



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 78-85

To adopt Amendment Number 54 |
and Amendment Number 54 A to
the Official Plan of the City of
Brampton Planning Area

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

1. Amendment Number 54 and Amendment Number 54 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 54 and Amendment Number 54 A to the Official Plan of the City of Brampton Planning Area.

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

This 18th day of March, 1985.

KENNETH G. WHILLANS - MAYOR

L. J. MIKULICH - CITY CLERK

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AMENDMENT NUMBER 54

AND

AMENDMENT NUMBER 54 A TO

THE OFFICIAL PLAN

OF

THE CITY OF BRAMPTON
PLANNING AREA

-1

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Amendment No. 54A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
Amendment No. 54
to the
Official Plan for the
City of Brampton Planning Area

Those portions of Amendment No. 54A to the Consolidated Official Plan for the City of Brampton Planning Area and Amendment No. 54 to the Official Plan for the City of Brampton Planning Area, namely:

1. Section 3.1, subsection 7.2.7.24, page 1 of the Amendment, only the number "25A" in the fourth line;
2. Section 3.2, item (1), page 1 of the Amendment, insofar as it applies to lands west of the western bank of the Fletcher's Creek and shown outlined in red on Schedule A and labelled D#5;
3. Section 3.2, item (1), page 2 of the Amendment, items 1, 2, 3, 4, 5 and 6 insofar as they apply to lands west of the western bank of the Fletcher's Creek, as shown in red on Schedule "A" and labelled D#5;
4. Section 3.2, item (2), page 2 of the Amendment, insofar as it applies to lands west of the western bank of the Fletcher's Creek, as shown in red on Schedule A attached and labelled D#5;
5. Schedule A, those lands shown in red and labelled D#5;

which were deferred pursuant to Section 17(10) of the Planning Act, are hereby approved as submitted by the Council of the City of Brampton as further and final portions of Amendment No. 54A to the Consolidated Official Plan for the City of Brampton Planning Area and Amendment No. 54 to the Official Plan for the City of Brampton Planning Area.

Date ... Feb. 20., 1986....


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

Amendment No. 54A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
Amendment No. 54 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 54A to the Consolidated Official Plan and Amendment No. 54 to the Official Plan for the Brampton Planning Area, save and except the following, which will be deferred for further consideration, pursuant to Section 17(10) of the Planning Act:

1. Section 3.1, subsection 7.2.7.24, page 1 of the Amendment, only the number "25A" in the fourth line.
2. Section 3.2, item (1), page 1 of the Amendment, insofar as it applies to lands west of the western bank of the Fletchers Creek and shown outlined in red on Schedule A and labelled D#5.
3. Section 3.2, item (1), page 2 of the Amendment, items 1, 2, 3, 4, 5 and 6 insofar as they apply to lands west of the western bank of the Fletchers Creek, as shown in red on Schedule "A" and labelled D#5.
4. Section 3.2, item (2), page 2 of the Amendment, insofar as it applies to lands west of the western bank of the Fletchers Creek, as shown in red on Schedule A attached and labelled D#5.
5. Schedule A, those lands shown in red and labelled D#5.

Date .. July 17, 1985..... 



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 78-85

To adopt Amendment Number 54
and Amendment Number 54 A to
the Official Plan of the City of
Brampton Planning Area

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

1. Amendment Number 54 and Amendment Number 54 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 54 and Amendment Number 54 A to the Official Plan of the City of Brampton Planning Area.

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

This 18th day of March, 1985.

KENNETH G. WHILLANS - MAYOR

L. J. MIKULICH - CITY CLERK

AMENDMENT NUMBER 54
 AND
 AMENDMENT NUMBER 54 A TO THE
 OFFICIAL PLAN OF THE CITY OF BRAMPTON PLANNING AREA

1. Purpose:

The purpose of this amendment is to change certain land use designations and policies relating to lands shown outlined on Schedule A to this amendment.

2. Location:

The lands subject to this amendment are located between McLaughlin Road and Highway Number 10 approximately 670 metres south of Steeles Avenue, comprising parts of Lots 13 and 14, Concession 1, W.H.S., in the geographic Township of Toronto, in the City of Brampton.

