site provided the alternative site :

- reflects the stated preference of the denomination in question
- reflects the general desire to have arterial road exposure
- abuts a collector road
- is adjacent to commercial, a school or a recreation facility
- represents a fair distribution of the church sites

In this respect, the applicant has indicated that this designated church site will be provided to the west of Dixie Road on a site which meets this foregoing criteria. Since an agreement from the land owner to provide the alternative site, and a letter from the church denomination in question agreeing to the size and location of the alternative site, have been received, staff are of the opinion that the provisions for relocating this church site, as contained in the secondary plan, have been complied with.

As with any institutional uses, site development plan approval will be a prerequisite to the issuance of a building permit, for the various institutional blocks, at which time matters such as access, site design, etc. will be determined, in accordance with the policies of the secondary plan.

The only other component of the plan which requires special consideration with respect to zoning is Block 555, labelled as "Future Development". Since this block is to be developed in conjunction with abutting lands to the north where the precise use is yet to be determined, it is recommended that it not be included in the zoning of the proposed plan and remain in its current agricultural zone.

## 6.2 Subdivision Design

The design of the proposed draft plan, like the distribution of land uses, has been primarily determined by Schedule A to Amendment Number 149 and the policies contained within the amendment, and as such, conforms with the secondary plan for the area.

The constraints imposed on the form and substance of the plan by the secondary plan, has made the solar orientation of lots extremely difficult and impractical. As a result, solar orientation is not a prominent feature of the plan. However, the constraints on the subdivision design should not preclude other energy saving techniques. It is therefore recommended, that prior to the sale of any dwelling unit, that the applicant obtain the approval of the Commissioner of Planning and Development regarding the provision of features to be included in the design of buildings to minimize energy consumption.

Subsequent to the submission of the subject plan, the applicant has advised that the police station site, Block 558, and a portion of the road widening along Bovaird Drive, Block 557, have now been conveyed to the Region and that the balance of Block 557 will be conveyed to the Region shortly. The applicant thereby has requested that these areas be deleted from the plan but remain included in the rezoning aspect of the application. Staff have no objection to revising the draft plan to this effect provided that the resultant reduced total area of the plan does not correspondingly result in reducing the amount of parkland dedication required from this development. Consequently, it is recommended that the plan be revised to delete the police station site and the road widening on Bovaird Drive that have, and will be, conveyed to the Region. It is also recommended that the applicant agree that the police station site and the road widening on Bovaird Drive, be included in the plan for the purpose of calculating the required parkland dedication.

In keeping with the secondary plan, an east-west collector road, "A" Street, and a north-south collector road, "B" Street, are incorporated into the plan. Minor collector roads have been designed in accordance with the policies of the secondary plan to provide the final stage access functions to and from collector roads, without creating convenient shortcut routes through residential areas. Also concerning the road pattern of the plan, it is noted that the subject plan is the continuation of the registered plan to the north.

The continuation and completion of the east-west collector road, "A" Street, on the abutting property to the south east, is necessary to facilitate adequate access to the subject lands. In view of this, it is recommended that prior to registration of the plan that the lands necessary to complete "A" Street from Dixie Road to Bramalea Road shall be obtained by the applicant and included in the plan for registration.

In light of the requirement to include the lands necessary to complete "A" Street in the final plan, the 0.3 metre reserves shown abutting the open ends of "A" Street are not required. Since the registration of the draft approved plan to the north, the reserves shown on the plan at the open ends of "B", "C", "D", and "E" Streets and along the north side of "A" Street are also no longer required. Consequently it is recommended that:

- the plan be revised to delete these reserves, and
- the applicant obtain the existing 0.3 metre reserves at the south ends of Fernforest Drive, Foxtrail Road, Crowsnest Crescent and Hickory Bush Avenue and along the south side of Woodsmere Road (Blocks 442, 421, 420, 419 and 425, Registered Plan 43M-1026) and include them as part of "A", "B", "C", "D", and "E" Streets, on the plan to be registered.

Like many plans of subdivision a number of reserve blocks are shown on the plan for development in conjunction with abutting lands not in the applicant's ownership. Although the reserve blocks proposed appear to be appropriate, to further ensure that the lotting proposed by the applicant provides for the appropriate future development when combined with the abutting lands, it is recommended that prior to final approval, the applicant illustrate to the satisfaction of the City how the reserve blocks when combined with the abutting lands, can be developed in an acceptable manner. Any necessary minor revisions to the plan can be made at the final plan stage.

With respect to drainage, it is noted that the secondary plan requires that a detailed stormwater management study for the secondary plan area be completed to the satisfaction of the City, the Ministry of Natural Resources, the Ministry of Transportation and the Metropolitan Toronto and Region Conservation Authority. This required overall stormwater management study has been approved in general as it applies to the subject proposal

and as indicated by the City Public Works and Building Department and the Metropolitan Toronto and Region Conservation Authority, the requirements of the approved stormwater management study prepared by Rand Engineering Corporation, and currently dated March, 1990, shall be complied with.

Although in general the Development and Engineering Services Division and the Traffic Engineering Services Division have indicated that the plan meets with their approval, they have raised concerns regarding detailed aspects of the development involving such matters as road widenings, on-street parking, site distances, road design, etc. It is recommended that the appropriate revisions be made to the plan and the appropriate conditions be imposed to address these concerns.

With respect to parkland, the location, size and shape of the neighbourhood park, Block 562, and the parkette, Block 563, proposed on the plan, are consistent with the secondary plan. It is recommended that this park and parkette be deeded to the City. Since the total area of this park and parkette do not meet the parkland requirements for the subject proposal, as based on the Planning Act and City policy, it is also recommended that cash-in-lieu be accepted for the balance of the parkland required for the subject proposal. In this regard the parkland required for the subject proposal shall be based on 5 percent of the gross area of the subject plan, including the police station site, Block 558, and the road widening along Bovaird Drive, Block 557, noted earlier to be removed from the proposed draft plan, with the exception of the medium density components which shall be based on 1 hectare for every 300 dwelling units.

With specific regard to the neighbourhood park, the Community Services Department has raised a concern that the subject plan will be developed in two phases and that the neighbourhood park will not be part of the first phase. To ensure that this park facility is available when required, the Department requests that the applicant proceed with the construction of the neighbourhood park, block 562, when 60% of the building permits for the first phase of the plan have been issued and that the park block be completed within 12 months from said date. It is recommended that a condition of approval to this affect be required.

In addition to these park blocks, the applicant has also proposed a mini parkette, Block 564, within the south-west quadrant of the plan where the 9 X 22 housing form is proposed. This mini parkette has been included in the plan to enable the development of a pre-school play facility within the area proposed for this new medium density



housing form. Since this mini parkette is specifically to support the proposed 9 X 22 housing form, the applicant has proposed that the mini parkette be deeded gratuitously to the City.

A major design feature of the plan, as required in the secondary plan, has been the provision of a large open space area, Block 561, in the north-east quadrant of the plan, to facilitate the retention of the woodlot in this location. This woodlot is designated as "Woodlot" and classified as "Environmental Park" in the secondary plan. As indicated in the secondary plan, the City shall acquire this open space block for its protection and use. In support of the size and shape of the open space block, the applicant has submitted an environmental study and inventory of the woodlot as well as for the balance of the subject lands. The Community Services Department has indicated that although the size and shape of this open space block is generally satisfactory, in order to assess the woodlot retention in detail it will be necessary for the applicant to provide more detailed information concerning drainage, tree damage, tree protection, restoration, etc. which will form part of the recommendations for the detailed design requirements that will be implemented during the working drawing review of the woodlot restoration plans.

In addition the Community Services Department has noted that the applicant has agreed that the Woodlot Buffer, Block 576, along the southerly edge of the woodlot is to be deeded gratuitously to the City since it is to form part of the protection measures provided to preserve the woodlot. The Department notes that in addition to not forming part of the purchase value of the woodlot, the applicant is required to provide restoration planting within the buffer block to create a woodlot edge, to ensure preservation of the woodlot on block 561.

The Community Services Department is also concerned that due to the relationship between the woodlot, Block 561, the neighbourhood park, Block 562, and the planned bicycle path along Bovaird Drive, that pedestrians will cross "A" Street in a mid block location. To achieve a safe crossing, the Department requests that the applicant agree to provide funds for the installation of a pedestrian traffic control signal near the intersection of "A" and "S" Streets, if required by the City. Also concerning pedestrian movements within this proposed plan, the Community Services Department has requested an additional walkway to link "S" Street to the woodlot in Block 561 plus minor revisions to the location and orientation of some of the other walkways proposed. It is recommended that the plan be revised and conditions of approval be imposed to address these requests.