3. Amendment and Policies Relative Thereto:

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

3.1 Amendment 54 :

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

(1) by deleting subsection 7.2.7.24 and substituting therefor the following:

<p style="text-align: center;">DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT #1</p>	<p style="text-align: center;"><u>7.2.7.24</u> <u>Area No 24: Fletchers Creek South</u> Amendment No. 61 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendments Numbers <u>25A</u>, 36A and <u>54</u> A, are combined, and shall constitute the Fletchers Creek South Secondary Plan."</p>
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3.2 Amendment 54 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 61, 25A and 36A, which constitutes the Fletchers Creek South Secondary Plan, is hereby amended:

<p style="text-align: center;">DEFERRED UNDER SECTION 17(10) OF THE PLANNING ACT #2</p>	<p>(1) by changing, on Plate 43, the land use designations of the lands shown outlined on Schedule A to this amendment and numbered 1 through 11, from the existing land use designations set out below to the proposed land use designations indicated in the right-hand column below:</p>
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Location	Existing Designation	Proposed Designation
1.	High Density Residential	Low and Medium Density Residential
2.	Convenience Commercial	Low and Medium Density Residential
3.	Low and Medium Density Residential	Convenience Commercial
4.	Neighbourhood Park	Low and Medium Density Residential
5.	Parkette	Low and Medium Density Residential
6.	Low and Medium Density Residential	Neighbourhood Park
7.	Low and Medium Density Residential	Neighbourhood Park
8.	Public School	Low and Medium Density Residential
9.	High Density Residential and Low and Medium Density Residential	Public School
10.	High Density Residential	Low and Medium Density Residential
11.	Low and Medium Density Residential	High Density Residential

~~DEFERRED~~
~~UNDER SECTION 17(10)~~
~~OF THE PLANNING ACT~~
~~#3~~

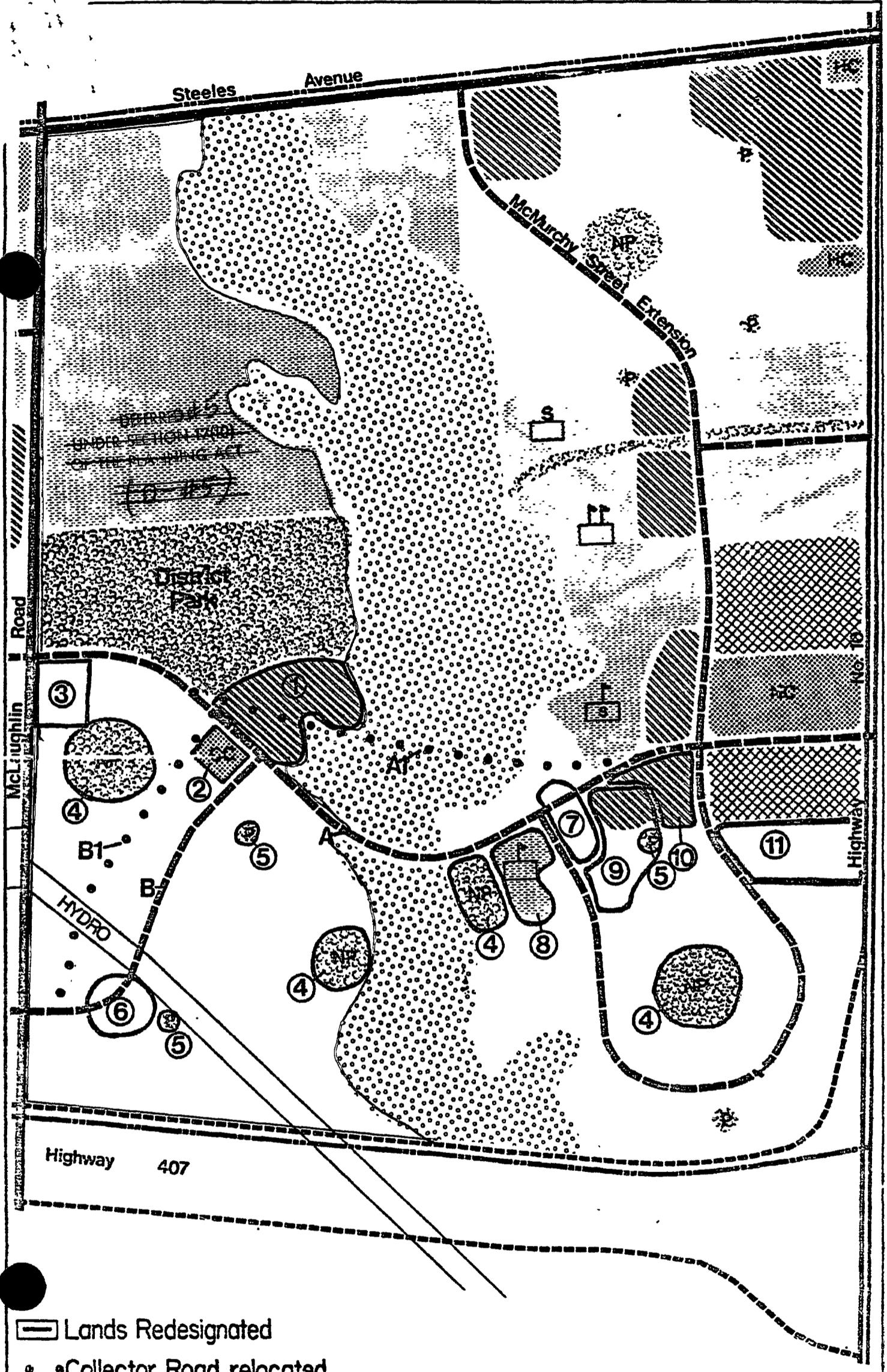
~~DEFERRED~~
~~UNDER SECTION 17(10)~~
~~OF THE PLANNING ACT~~
~~#4~~