With respect to the existing trees on the balance of the plan, it is noted that the environmental study and inventory submitted by the applicant indicates a limited number of tree groupings and specimen trees. The study judged each grouping and specimen in relation to age, condition, suitability to urban conditions and adaptability to the proposed plan. The study found that no tree grouping, or specimen tree warrants further review for possible preservation. Although the Urban Design and Zoning Division is generally satisfied with the study, they do not agree with the statement in the study that it is not feasible to retain any vegetation beyond the designated edge of the woodlot. The Division notes that although no revisions to the plan are warranted to facilitate tree preservation, in keeping with the policies of the secondary plan that significant groupings of high quality tree specimens are to be retained to the greatest extent practicable, it is recommended that within the constraints of grading and drainage on the subject site, every attempt should be made to preserve trees identified by the City as worthy of preservation. It is therefore recommended that:

- the grading and drainage plans, and the landscaping plans, for the subject proposal identify the trees to be retained as determined by the City, and the methodology proposed for their retention.
- this methodology shall include individual tree preservation plans illustrating proposed building sites and working envelopes, existing and proposed grades and the trees to be protected or removed and shall be supported by a hydrologists report which recommends appropriate subdivision and grading techniques for the maintenance of existing surface runoff or ground water conditions necessary for the long term preservation of the trees identified for retention.

It is also noted that the applicant will be responsible for the removal of all other trees and vegetation as required by the City.

Another major consideration in the design of the subject proposal has been the impact of noise from Dixie Road, Bramalea Road and Bovaird Drive. Recognizing the potential impact of these noise sources, the plan has been designed with 7 metre wide buffers and increased lot depths, to facilitate noise attenuation treatments as well as to increase the spatial separation between residential units and the potential noise source. After reviewing the preliminary noise analysis submitted by the applicant, it is the opinion of staff that with the exception of three

small areas at the intersections of Bovaird Drive and Dixie Road, Dixie Road and "A" Street and Bovaird Drive and "B" Street, satisfactory indoor and outdoor noise levels can be achieved within the proposal. To accommodate the necessary noise abatement features to achieve acceptable noise levels at these locations, revisions to the plan are necessary to provide a 14 metre wide buffer along the rear of Lot 408, and Lots 213 to 217. The 14 metre buffer shown along the rear of Block 524 should be reduced to 12.5 metres consistent with the buffer width abutting Block 523. These revisions to the plan should not result in a decrease in the total number of dwelling units being provided on the plan.

A combination acoustical wall and earth berm will be necessary for reverse frontage and flankage lots along Dixie Road, Bramalea Road and Bovaird Drive, as well as specific construction aspects. The details of the abatement measures, and any minor revisions to the plan, will be dealt with through the final noise report required prior to the registration of the plan. Where a berm and acoustical wall are necessary, such treatment shall be totally within the proposed buffer and the proposed lots or blocks and prior to the registration of the plan, it will be necessary for any portion of a lot or block located between the acoustical wall and any park or walkway, to be included as part of the park or abutting buffer and be deeded to the City or the applicable road authority, as the case may be.

In accordance with the secondary plan and in keeping with the registered plan to the north, a partial church site is proposed, Block 556, which when developed with the abutting partial church site to the north, will result in a site satisfactory to the religious group assigned this site by the Inter-Church Regional Planning Association. Since there is a very high potential that this site will be used for church purposes and as requested by the Urban Design and Zoning Division, it is recommended that:

- the applicant agree to erect a wooden screen fence, 1.8 metres in height, of a design satisfactory to the City, along the boundary between this partial church site and all abutting residential lots and blocks
- the applicant agree to erect a sign on the church block, and include the appropriate statements in all offers of purchase and sale of all residential lots and blocks abutting the church block, indicating its development for church purposes and if not used for church purposes may, in the future, be developed for low density residential purposes.

- Block 556 be labelled as "Church Reserve" and be restricted to development in conjunction with lands to the north.

Two additional blocks are shown on the plan as Future Church, Blocks 559 and 560, and are the result of a land exchange arrangement with the existing church to the south-east, to facilitate the construction of "A" Street on the alignment proposed. Since these blocks are clearly intended to become part of the existing church site to the south-east, it is recommended that:

- Blocks 559 and 560 be labelled as "Church Reserve" and be restricted to development in conjunction with lands to the south.

As with most proposed plans of subdivision, it is recommended that an Architectural Control Committee be established to approve the external appearance of buildings within the plan.

Comments received from Canada Post indicate that Community Mailboxes will be utilized for this development and that in the case of the block townhouses their multi unit policy will be in effect. In keeping with City Council's current policy regarding mail delivery, it is recommended that the applicant make satisfactory arrangement with the City and Canada Post for the provision of suitable sites for the installation of supermailboxes.

The Law Department has advised that the applicant will be required to be party to a developer cost sharing agreement, as required in the secondary plan for the area, which is sufficient to ensure the implementation of the secondary plan for the area.

7.0 Recommendation

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

- A. A Public Meeting be held in accordance with City Council procedures, and
- B. Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the Official Plan and the zoning by-law and that draft approval of the proposed plan of subdivision be subject to the following conditions:
  1. The approval be based on the draft plan prepared by Philip Weinstein and Associates, dated August 2, 1991, and red-lined revised as follows:
    - a) A 0.3 metre reserve be shown on Block 550 where it abuts "B" Street and on Block 559 where it abuts "A" and "Q" Streets.
    - b) The 0.3 metre reserves along the open ends and sides of "A" Street and at the north ends of "B", "C", "D" and "E" Streets be removed.
    - c) The label "Church" on Block 556 be changed to "Church Reserve".
    - d) The label "Future Church" on Blocks 559 and 560 be changed to "Church Reserve".
    - e) The plan be revised to remove Block 577 and 558 from the plan.
    - f) Block 573 and 574 be split into two at the intersections of "A" Street and Dixie Road and at "B" Street and Bovaird Drive and be labelled Blocks 573, 573A, 574 and 574A, respectively.
    - g) Block 573A be increased in width from 7 metres to 14 metres where it abuts Lots 213 to 217, both inclusive.
    - h) Block 573 be increased in width from 7 metres to 14 metres where it abuts Lots 213 and the daylight triangle at the intersection of Dixie Road and "A" Street.
    - i) Block 573A be decreased in width from 14 metres to 12.5 metres where it abuts Block 524.

- j) Block 574A be increased in width from 7 metres to 14 metres where it abuts Lot 408.
  - k) "A" Street be increased in width to 32.0 metres for a distance of 45 metres as measured from the widened road allowance of Bramalea Road then taper to 26 metres for a distance of 100m.
  - l) "A" Street be increased in width to 32.0 metres for a distance of 45 metres as measured from the widened road allowance of Dixie Road then taper to 30 metres for a distance of 60 metres, continue at a width of 30 metres for the entire frontage of the future commercial block on the north side of the street then taper to 26 metres for a distance of 80 metres.
  - m) "B" Street be increased in width to 32.0 metres for a distance of 45 metres as measured from the widened road allowance of Bovaird Drive then taper to 26 metres for a distance of 60 metres.
  - n) "F" Street be realigned in the vicinity of Lot 193 to accommodate a minimum site distance of 90m.
  - o) Block 569 be relocated from between Lots 96 and 97 to between Lots 95 and 96.
  - p) Block 568 be relocated from between Lots 328 and 329 to between Lots 329 and 330.
  - q) Lots 410 and 411 be re-oriented to front onto "M" Street.
  - r) A 3 metre wide walkway be shown between Lots 61 and 62 and be labelled "Block 571 A - Walkway".
  - s) The "Land Use Schedule" portion of the plan be revised to reflect the foregoing revisions.
2. The applicant shall satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City development charges in accordance with their respective Development Charges By-laws.
3. The applicant shall agree to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.

4. The applicant shall agree to support the appropriate amendment to the zoning by-law and the appropriate amendment to the Official Plan.
5. The proposed road allowances, road widenings and/or daylight corners shall be dedicated as public highways on the final plan proposed for registration.
6. Development of the plan shall be staged to the satisfaction of the City. In this regard, among other things, staging of the development of the plan shall be based on the timing of road improvements, both within, and outside of the secondary plan area, as outlined in Appendix B to Official Plan Amendment 149, the timing of schools to serve this subdivision, the timing of the development of a second major health care facility in the City, and the timing of the provision of other essential services and facilities for this subdivision. In this regard the applicant shall agree to enter into an equitable phasing agreement if/and when required by the City.
7. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
8. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metres (4 foot) side yards are being provided. Easements shall also be provided for roof overhangs, if necessary.
9. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense.
10. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Lots 509 to 549, and for Blocks 550, 556 and 557.
11. The applicant shall agree to reserve Block 556 for the purpose of a religious institution for a period of five years from the date of registration of the entire subdivision plan or until 95% of the dwelling units within the subdivision plan are completed and can be occupied pursuant to the regulations of the Building Code Act and all regulations, thereto, whichever occurs last.