(2) by changing, on Plate 43, the location of certain collector roads between McLaughlin Road and Highway Number 10, as shown on Schedule A to this amendment and labelled A and B, to the locations shown on the said Schedule A and labelled AI and BI.

(3) by deleting section 10.2.1 of Chapter A21, and substituting the following:

"10.2.1 The City will strive to minimize disturbance to Fletchers Creek by permitting only one crossing at a location that is consistent with appropriate traffic engineering design principles."

[Handwritten signature]



OFFICIAL PLAN AMENDMENT NO. 54
 OFFICIAL PLAN AMENDMENT NO. 54 A
 SCHEDULE A



1:7200

CITY OF BRAMPTON
 Planning and Development

Date: 85. 01 23 Drawn by: J.K.
 File no. TIWI3.2 Map no. 75-7C

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 54
AND
AMENDMENT NUMBER 54 A

Attached are one copy of reports dated November 26, 1984 and January 17, 1985, including the notes of a special meeting of Planning Committee held on January 16, 1985 after publication of notices in the local newspapers and mailing of notices to assessed owners of properties within 120 metres of the subject site.

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INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 26, 1984

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Draft Plan of Proposed Subdivision
Part of Lots 13 and 14, Concession 1, W.H.S.
(Toronto Township)
Ward Number 4
FLETCHER'S GREEN DEVELOPMENT LIMITED
The Regional Municipality of Peel File: 21T-76018B
Our File Number T1W13.2

1.0 Background

An application submitted to amend the Official Plan and Zoning By-law and a draft plan of proposed subdivision affecting land located in part of Lots 13 and 14, Concession 1, W.H.S., (Toronto Township) have been referred to staff for a report.

2.0 Property Description

The subject land is located between McLaughlin Road South and Highway Number 10 approximately 670 metres (2200 feet) south of Steeles Avenue. The irregular shaped property consists of two portions, separated by an Ontario Hydro transmission line right-of-way. The smaller portion is triangular in shape, comprising about 5.85 hectares (14.46 acres) abuts McLaughlin Road South with a frontage of 304.5 metres (990 feet). The larger portion with a shape like the letter "L" reversed and on its back, has a frontages of 540.06 metres (1771.8 feet) on McLaughlin Road South and 280.95 metres (921.75 feet) on Highway Number 10, and comprises an area of about 68.24 hectares (168.63 acres). The total area is 74.09 hectares (183.09 acres).

Fletchers Creek crosses the property approximately midway between McLaughlin Road and Highway Number 10. The valley is about 85 metres (279 feet) wide at its narrowest point and has a width of 190 metres (623 feet) near the north limit of the subject property. The valley is about 6 to 7 metres (20 to 23 feet) deep where it passes through the subject land. The majority of the length of the valley walls are steep and well defined. Only along the south-west bank for a distance of 60 to 80 metres (200 to 260 feet) is the bank less well defined.