12. The applicant shall agree to construct a 1.8 metre high wooden screen fence of a design satisfactory to the City along the boundaries of Block 556 where it abuts any residential lot or block prior to the issuance of any building permits for church purposes on Block 556 or within one year of the issuance of a building permit on any abutting residential lot or block.
13. The applicant shall agree to erect a sign on Block 556, and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Block 556 will be developed for church purposes, or if not used for a church purposes, may in the future be developed for low density residential purposes.
14. Block 556 shall only be developed in conjunction with adjacent lands to the north and Blocks 559 and 560 shall only be developed in conjunction with lands to the south. In this regard, the applicant shall agree to place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within one year of the issuance of any building permit for any dwelling on the plan.
15. The applicant shall agree to erect a sign on Block 557, indicating that Block 557 will be developed for a fire station.
16. The applicant shall agree to include a statement, in bold type, in all offers of purchase and sale for Blocks 509 and 515 to 518 both inclusive, indicating that abutting lands to the east will be developed for a police station.
17. The applicant shall agree to erect a sign on Block 550, and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Block 550 will be developed for medium density residential purposes.
18. The road widening, Block 578, shall be dedicated to the City on the final plan. In this regard, Block 578 shall have a width which when combined with the existing right-of-way of Bramalea Road will equal 18 metres from the centre line of the original road allowance.



19. 0.3 metre reserves shall be conveyed to the City along Blocks 557 where it abuts "F" and "B" Streets and along Block 550 where it abuts "B" Street.
20. A 0.3 metre reserves shall be conveyed to the City along the south side of "A" Street where it abuts Blocks 560 and 559 and along "Q" Street where it abuts Block 559 and lands to the east.
21. The applicant shall agree that the 0.3 metre reserves required along the frontages of Blocks 557 and 550 shall not be lifted until site plans have been approved for the blocks, in accordance with the City's site plan approval procedure, and the location and design of access has been approved.
22. The applicant shall make satisfactory arrangements with the City to obtain the existing 0.3 metre reserves at the south ends of Fernforest Drive, Foxtrail Road, Crowsnest Crescent and Hickory Bush Avenue and along the south side of Woodsmere Road (Blocks 442, 421, 420, 419 and 425, Registered Plan 43M-1026) and include them as part of "A", "B", "C", "D", and "E" Streets on the plan to be registered.
23. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.
24. The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwellings, or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.
25. The applicant shall agree that architectural control approval shall conform with the Community Design Guidelines for the Sandringham and Wellington Communities as prepared by Milus Bollenberghe Topps Watchorn and approved by the Commissioner of Planning and Development on September 23, 1991 or other comprehensive design guidelines, which the applicant may elect to submit for the proposed subdivision, and as approved by the City prior to the registration of the plan. Any such alternate guidelines shall maintain similar standards of architectural and landscape treatment as are specified in the currently approved guidelines.

26. Blocks 551 to 555, both inclusive, shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the applicant shall agree to place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within one year of the issuance of any building permit for any dwelling on the plan.
27. The applicant shall obtain the necessary land for the completion of "A" Street, to its full width, from Dixie Road to Bramalea Road and include it as part of "A" Street on the plan to be registered.
28. Prior to final approval the applicant shall demonstrate to the satisfaction of the City that abutting lands can be developed in an appropriate manner. In this regard minor revisions to the plan may be necessary to facilitate the appropriate development of abutting lands.
29. The applicant shall:
  - a) Prior to the initiation of any site grading or servicing and prior to the registration of this plan or any phase thereof, submit for the approval of the City, the Region of Peel and the Metropolitan Toronto and Region Conservation Authority the following:
    - i) a detailed engineering and drainage report which describes the stormwater drainage system for the proposed development on the subject lands. The report should include:
      - plans illustrating how this drainage system will comply with the approved stormwater management study for the secondary plan area, prepared by Rand Engineering, and currently dated March, 1990.
      - plans illustrating how the drainage system will tie into the drainage of surrounding properties
      - the storm water management techniques which may be required to control minor or major flows

- how external flows will be accommodated and the design capacity of the receiving system
- location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86
- proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction

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

- ii) plans for the treatment of the small watercourses affecting the site.
  - iii) overall grading plans for the subject lands.
- b) Agree in the subdivision agreement, in wording acceptable to the City, the Region of Peel and the Metropolitan Toronto and Region Conservation Authority:
- i) to carry out, or cause to be carried out, to the satisfaction of the City, the Region of Peel and the Metropolitan Toronto and Region Conservation Authority the works referred to in condition 29 (a) above.
  - ii) Obtain all necessary permits from the Metropolitan Toronto and Region Conservation Authority, under Ontario Regulation 293/86
30. Where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant, at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.

31. The applicant shall pay to the Region prior to final approval, a cash contribution in the amount of \$75,000 for the total cost of installing traffic signals at the intersection of "A" Street and Dixie Road and a cash contribution in the amount of \$25,000 for upgrading of the traffic signals at the intersection of "B" Street and Bovaird Drive.
32. Prior to final approval arrangements shall be made to the satisfaction of the Region for intersection improvements on Bovaird Drive at "B" Street and Dixie Road at "A" Street. These improvements are to include, but not be limited to, centre medians, acceleration and deceleration lanes, storage lanes, asphalt overlay and pavement markings.
33. The applicant shall agree that where double car garages are provided on lots having a frontage of less than 11 metres, a minimum separation of 6 metres shall be provided between driveways where garages are not adjacent to one another.
34. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
35. The applicant shall agree that where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.
36. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.
37. The applicant shall, prior to the issuance of any building permit, provide to the satisfaction of the Commissioner of Public Works and Building, an engineering report indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

38. The applicant shall:

- a) Prior to the initiation of any site grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
- b) Agree in the subdivision agreement to remove any material, which is determined in the soil investigation referred to in condition 38 (a) above, as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.

39. The applicant shall agree to include a statement, in bold type, in all the Offers of Purchase and Sale for Lots 219 to 245, both inclusive, 441 to 457, both inclusive, and 480 to 489, both inclusive, indicating that these lots are permitted to contain a second dwelling unit within the building on the site.

40. The applicant shall agree that any second dwelling unit permitted in a single family dwelling shall be subject to a licensing procedure by the City which among other matters shall include the requirement that one of the two dwelling units within the single family dwelling shall be owner occupied.

41. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(S), in a place readily available to the public, which indicates the following:

- a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
- b) where parks and open space and sidewalks are located;
- c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:  

'playground equipment or active sports fields'
- d) the type and location of fencing and noise attenuation features;

- e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
- f) the location of all single family lots where a second dwelling unit will be permitted;
- g) the location of all blocks containing the 9 x 22 housing form, including the statement that these blocks will be used for up to 162 semi-detached and/or street townhouse units, 130 of which may be affordable units.
- h) the location of Block 550 including the statement that these blocks will be used for approximately 100 townhouse units, all of which may be affordable units.
- i) the location of all churches, medium density blocks, fire stations and police stations, including the statement that churches may be used for low density residential purposes if not acquired for church purposes;
- j) the location of lots designated by the Fire Department as fire break lots, and
- k) the following information must also be shown in BOLD CAPITAL TYPE:

"For further information on proposed and existing land use, please call the City of Brampton, Planning and Development Department, 2 Wellington Street West, 3rd Floor, between 8:30 a.m. and 4:30 p.m., telephone number 874-2050".

- 42. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.
- 43. The maps required in conditions 41 and 42 above, shall be approved by the City's Commissioner of Planning and Development prior to the applicant either offering dwelling units for sale or to the registration of the plan, and further, staff shall be permitted to monitor the sales office to ensure compliance.
- 44. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department, for the provision of suitable sites for the installation of Canada Post Supermailboxes.

45. Prior to registration, arrangements shall be made to the satisfaction of the Commissioner of Public Works and Building for a suitable construction traffic route.
46. The applicant shall agree to remove any trees and any vegetation on the subject lands as required by the City.
47. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
48. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton and the Region of Peel.
49. The applicant shall agree that the noise control measures recommended by the acoustical report, as required in condition number 48 above, shall be implemented to the satisfaction of the Region of Peel and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clause shall be included in a registered portion of the subdivider's agreement and, in bold type, in all offers of purchase and sale for the affected lots:
  - a) Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be a concern, occasionally interfering with some activities of the dwelling occupants.

In this regard, revisions to the plan may be necessary to achieve acceptable rear yard areas in conjunction with satisfactory noise attenuation measures.

50. Those portions of lots or blocks located between any park or walkway and any noise attenuation wall, required pursuant to condition number 48, shall be shown on the plan to be registered as a part of the park or the buffer and shall be deeded to the City, or the applicable road authority, respectively.

51. Blocks 572, 573, 574 and 575 shall be conveyed to the City and shall be landscaped to the satisfaction of the City. In this regard the applicant shall agree to provide shrub and tree planting covering a minimum of 50 per cent of the blocks.
52. Blocks 573A and 574A shall be conveyed to the Region and shall be landscaped to the satisfaction of the City. In this regard the applicant shall agree to provide shrub and tree planting covering a minimum of 50 per cent of the blocks.
53. The applicant shall agree to provide a landscape treatment within the boulevard on the east side of "Q" Street, where it abuts the existing church property to the east, to the satisfaction of the City.
54. The walkways, Blocks 565 to 571, both inclusive, shall be conveyed to the City and shall be fenced to the satisfaction of the City. In this regard 1.8 metre high solid screen fencing shall be provided where the walkway abuts a residential side yard, from the rear residential property line to the mid point of the dwelling, and 1.2 metre high black vinyl chain link fencing for the balance. Where a walkway abuts a residential rear yard a solid screen wall shall be provided.
55. The applicant shall agree to erect decorative wooden screen fencing, 1.8 metres high, along the rear property boundaries of all reverse frontage lots where noise abatement fencing is not required.
56. The applicant shall agree to erect fencing, in accordance with the City's fencing policy, including fencing along the lot lines of all residential lots and blocks abutting Blocks 561, 562, 563 and 576.
57. The applicant shall agree to construct 1.8 metre high wooden acoustical type fencing, of a design satisfactory to the City, along the boundaries of all residential lots and block abutting Blocks 558 and 564, prior to the issuance of any building permits on said residential lots and blocks.
58. Blocks 564, and 576 shall be conveyed to the City as a mini parkette and woodlot buffer, respectively, in a condition satisfactory to the City and at no cost to the City. In this regard, the applicant shall also agree that Blocks 564 and 576 shall not be credited as parkland for the purpose of determining the parkland requirements for the subject plan.



59. The applicant shall provide, to the satisfaction of the City, restoration planting within Block 576 to create a woodlot edge, to ensure preservation of the woodlot on Block 561.
60. Block 561 shall be conveyed to the City as a woodlot, in a condition satisfactory to the City.
61. Blocks 562 and 563 shall be conveyed to the City for park purposes, in a condition satisfactory to the City, and the applicant shall pay cash-in-lieu for the balance of the parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment. In this regard, the applicant shall agree that the Blocks 557 and 558, removed from the plan by red line revision, be included in the plan for the purpose of calculating the required parkland calculation.
62. The applicant shall provide detailed plans, to the satisfaction of the City, for the development of Blocks 561, 562, 563, and 564.
63. The applicant shall provide a 2.4 metre wide bicycle path along the north side of Bovaird Drive, the south side of "A" Street, from Dixie Road to "B" Street, and along the east side of "B" Street, to provide access into Block 561 at the most northerly edge of Block 550, to the satisfaction of the City.
64. The applicant shall pay an amount satisfactory to the Commissioner of Community Services for 50% of the cost of installing a bicycle path along Bramalea Road where it abuts the subject lands.
65. The applicant shall make satisfactory arrangements with the City for the provision of street trees on Bovaird Drive where it abuts the subject lands and along all internal streets within the subject plan.
66. The applicant shall pay to the City an amount satisfactory to the Commissioner of Public Works and Building for the installation of an illuminated pedestrian at grade crossover, across Street "A", at, or near, Street "S".
67. Prior to the submission of any grading and servicing plans or any grading on the subject property and prior to registration of the plan:
  - a) a woodlot retention and management plan, including detailed information concerning, among other things, drainage, tree damage, tree protection, and restoration, shall be approved by the City, for the woodlot on Block 561.

- b) the applicant shall retain the services of a team consisting of an ecologist and hydrologist qualified in quantitative and qualitative analysis, approved by the City, to approve and monitor the grading and drainage of the subject property in relation to the measures recommended in the approved woodlot retention and management plan to minimize impact on the woodlot located on Block 561.
68. Prior to registration, the applicant shall make satisfactory arrangements with the City to ensure that the neighbourhood park, Block 562, will be completed and available for use, within 12 months of the issuance of building permits for the first 60 per cent of the units located in the first phase of the subject plan and that construction of the park has proceeded when 60 per cent of the building permits in the first phase of the plan have been issued.
69. The applicant shall agree to comply with the design principles and guidelines of the Noise Attenuation Study and Streetscape Design dated March 1990, revised June 1990, prepared by J.E. Coulter Associates and Milus Bollenberghe Topps Watchhorn, as considered applicable by the City and to the satisfaction of the City.
70. The applicant shall provide locations with appropriate landscaping and street furnishings to accommodate the consolidation of street accessories, such as newspaper boxes, mail boxes, utility boxes, etc. to the satisfaction of the City. In this regard minor revisions to the plan may be necessary to provide sufficient space for such features.
71. The applicant shall agree that all lots for detached and semi-detached dwellings having conventional rear yard setbacks and with reverse frontage on arterial roads shall be graded such that:
- (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in rear yards where the slope is within the range of 2% to 3%;
  - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and
  - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.

72. Prior to the submission of any grading and servicing plans, and prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for the preservation of as many trees as possible identified by the City, as desirable for preservation. In this regard the applicant shall be required to identify on the grading and drainage plans, and the landscaping plans, the trees to be retained and the methodology proposed for their retention. This methodology shall include individual tree preservation plans illustrating proposed building sites and working envelopes, existing and proposed grades and the trees to be protected or removed and shall be supported by a hydrologists report which recommends appropriate subdivision and grading techniques for the maintenance of existing surface runoff or ground water conditions necessary for the long term preservation of the trees identified for retention.
73. Prior to registration the applicant shall agree to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on Housing to the satisfaction of the Commissioner of Planning and Development.
74. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City of Brampton to be installed underground; a copy of such confirmation shall be forwarded to the City of Brampton.
75. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
76. The applicant shall provide, to the satisfaction of the Region of Peel, streetlighting at all street intersections with Dixie Road.
77. The applicant shall agree that:

An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary

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

78. Prior to final approval, the owners of the subject plan shall sign the developer cost-sharing agreements, in a final form satisfactory to the City.

79. The applicant shall agree in the Subdivision Agreement to the satisfaction of the Peel Board of Education:

a) to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be bused to schools, according to the Board's Transportation Policy.

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

b) to place the following in clause in **Bold capital type** in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement.

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

80. Prior to final approval, arrangements shall be made to the satisfaction of the Peel Board of Education, for the staging of the development of the subject lands, if required, in accordance with the availability of satisfactory school accommodation.

81. The owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the satisfaction of the archaeological unit of the Ministry of Culture and Communications; and that no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture and Communications.
82. The applicant shall provide 21 bus stop pads to be located on Bramalea Road, Dixie Road, Bovaird Drive and "A" Street, in locations and of designs satisfactory to the Commissioner of Community Services.
83. The applicant shall agree that Lots 9, 15, 30, 46, 57, 63, 74, 80, 90, 96, 102, 111, 117, 123, 135, 151, 158, 164, 173, 208, 215, 222, 229, 239, 245, 251, 258, 270, 282, 292, 299, 304, 310, 325, 331, 353, 364, 370, 397, 408, 417, 423, 445, 452, 458, 468, 475, 484, 493, and 503 shall be designated as fire break lots and that the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official and the Fire Chief.
84. The applicant shall agree to comply with the recommendations of the Open Space Development and Pedestrian/Cyclist Circulation System Design Guidelines, dated October 1991, prepared by Cosburn, Giberson Landscape Architects, as considered applicable by the City and to the satisfaction of the City.
85. The applicant shall agree in the Subdivision Agreement to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board:
  - a) to place the following clause in **bold capital type** in any agreement of purchase and sale entered into with respect to any residential lots on this plan until the permanent school for the area has been completed. This clause is to be inserted in English and French:

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

"Attendu que, malgre les efforts deploys par Le Conseil Des Ecoles Separees Catholiques Romaines de Dufferin et Peel, il se peut qu'il n'y ait pas assez de place pour le nombre d'eleves prevus dans votre quartier. Vous etes donc, par les presentes, avises que les eleves devront, soit, etre heberges dans des installations temporaires ou transportes par autobus scolaire a une ecole en dehors de votre quartier. De plus, il se peut que les eleves soient eventuellement retournees a l'ecole de quartier."