The slope of the subject land is towards Fletchers Creek easterly from McLaughlin Road South and westerly from Highway Number 10. The maximum fall of the tableland portion is approximately 4 metres (13 feet).

Trees exist in the form of hedgerows along the south and west limits and interior field boundaries with a length of about 1000 metres (3300 feet). The top-of-bank and valley slopes are wooded in several locations with a total length of 600 metres (2000 feet). The property has been cultivated during the past few years.

On the property is a large residence, a hired hand's dwelling, several maintenance buildings, a tennis court and a pioneer graveyard.

Abutting the subject land on the north is the Brampton campus of Sheridan College of Applied Arts and Technology; to the east is agricultural land and Fletchers Creek valley lands; to the north-east is a golf driving range and snack bar; to the east, on the opposite side of Highway Number 10, is agricultural land subject to an approved draft plan of proposed subdivision (Upper Nine Properties, The Regional Municipality of Peel File Number 21F-770348, our File T1W13.3); to the west, on the west side of McLaughlin Road South is agricultural land.

3.0 Official Plan and Zoning Status

The applicant's land is designated by the Official Plan as Low, Medium and High Density Residential; Convenience Commercial; District Park, Neighbourhood Park, Parkette and Hazard Land, and Public School.

According to By-law 139-84, the subject land is zoned partly Flood-plain (F) and partly Agricultural (A).

4.0 Proposal

The applicant proposes to subdivide the subject land to provide:

- 632 detached dwelling lots and 8 residential reserve blocks to be developed with abutting lands;
- one apartment block with an area of 1.931 hectares (4.772 acres);
- a school block with an area of 2.281 hectares (5.636 acres);
- a commercial site comprising an area of 1.62 hectares (4.0 acres);
- three tableland park sites with areas of 1.093, 1.093 and 0.36 hectares (2.7, 2.7 and 23.13 acres) respectively;
- a church site occupying 0.351 hectares (0.867 acres);
- hazard (valley) land comprising an area of 7.01 hectares (17.33 acres) and
- walkway and road widening blocks.

The proposed distribution of housing type will be about 72 percent single family density type, 5 percent semi-detached density type and

23 percent cluster housing and apartment density type.

5.0 Comments

The Dufferin-Peel Roman Catholic Separate School Board has requested that the conditions of draft approval contain the following requirements with respect to the erection of signs at the entrances to the subdivision and with respect to a warning clause in all purchase and sale agreements:

1. "The developer shall agree to erect signs at the entrances to the subdivision which shall advise prospective purchasers that due to the present school situation, separate school pupils from this subdivision may be accommodated in temporary facilities or located temporarily in schools outside the area."
2. "Whereas, despite the efforts of The Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all pupils in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area."

Further, the Board requests that this plan be co-ordinated with future subdivision plans to the north so that there will be access from this subdivision to the future separate school site.

The Peel Board of Education has indicated a requirement similar to that of The Dufferin-Peel Roman Catholic Separate School Board with respect to signing and notification. Notification of prospective purchasers is to be for a period of 5 years from the date of registration of the subdivision agreement. The specific statements are as follows:

1. "The developer shall agree to erect signs at the entrances to the subdivision which shall advise prospec-

tive 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."

2. "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."

Comments with respect to the proposed school site are as follows:

- a) Block 649 complies with the Board's acreage policy.
- b) The school site should front onto Street "S" and the lots on Street "S" should be moved to Street "V".
- c) The applicant is required to arrange a site inspection in order to assess the suitability for the construction of schools.
- d) The applicant is required to provide a site development plan for the school/park area indicating the location of the required facilities.
- e) The Board requires the completion of satisfactory site purchase arrangements.
- f) The Board requires that this development be staged with adjacent applications so that access to the school site is available along Street "A" from Highway Number 10.

- g) The Board requires confirmation that the site is not located in areas requiring noise analysis.

The Noise Pollution Control Section of the Ministry of the Environment has advised that noise levels on the lots nearest Highway Number 10 will be up to 12 decibels in excess of their guidelines, and the property is located in the 28 Noise Exposure Forecast contour of Lester B. Pearson International Airport and the southerly boundary is adjacent to the right-of-way of proposed Highway Number 407. Thus, Ministry staff recommend that the proponent complete a study to determine the feasibility of completing the development with the inclusion of noise control measures, and if it is found technically feasible to control noise, the Ministry would be in a position to recommend draft approval.