- b) to erect and maintain signs in English and French at all major entrances to the subdivision which shall advise prospective purchasers that:

"Until a school is constructed in this community, alternate accommodation will be provided."

"Les eleves seront heberges dans d'autres installations, jusqu'a ce qu'une ecole permanente soit construite dans leur quartier."

The applicants are required to contract the Board's Planning Department for sign specifications.

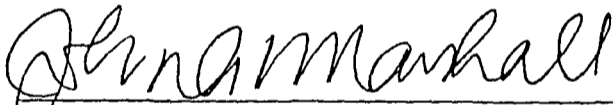
86. Prior to final approval, arrangements shall be made to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board, for the staging of the development of the subject lands, if required, in accordance with the availability of satisfactory school accommodation.

Respectfully submitted,

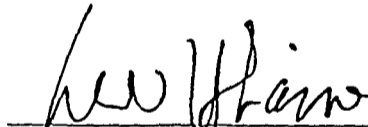


David Ross, M.C.I.P.  
Development Planner

AGREED:



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



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

DR/BRAM05  
attachments

DIR. DEV. & TRANS. P			
DIR. PL. REV. & RSCH.			
SR. TRANS. ADVISOR			
COM. SECRETARY			
	✓	✓	CS
	✓	✓	CS
	✓	✓	CS

Planning Dept. - RECEIVED

MONTH DAY YEAR  
*City - Applicant*

09 26 91

To: D.R. Billett

Date: September 24, 1991

From: J.P. Amodeo

File: T-89005  
 B-30

**Re: Draft Plan of Subdivision  
 Affordable Housing Project  
 21T-89005 Bramalea Limited  
 Pl. Lot 11, Concession 4 E.H.S.  
 City of Brampton**

## PART A - SERVICING

### 1. SANITARY SEWER FACILITIES

- Sanitary sewer facilities are available in a 450mm dia. sewer located on easement at Bovaird Drive approximately 300m east of MacKay Street and in a 975mm dia. sewer on Dixie Road.
- Provision will be required in the sanitary sewer to accommodate external lands to the north of the plan.

### 2. WATER FACILITIES

- The lands are located in Water Pressure Zone 6.
- Water facilities are available in 400mm dia. watermains on Bovaird Drive and Bramalea Road and a 750mm dia. watermain on Dixie Road.
- Provision will be required for watermain looping from Bovaird Drive to Bramalea Road.

### 3. REGION ROADS

The Region will require sufficient road widening to provide for 50 metres right-of-way on Bovaird Drive. (in accordance with R-plans provided by the Region)

A 0.3 metre reserve along Bovaird Drive is required across Block 558.

- A noise abatement report is required relating to the lots adjacent to Dixie Road and Bovaird Drive.

→ A 15 metre daylight triangle is required at the intersecting street, Street 'A' and Dixie Road and Street 'B' and Bovaird Drive.

- The Developer is required to provide funds for intersection improvements on Bovaird Drive at Street 'B' and Dixie Road at Street 'A'. These improvements are to include, but not be limited to, centre medians, acceleration and deceleration lanes, storage lanes, asphalt overlay and pavement markings.

- The 1989-93 Capital Budget and Forecast does provide for widening or reconstruction of Dixie Road from Bovaird Drive northerly and Bovaird Drive from Dixie to Airport Road in 1991 and 1992 respectively.

*Once permit to obtain approval 20m widening is required Oct 4/91*

- Access to Block 558 will not be permitted to Bovaird Drive.
- A drainage study is required to determine the effect of the proposal on the existing structures and drainage along Dixie Road and Bovaird Drive.

4. WASTE MANAGEMENT

Brampton Residential

- There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1992.
- It is expected that this development will generate approximately 1148.4 tonnes of solid waste per year. (0.37 tonnes/capita/year X 3103.8 people = 1148.4 tonnes/year).
- In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

---

## PART B - FINANCIAL IMPACT

---

1. LOT LEVIES

- Full lot levies apply.

3. STREETLIGHTING

- The developer is responsible for the provision of streetlighting at Street 'A' and Dixie Road and Street 'B' and Bovaird Drive.

4. SIGNALIZATION

- Cash contribution will be required in the amount of \$25,000.00 for upgrade of the traffic signals at Bovaird Drive and Street 'B' to a four-legged intersection.
- Cash contribution will be required in the amount of \$75,000.00 for the total cost of traffic signals at Dixie Road and Street 'A'. In addition the developer will be responsible for the required underground duct work at his expense.

5. CAPITAL BUDGET

- This development and others in this area will require that provision be made in the Capital Budget for the reconstruction of Bovaird Drive. This work is currently identified in the 1991 Capital Budget.

6. FRONTAGE CHARGES

- Watermain frontage charges apply on Dixie Road at the rate of \$100.00 per metre.




---

## PART C - SPECIFIC DRAFT PLAN CONDITIONS

---

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

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



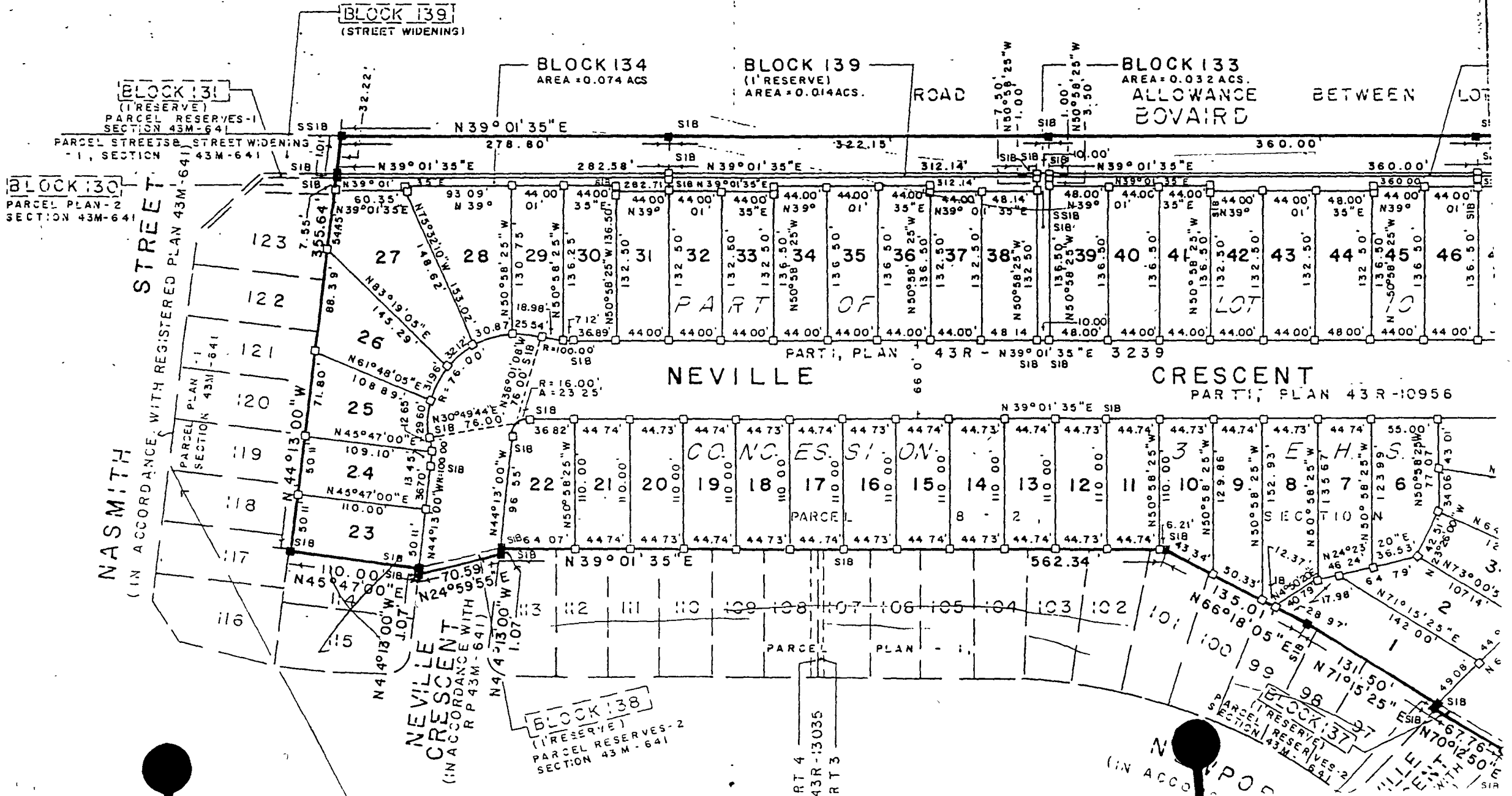
R.M. Moskal, M.C.I.P.  
Manager, Master Plan Policy & Promotion  
Waste Management Division



ADL/lvs



J.P. Amodeo, P.Eng.  
Planning & Development Engineer  
Engineering & Construction Division



BLOCK 139  
(STREET WIDENING)

BLOCK 134  
AREA = 0.074 ACS

BLOCK 139  
(1 RESERVE)  
AREA = 0.014 ACS

BLOCK 133  
AREA = 0.032 ACS  
ALLOWANCE  
BETWEEN

BLOCK 130  
PARCEL PLAN - 2  
SECTION 43M-641

NASMITH STREET  
(IN ACCORDANCE WITH REGISTERED PLAN 43M-641)

PARCEL PLAN - 1  
SECTION 43M-641

NEVILLE CRESCENT  
(IN ACCORDANCE WITH R.P. 43M-641)

NEVILLE CRESCENT

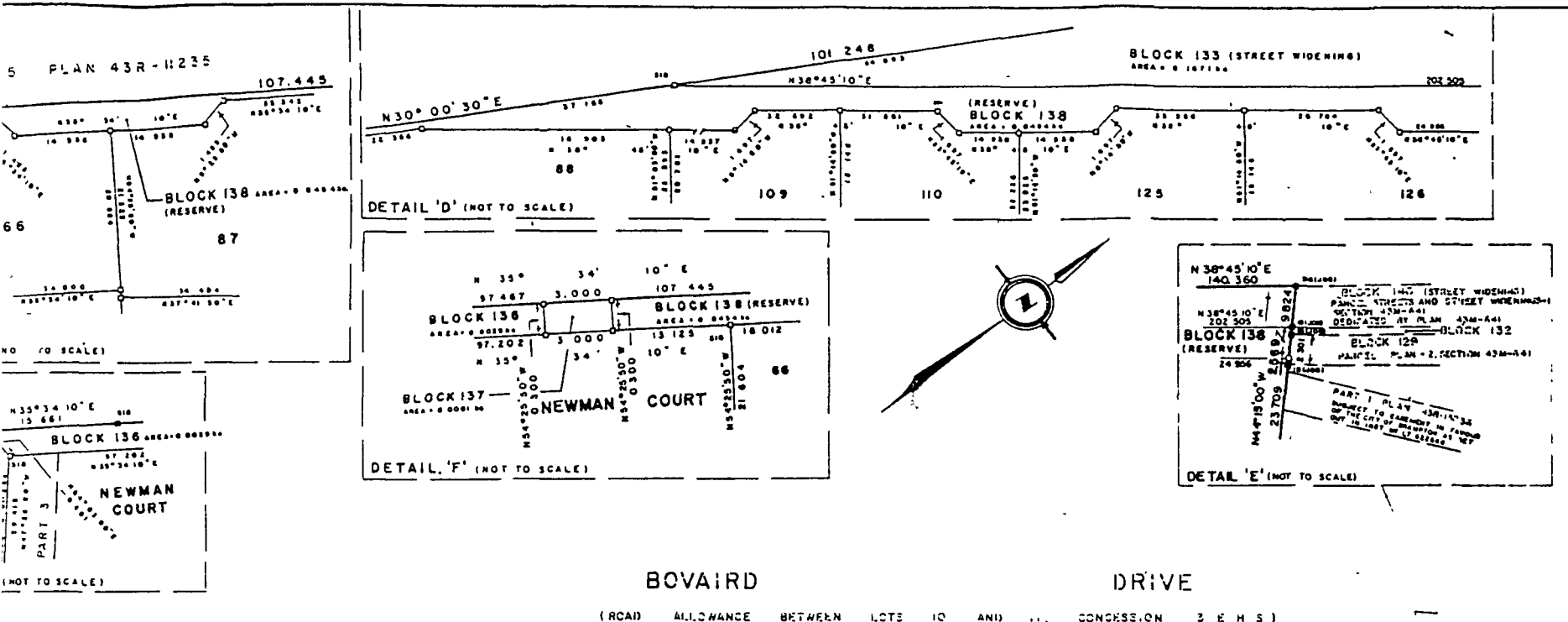
NEVILLE CRESCENT  
PART, PLAN 43R-10956

BLOCK 138  
(RESERVE)  
PARCEL RESERVES - 2  
SECTION 43M-641

ART 3  
ART 4  
43R-13035

BLOCK 137  
(RESERVE)  
PARCEL RESERVES - 2  
SECTION 43M-641

W.P.O.D.  
(IN ACCORDANCE WITH REGISTERED PLAN 43M-641)



**PLAN 43M-824**

I CERTIFY THAT THIS PLAN 43M-824 IS REGISTERED IN THE LAND REGISTRY OFFICE FOR THE LAND TITLES DIVISION OF PEEL (N<sup>o</sup> 43) AT 10:20 AM ON THE 17th DAY OF March, 1987 AND ENTERED IN THE REGISTER FOR PARCEL PLAN 1, SECTION 43M-824 AND REQUIRED CONSENTS AND AFFIDAVITS ARE REGISTERED AS PLAN DOCUMENT NO.

*J. D. Barnes*  
 J. D. BARNES LTD.  
 SURVEYORS

THIS PLAN COMPRISES PART OF PARCEL 10-1, SECTION 43 CHINE 3 E.H.S. AND PARCEL 11 RESERVES-2, SECTION 43M-628

PLAN OF SUBDIVISION OF  
 PART OF LOT 10, CONCESSION 3,  
 EAST OF HURONTARIO STREET  
 (FORMERLY IN THE TOWNSHIP OF CHINGACOUSY, COUNTY OF PEEL)  
 AND BLOCK 132 (1 FOOT RESERVE)  
 REGISTERED PLAN 43M-628  
 AND BLOCK 133 (1 FOOT RESERVE)  
 REGISTERED PLAN 43M-641  
 CITY OF BRAMPTON  
 REGIONAL MUNICIPALITY OF PEEL

SCALE 1:1000

J. D. BARNES LIMITED, Surveyors  
 1987

**OWNER'S CERTIFICATE - PLAN OF SUBDIVISION**

THIS IS TO CERTIFY THAT  
 1. LOTS 1 TO 132 BOTH INCLUSIVE, BLOCK 137 THE STREET WIDENING NAMELY BLOCK 139, THE 0.5 RESERVES NAMELY BLOCKS 134, 135 AND 136, THE RESERVE NAMELY BLOCK 138 THE STREETS NAMELY RUFFIELD STREET, NORSSEMAN COURT, NEWMAN COURT, NIPSON COURT, NILES COURT AND IMPERON COURT, HAVE BEEN LAID OUT IN ACCORDANCE WITH OUR INSTRUCTIONS