The Ministry of Transportation and Communications has advised that:

- i) road widening, Blocks 654 and 655, shall be dedicated,
- ii) 0.3 metre reserve block shall be conveyed to the Ministry,
- iii) a drainage plan and report shall be submitted to the Ministry,
- iv) Highway Number 10 is under consideration by GO/ALT consultants as one of the corridors for a possible elevated guideway along the west side, but additional land will not be required as the proposed widening would provide sufficient flexibility to accommodate the facility.
- v) noise attenuation facilities, if required, would be the responsibility of the developer and all works must be constructed outside the highway right-of-way.

- vi) Building/land use permits are required for structures within the permit control area.

The Credit Valley Conservation Authority has advised that Authority staff have had discussions with the consultants regarding the location and design of the bridge crossing and has given approval in principle to the project. The Authority has advised that the following conditions should be imposed:

1. Prior to registration of the plan, Recommendations 1, 2, 4 and 6 of the Fletchers Creek South District Stormwater Management Study, prepared by Rand Engineering Corporation, (August 1983), shall be implemented to the satisfaction of the Credit Valley Conservation Authority, the City of Brampton, and the City of Mississauga, where applicable.
2. The Municipality's Restricted Area (Zoning) By-law shall contain provisions which will have the effect of:
 - a) placing all lands within Block 646 in the appropriate "Hazard Land" or "Open Space" category;
 - b) requiring a minimum setback of 7.5 metres (25 feet) from Block 646 for all buildings and structures, including swimming pools, for Lots 344-369 inclusive, Lots 372-375 inclusive, Lot 404, Lots 407-413 inclusive, Lots 427-437 inclusive and Lots 469-472 inclusive.
 - c) prohibiting the erection of all buildings and structures of any kind within Block 646, other than those structures required for flood and/or erosion control purposes.

3. Prior to registration of the plan, arrangements shall be made to the satisfaction of the Credit Valley Conservation Authority, regarding the completion of the required remedial works to stabilize the existing valley bank erosion site in the vicinity of Lots 431-436. In this regard, a permit will be required from this Authority pursuant to Ontario Regulation 162/80 (The Fill, Construction and Alteration to Waterways Regulations) for any proposed watercourse alteration or bank stabilization works.

4. Prior to registration of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will outline:
 - a) details of the Fletchers Creek Valley crossing by Street "A";

 - b) the means whereby storm water will be conducted from the site to a receiving body;

 - c) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

In this regard, the appropriate permits will be required from this Authority pursuant to Ontario Regulation 162/80 for the Street "A" crossing and for any storm drainage works within Block 646.

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

- a) to not oppose the By-law provisions as outlined in Condition 2;
- b) to carry out or cause to be carried out the works noted in Conditions 1, 3 and 4;
- c) to neither place nor remove fill of any kind whether originating on the site or elsewhere, nor alter any existing vegetation, nor in any way disturb the lands within Block 646 without the written consent of the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80;
- d) to erect a snow fence or other suitable barrier 3 metres (10 feet) from the limits of Block 646 to prevent the unauthorized deposition of fill material or destruction of vegetation within the floodplain area. A note shall be added to the appropriate plan to the effect that a snow fence shall be erected prior to initiating any grading or construction on the site and, shall remain in place and in good repair during all phases of grading and construction;
- e) to develop Lots 344-369 inclusive, Lots 372-375 inclusive, Lot 404, Lots 407-413 inclusive, Lots 427-437 inclusive, and Lots 469-472 inclusive, only according to site and grading plans acceptable to the Municipality and the Credit Valley Conservation Authority. The plans shall indicate the locations of all proposed buildings, structures, accesses, site drainage and existing and proposed grades.

Ontario Hydro has advised that it has no objection to the i) sale of land for road purposes; ii) use of the hydro right-of-way for church parking; iii) lease of land for pedestrian access, and iv) sale of

surplus land fronting onto McLaughlin Road. Hydro would prefer to licence the transmission line corridor from the south limit of the plan to Street "D" to the City for a minimal fee of one dollar rather than grant easements. The proposals would be subject to the following conditions as outlined by Hydro:

A. Road Crossings

1. The Deed will be drawn in favour of the Corporation of the City of Brampton and be subject to the road being opened and kept opened as a public road.
2. The consideration will be based on 100% of the encumbered land value.
3. The proponent will be responsible for supplying the necessary survey material for review and approval by Hydro.
4. A grading and drainage plan will be required.
5. During the construction phase, temporary fencing is to be installed on each side of the proposed roadway to restrict vehicle encroachment into other parts of the Ontario Hydro lands.
6. A post and cable type fence is to be installed on the east and west sides of the new roadway with gates to allow vehicle access.
7. Curb cuts are to be installed in the roadway at each gate and gravel or asphalt covered. All slopes are to be 4:1 ratio or less.
8. All disturbed areas must be restored to the satisfaction of Hydro's Environmental Supervisor.

9. Proper clearances in accordance with C.S.A. requirements are to be maintained from all Ontario Hydro structures and facilities. All construction equipment to maintain 20' clearance to conductors.
10. Any Ontario Hydro facilities required to be revised to maintain adequate clearances (to accommodate lighting standards, change of grade, low voltage lines etc.) will be at 100% of the cost.

B. Church Parking

1. The licence will be in favour of church occupying the adjacent property.
2. The consideration will be 14.3% of interest rate (12%) of 50% of adjacent land value.
3. A drainage and grading plan will be required.
4. Proper clearances in accordance with C.S.A. requirements are to be maintained from all Ontario Hydro structures and facilities.
5. Any Ontario Hydro facilities that have have to be revised to maintain clearances will be at 100% of of the proponent's expense.
6. The parking area must be properly fenced and the tower structure located in the parking area must be properly protected by barricades (steel guard rail).
7. The licence would be for a 3 year term and year to year thereafter.

C. Pedestrian Walkways

1. The agreement will be in favour of the Corporation of the City of Brampton.
2. The consideration will be based on an appraisal of the adjacent land values.
3. The walkways are to be fenced and constructed in such a manner so as to prohibit access by any motorized vehicle.
4. Should the City elect a recreation licence for the corridor the licence would be for a 20 year term for a nominal fee of \$1.00.
5. Hydro facilities affected will be at 100% of the proponent's expense.

D. Sale of Surplus Lands

1. The Deed would be in favour of Fletcher's Green Development Limited.
2. The consideration would be the appraised market value of lands.
3. The necessary survey material will be at the expense of the proponent.

The Regional Municipality of Peel Public Works Department has reported the following:

A sanitary sewer trunk will be available in the Fletchers Creek Valley traversing the site.

Water is available on Highway Number 10 at County Court Boulevard (north leg). Extension of this watermain will be required to the south limit of this plan. Water is also available on McLaughlin Road at the south limit of Holland Christian Homes. Looping will be required from Highway Number 10 to this main. External easements will be required. Extension is also required along McLaughlin Road, south to Street "B".

Regional roads not directly affected.

The Transportation Policy Division of the Region Planning Department has submitted comments on basic road connections, right-of-way widths, intersection design and area road system as follows:

- The proposed subdivision, east of Fletchers Creek, should not be permitted to proceed until Street "A" is built to Highway Number 10, since without this road this area will not have the necessary access. This would appear to require agreement with the developer to the north since the missing link is outside this developers lands and a crossing of Fletchers Creek will be required.
- Adequate road widening should be provided for a right-of-way of 36 metres along McLaughlin Road. Also, provision for left turn channelization lanes should be provided on McLaughlin Road at Street "A" and Street "J". Similarly, adequate road widening should be provided for a right-of-way of 45 metres along Highway Number 10 at Street "A". Traffic signals at this intersection should be provided.
- Provision for an eastbound left turn lane should be made on Street "A" at Highway Number 10.
- If the intersection of Street "J" at Street "D" is to remain a "T" intersection, Street "D" should be realigned further east

so as to provide a minimum distance of 100 metres along Street "J" between McLaughlin Road right-of-way and Street "D", and if Street "J" is extended, reverse frontage lotting should be considered. Alternatively, consideration might be given to reverse parallel left turn lanes which would require a wider right-of-way to accommodate the additional facility.