2. THE STREETS AND STREET WIDENING ARE HEREBY DEDICATED TO THE CORPORATION OF THE CITY OF BRAMPTON AS PUBLIC HIGHWAYS

DATED THE 17th DAY OF October, 1987

*J. D. Barnes*  
 J. D. BARNES LTD.  
 SURVEYORS

*Lydia...*  
 LYDIA...  
 CLERK

WE HAVE AUTHORITY TO BIND THE CORPORATION

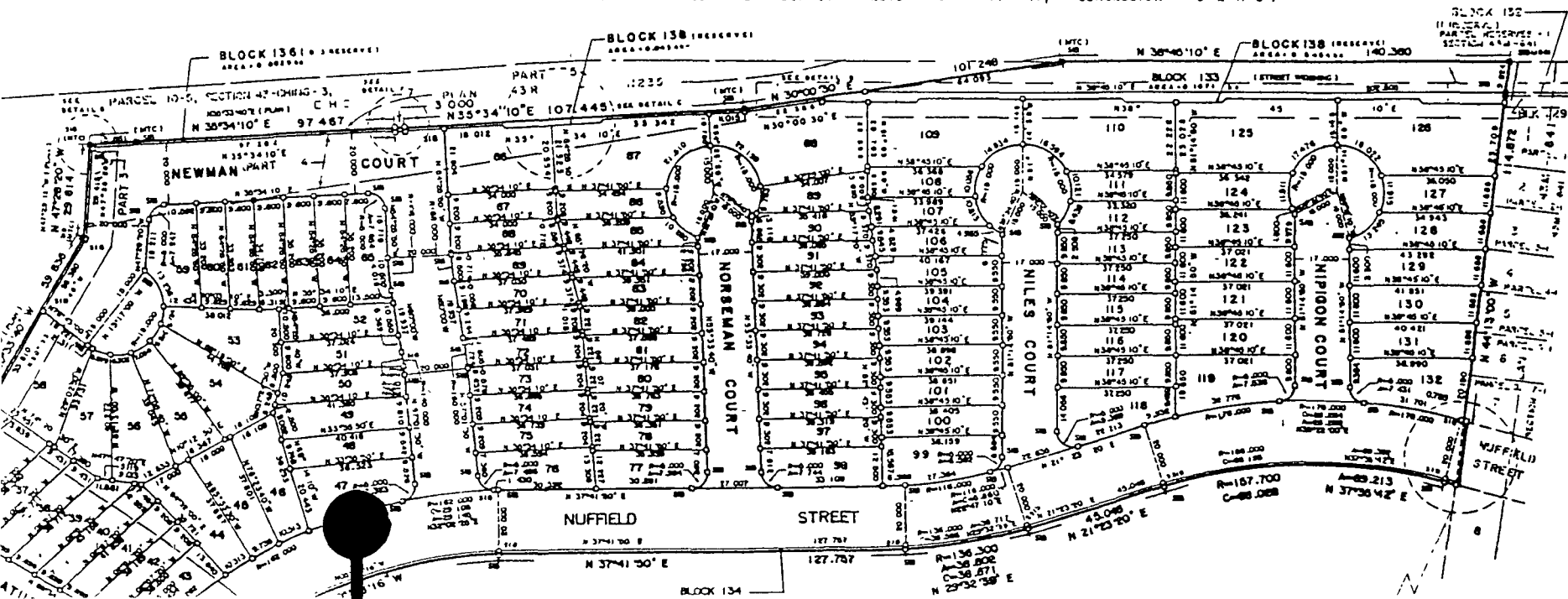
**NOTES:**

BEARINGS ARE AZIMUTHIC AND DISTANCES IN METERS UNLESS OTHERWISE STATED.

ALL SURVEY MEASUREMENTS SHOWN ARE UNLESS OTHERWISE STATED, DISTANCES IN METERS ON CLIPPED LISTS AND MEASUREMENTS.

0 DENOTES SURVEY MEASUREMENT PLUM

1 DENOTES SURVEY MEASUREMENT PLUM



October 29, 1991

Mr. John Marshall  
Commissioner of Planning  
and Development  
City of Brampton  
Planning Department  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

107-11-11-11-11

C4E11.2

Re: Proposed Draft Plan of Subdivision  
21T-89005B/A (Revised August 2, 1991)  
Sandringham Neighbourhood 3  
Draft Plan of Subdivision for  
Bramalea Limited

Dear Sir:

In response for your request for clarification on a number of comments from the Regional Public Works Department we confirm that the items in question are satisfactory as shown in the plan. That is:


- i) The Region will require "sufficient" road widening (that is, 20m along Bovaird Drive and 10m along Bovaird in close proximity to the Dixie Road intersection as shown on the plan) to provide for 50m right-of-way on Bovaird Drive.
- ii) Further to the road widening, the 0.3 meter reserve and daylight triangles as shown on the plan, are satisfactory.

We trust you will find this information of assistance. Please feel free to contact this office for further information if required.

Yours truly

  
Vince Zammit  
Senior Planner  
Development Review

BW:nb

  
11.10.91



	ACTION	INFO	REMARKS
CITY DEV. & TRANS. P.	6		
DEV. & PSOL			
SR. TRAFF. ADVISOR			
CHIEF SECRETARY			

August 21, 1991

Planning Dept. - RECEIVED

MONTH DAY YEAR

Mr. D. R. Billett  
 Director of Development Review &  
 Transportation Policy  
 Region of Peel  
 Planning Department  
 10 Peel Centre Drive  
 Brampton, Ontario  
 L6T 4B9

09 3 91 SEP 04 1991 Pecl

C4ELL.2

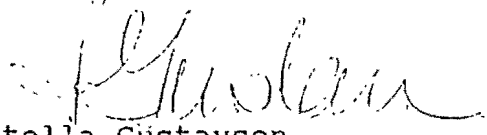
Dear Mr. Billett:

Subject: Draft Plan of Subdivision  
 21T-89005B/A - Bramalea Limited  
 City of Brampton  
 AFFORDABLE HOUSING

This is in response to your letter dated August 15, 1991. We will be monitoring the processing of this application for conformity with the Land Use Planning for Housing Policy Statement.

If you have any questions please call me at 585-6047.

Yours truly,

  
 Stella Gustavson  
 Planner  
 Plans Administration Branch  
 Central & Southwest

cc. Brampton ✓

Date 91090.4



the metropolitan toronto and region conservation authority  
5 shoreham drive, downsview, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

September 11, 1991

SEP 11 1991

CYELLZ

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

Attention: Juli Laudadio

Dear Ms. Laudadio

Re: Draft Plan of Subdivision  
Ministry File No. 21T-89005 B/A  
Affordable Housing Project  
Part of Lot 11, Concession 4 EHS  
City of Brampton  
(Bramalea Limited)

---

This will acknowledge receipt of the above-noted proposed plan of subdivision prepared by Weinstein Leeming and Associates, job No. 77-61B, drawing No. H and dated August 2, 1991.

Authority staff has reviewed the location of this property and notes that it is situated in the Sandringham-Wellington Community for which Master Drainage Plan has been approved.

In view of the above, the Metropolitan Toronto and Region Conservation Authority has no objection to draft plan approvals being granted subject to the following conditions:

1. Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, (MTRCA), the following:
  - (a) a detailed engineering report that describes the storm drainage system for the proposed development of the subject lands. This report should include:
    - plans illustrating how this drainage system will comply with the Sandringham-Wellington Master Drainage Plan;
    - proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;

Have 9/10/91

September 11, 1991  
Attention: Juli Laudadio

-2-

- location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.

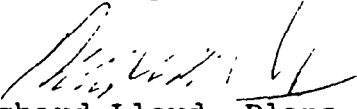
N.B.: It is recommended that the developer or his consultant contact the Authority prior to preparing the above report to clarify the specific requirements of this development.

- (b) plans for the treatment of the small watercourses affecting this site;
- (c) overall grading plans for the subject lands.

2. All permits pursuant to Ontario Regulation 293/86, being obtained from this office.

We trust this is satisfactory. If you have any questions, please contact this office.

Yours truly,

  
Richard Lloyd, Plans Analyst  
Plan Review Section,  
Water Resource Division

LP/gc

cc: City of Brampton - Planning  
City of Brampton - Public Works  
MNR-Maple  
Bramalea Limited  
Weinstein Leeming & Associates



1991 09 10

7 Overlea Boulevard  
4th Floor  
Toronto, Ontario  
M4H 1A8  
416/424 3000  
Fax 416/963 2935

7, boulevard Overlea  
4<sup>e</sup> étage  
Toronto (Ontario)  
M4H 1A8  
416/424 3000  
Fax 416/963 2935

Mr. Doug Billett  
Regional Municipality of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear Mr. Billett:

Re: **Draft Plan of Subdivision  
Bramalea Limited  
City of Brampton  
Part Lot 11, Concession 4 EHS  
AFFORDABLE HOUSING  
Our File: 21T-89005 B**

The plan proposes the creation of 907 residential units on the basis of full municipal services. The subject site is located north of Bovaird Drive, between Dixie Road and Bramalea Road. Detailed servicing comments should be obtained from the Regional Engineering/Works Department.

We have reviewed the application and have no objection to its approval.

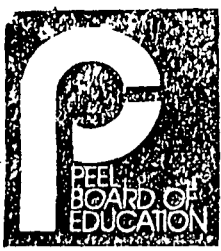
Yours truly,

*original signed by*

Robert Gepp, Planner  
Regional and GTA Planning Unit  
Technical Assessment Section

cc: Planning Department, City of Brampton ✓  
J. Budz  
A & P File





TRUSTEES

William Kent  
(Chair)

Gary Helphington  
(Vice-Chair)

Roger Barrett

Calhine Campbell

George Carlson

Karen Carlensen

Beryl Ford

Gail Green

Dr. Ralph Greene

L. Cliff Gyles

Alex Jupp

Robert Lagerquist

Thomas McAuliffe

Janel McDougald

Elaine Moore

Marolyn Morrison

Carolyn Parrish

Sandy Ransom

Rosemary Taylor

Ruth Thompson

Carolyne Wedgbury

Director of Education  
and Secretary

Robert J. Lee, B.A., M.Ed.