- 0.3 metre reserves will be necessary along Highway Number 10 and along McLaughlin Road.
- Noise attenuation measures may be required for lots abutting McLaughlin Road, Highway Number 10 and Highway Number 407 right-of-way.
- Block 641 (apartments) should not have access onto Highway Number 10. Access should be taken from Street "V" or "A".
- Fletchers Creek Development Limited and the owner of the property immediately to the south, DeQuincy Investment Limited, should agree on common road connections.
- McLaughlin Road be upgraded to arterial standards (2 lanes per direction plus channelization as noted) and that a southbound left turn lane be constructed on McLaughlin Road at Derry Road.
- Derry Road be widened to 4 lanes from McLaughlin Road to Highway Number 10.
- In light of the proposed widening of McLaughlin Road by the City of Brampton (1984 Capital Budget-Public Works and Building Department), to 4 lanes from Sheridan College to the City limits, widening of the remaining section to Derry Road should be pursued by the City of Mississauga.

The Consumers' Gas Company, Bell Canada and Peel Regional Police Force have no comments or noted no adverse affect on future plans.

Community Services Department - Parks and Recreation has commented from the perspective of departmental impact as follows:

1. Block 645 appears acceptable for a district park. However, the applicant should install services and utilities to a point acceptable to the City. Additionally, the park should be signed with signs facing onto McLaughlin Road and onto Street "A" in the vicinity of future Lots 11 to 19 indicating the following.

"Future District Park will be Developed on this Site for Indoor and Outdoor Active Recreation Facilities Including Floodlit Facilities, Parking, Sportsfields and Recreation Centre."

2. The lot lines abutting the valley lands should be in accordance with the survey top-of-bank plan established through a site walk.
3. Block 647, having an area of 1.093 hectares, is acceptable as to size and shape, but is not satisfactory as to location and visibility. Minimum frontage of 30.5 metres (100 feet), preferably 45.7 metres (150 feet), on Street "D" with a rectangular or square shape is required for maximum usage.
4. The Peel Board of Education requirement to relocate the elementary school site further to the west with frontage on Street "S" will necessitate the relocation of park Block 648 towards Street "V" so that both facilities will abut each other.
5. Walkways should be a minimum width of 3 metres, and with one exception, are acceptable. The proposed walkway between Lots 345 and 346 is questionable with respect to gradient and possibly should be relocated to the vicinity

D3-16

- 16 -

of Lots 344 and 351.

Additional walkways are required as follows:

- i) from Street "F" to the valley in the vicinity of Lots 360 to 369 with the exact location dependent upon the slopes of the valley to achieve a 10 to 1 gradient for the walkway, and
 - ii) from Street "Q" in the vicinity of Lots 428 to 436 with the appropriate location to be determined by the embankment.
6. The applicant should obtain agreement of Ontario Hydro to allow planting of trees and the installation of a walkway along the transmission line corridor. The use of the corridor for church parking is not acceptable. Further, the applicant should provide fencing in accordance with City specification for lots abutting the hydro corridor.

The Public Works Division has commented as follows:

1. All drainage facilities and grading plans shall be designed to the latest City standards and be subject to the approval of the Department.
2. A storm water drainage report shall be required as a condition of draft approval.
3. The developer(s) shall be responsible for the cost of installing signal lights at the intersection of Street "A" and McLaughlin Road.
4. Cash-in-lieu of sidewalks shall be required along Highway Number 10 and McLaughlin Road.

5. Reserves, 0.3 metres (1 foot) in width, are required along McLaughlin Road and Highway Number 10.
6. Blocks 642 and 643 can be reduced to a width of 3 metres (9.8 feet).
7. Additional accesses to the valley from Streets "Q" and "F" should be provided. Wherever possible easements for sanitary and storm sewers should be placed in the same location.
8. It would be desirable to lengthen Street "J" to possibly 100 metres.

Building Division, Community Services Department - Office of the Fire Chief and the Law Department have advised of no comment.

6.0 Discussion

The design of the proposed subdivision plan and the land use pattern supported by the subdivision plan differs significantly to the Land Use and Road schedule of the Fletchers Creek South Secondary Plan.