Associate Director  
of Education

W. Wayne Hulley, B.A., M.Ed.

Associate Director of  
Education/Business  
and Treasurer

Michael D. Roy, C.A.

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

October 9, 1991

	ACTION	INFO	SEEN
CIV. DEV. P. & TRANS. P.	/		
PL. DEV. & TRANS.			
PL. TRANS. ADMIN.			
PL. SECRETARY			

Planning Dept. - RECEIVED

MONTH 10 YEAR 91

10 10 91

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

Dear Mr. Allen:

Re: 21T-89005B/A Bramalea Ltd.  
Pt. Lot 11, Con. 4 E.H.S.  
City of Brampton

At the Regular Board Meeting of October 8, 1991 The Peel Board of Education approved the following response, by Resolution, to the above noted draft plan of subdivision circulation:

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

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

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

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

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

.../2

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

- 3. The Board may be forced to rely on the following conditions to ensure that satisfactory arrangements are in place for students generated by this plan of subdivision.

'The development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodation.'

Development and hence student yield will be monitored carefully to establish if action is required.

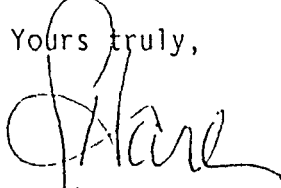
The anticipated yield from this plan is as follows:

190	JK-5
81	6-8
138	9-OAC.

The students generated will be provided holding school accommodation within the Bramalea Family of Schools.

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:ee  
PLANNCPO:3571



**CHINGUACOUSY Health Services Centre**

C/O 350 RUTHERFORD ROAD SOUTH, PLAZA II, SUITE 220, BRAMPTON, ONTARIO L6W 4N6

November 1, 1991

City of Brampton  
PLANNING AND DEVELOPMENT DEPARTMENT

DATE NOV 04 1991 Rec'd

C4E11.2

Mr. David Ross  
Manager  
Planning & Development Services  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Dear Mr. Ross:

RE: Draft Plan of Subdivision and Application to  
Amend the Official Plan and the Zoning By-law  
Part of Lot 11, Concession 4, E.I.S.  
**BRAMALEA LIMITED**  
Ward 10  
Regional File Number: 21T-89005B/A Revised  
Our File Number: C4E11.2

The Chinguacousy Health Services Board of Directors reviewed the above named application. The Board's concern regarding the application relates to this community's capacity to deliver "soft services" to the new members of our community. In particular, the absence of additional health care facilities to serve the existing population and, to respond to growth, remains worrisome.

Thank you for the opportunity to review this application.

Yours truly,

Mrs. Moira Drybrough  
Chairman  
Building & Property Committee

cc: J. Yarrow

21.11.04



Transportation Corridor  
Management Office  
2nd Floor, West Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

September 3 1991

Telephone No. 235-3826

File No. 21T-89005

Mr. D. Billett  
Regional Municipality of Peel  
10 Peel Centre Dr.  
Brampton, Ontario  
L6T 4B9

Dear Sir/Madam:

Re : Proposed SUBDIVISION

Lot 11 Concession 4 EHS  
Municipality of BRAMPTON, CITY

OWNER: BRAMALEA LTD.

This subdivision plan does not abut a King's Highway and at the present time is not affected by any plans of this Ministry.

We will not require notification of registration or a copy of the registered plan.

Yours truly,

*D. Kuzmenko*  
D. Kuzmenko (Mrs.)

Land Development  
Review Section



Brampton Hydro

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

	ACTION	INFO	SENT
DIR. DEV. R. & TRANS. P.	<input checked="" type="checkbox"/>		
DIR. PL. REV. & RSCH.			
SH. TRANS. ADVISOR			
COM. SECRETARY			
08/23/91			

08/23/91

Planning Dept. - RECEIVED

MONTH DAY YEAR

09 11 91

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

ATTENTION: Mr. D.R. Billett  
Director of Development Review &  
Transportation Policy

Dear Sir,

Thank you for your copy of the proposed plan of  
Subdivision (Your file: 21T-89005B/A).

We have no requests or comments at the present time.  
Defined within the City subdivision development agreements is  
the obligation that all owners of projects enter into  
independent servicing agreements with the Commission that  
satisfies all requests.

Yours truly,

BRAMPTON HYDRO ELECTRIC COMMISSION

*Gordon S. Good*

Gordon S. Good, O.L.S.  
SURVEY AND RECORDS SUPERVISOR

per:

*SA*

GSG:lg  
FORM9/ENGTXT/SURVEY



Ontario

Ministry of Culture and Communications  
 Heritage Branch  
 Development Plans Review Unit  
 Tel: (416) 965-2186  
 FAX: (416) 324-4692

Ministère de la Culture et des Communications

ACTION	INFO	SEIN
DIR. DEV. H. & TRANS. P.	77 Bloor Street West	
DIR. PL. REV. & RSCH.	Toronto, Ontario	
TRANS. ADVISOR	MTA 2R9	
SECRETARY		
	Your File:	

77 ouest, rue Bloor  
 Toronto, Ontario  
 M7A 2R9

Planning Dept. - RECEIVED  
 MON DAY YEAR

September 13, 1991

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

09 16 91

Dear Mr. Billett:

Re: Draft Plan of Subdivision - Affordable Housing Project  
 21T-89005B/A - Bramalea Limited  
 Part of Lot 11, Concession 4, E.H.S.  
 City of Brampton, Regional Municipality of Peel

This Ministry has reviewed the above plan of subdivision and finds that the subject lands have a moderate to high potential for the discovery of archaeological remains. This assessment is based on the property's topography, soils, proximity to registered archaeological sites and the traversing of the site by Mimico Creek.

Consequently, we recommend that an archaeological assessment is required and that the standard archaeological condition of approval should be applied to the proponent's draft plan.

If you have any questions with regard to the above matter please do not hesitate to contact me.

Yours truly,

Sue Santedicola  
 Development Plans Review Officer

cc: Planning Department, City of Brampton

December 16, 1991

D. R. Billett  
Director of Development Review &  
Transportation Policy  
The Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

Dear D. R. Billett:

**Re: Affordable Housing Project  
Draft Plan of Subdivision (Revised August 2, 1991)  
21T-89005B/A - Bramalea Limited  
Pt. Lot 11, Conc. 4, E.H.S.  
City of Brampton**

On September 18th, 1990, the Board of Trustees passed a resolution to allow the Sandringham-Wellingdale draft plans of subdivision to proceed through the planning process subject to satisfactory phasing of the proposed development.

Please be advised that the Sandringham - Wellingdale planning district is subject to Official Plan Amendment #149. Article 8.2.11 requires that prior to draft plan approval of a draft plan of subdivision, a Master School Agreement satisfactory to the Dufferin-Peel Roman Catholic Separate School Board shall be settled and executed. The Board is in the process of executing a Master School Agreement with the above-noted applicant.

The Board requires that the following conditions be fulfilled prior to final registration of plan 21T-89005B/A:

1. That the following clause be inserted in all offers of purchase and sale of residential lots until the permanent school for the area has been completed. This clause is to be inserted in English and French.

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

*"Attendu que, malgré les efforts déployés par Le Conseil Des Écoles Séparées Catholiques Romaines de Dufferin et Peel, il se peut qu'il n'y ait pas assez de places pour le nombre d'élèves prévus dans votre quartier. Vous êtes donc, par les présentes, avisés que les élèves devront, soit, être hébergés dans des installations temporaires ou transportés par autobus scolaire à une école en dehors de votre quartier. De plus, il se peut que les élèves soient éventuellement retournés à l'école de quartier."*

2. That the applicants be required to erect information signs in English and French at all major entrances to the proposed development advising prospective purchasers that:

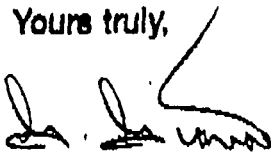
*"Until a school is constructed in this community, alternate accommodation will be provided."*

*"Les élèves seront hébergés dans d'autres installations, jusqu'à ce qu'une école permanente soit construite dans leur quartier."*

The applicants are required to contact the Board's Planning Department for sign specifications.

3. Due to overcrowding conditions which prevail at neighbourhood schools, the applicant is requested to contact the Board for appropriate phasing of this proposed development.

Yours truly,



Gilbert Glavon  
Planner

cc: J. Marshall, Commissioner of Planning, City of Brampton  
J. Greeniaus, Peel Board of Education  
V. Saulesaja, Bramalea Limited