The east-west collector, identified as Street "A" on the subdivision plan, has a horizontal alignment determined by its expected traffic volume and by traffic engineering considerations. Consequently, the east-west collector road is not proposed to cross the valley of Fletchers Creek at its narrowest point, as required by policy statement 10.2.1 of Amendment 61 to the Consolidated Official Plan, which states:

"Council shall minimize disturbance to the Fletchers Creek by permitting only one crossing at the narrowest point on the valley as shown in Plate 43", but will cross the valley at a location that will have a more adverse impact. Therefore, if the alignment of Street "A" and particularly its proposed crossing of Fletchers

Creek is accepted, an amendment to the Official Plan will be required.

The housing mix for the Fletchers Creek South Secondary Plan Area and major land holdings, as envisaged by the Official Plan and proposed Amendment Numbers 25 and 25A to the Consolidated Official Plan, differs to that proposed by the applicant's subdivision. The imbalance is lessened by including the DeQuincy Investments Limited subdivision (Region of Peel File: 21T-830318, our File TIW13.3) immediately to the south. The following table illustrates the housing mix as proposed by the amended Official Plan in Column 1, Fletcher's Green Development Limited, in Column 2, and combined with DeQuincy Investments Limited in Column 3.

Table 1 Percent Distribution of Housing Type For Official Plan, Fletcher's Green Subdivision, and Fletcher's Green and DeQuincy Subdivisions

HOUSING TYPE	Percent Distribution of Dwellings		
	OFFICIAL PLAN	FLETCHER'S GREEN	FLETCHER'S GREEN AND DeQUINCY
Single Family Density	20-30	71.3	53.5
Semi-Detached Density	20-30	5.5	29.1
Townhouse and Medium Density	20-30	--	--
Cluster Housing and Apartment Density	20-30	23.2	17.4
TOTAL	100	100.0	100.0

Single Family Density housing means a density of up to 25 dwelling units per net residential hectares (10 units per net acre). This would include dwellings on lots larger than 13.5 by 30 metres (45 by 98.4 feet).

Semi-Detached Density means a density of 26 to 35 dwelling units per net residential hectare (11-14 units net acre). This category would include lots, with a typical depth of 30 metres (98.4 feet), having frontages ranging from 9.5 metres (31.2 feet) to 12.8 metres (42.1 feet).

Townhouse Density or Medium Density means a density of 36 to 50 dwelling units per net residential hectare (15-20 unit net acre). This category, assuming a lot depth of 30 metres (98.4 feet), would include lots that frontages of 9.3 metres to 6.7 metres.

Cluster Housing or Medium High Density means a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acre). This category is not likely to include dwellings on typical free hold lots, but would include maisonnettes, stacked townhouses and walk-up apartment buildings.

Apartment or High Density means a density of 76 to 198 dwelling units per net residential hectare (31-80 units per acre), usually associated with elevator apartment buildings.

The Townhouse and Medium Density category is not represented because the smallest lot sizes are in the upper range of the Semi-Detached Density class. Notwithstanding these are lots with a width of 9 metres or slightly greater, their depths exceeding 30 metres preclude their inclusion in the Townhouse and Medium Density category.

The change in housing mix towards lower density type dwellings will have a significant impact on the total number of students to be generated as well as impacting upon the number and location of school sites. The concept plan study estimated student yield on the basis of a maximum number of dwelling units at 27.9 units per hectare (11.3 units per acre) of gross residential area. Thus, the holdings of Fletcher's Green Development Limited with a gross residential area of 50.2 hectares (124 acres) conceptually would

have produced an estimated maximum population of 6110 persons occupying a total of about 2100 dwelling units. The proposal as submitted by Fletcher's Green Development Limited will generate a population of about 2687 persons occupying some 730 dwelling units.

A comparison between the estimate of the concept plan study and actuality can be made of that area of Fletchers Creek Secondary Plan Area lying to the east of Highway Number 10. The maximum number of dwelling units to be provided by registered or draft approved plans of subdivision would total 1193 units, comprising almost 690 single detached units and slightly more than 500 apartment units. The total estimated population would be about 3672 persons. The total number of dwelling units and persons will increase slightly if redevelopment of existing low density residences occurs at the designated high density. The resultant population could reach 3922 persons. The housing stock anticipated by the study was slightly less than 1740 units and the equivalent population would be approximately 5539 persons. The overall population level and housing unit count will decrease by about 29 and 31 percent respectively.

The imbalance between the different housing types is not a minor variation that can be rationalized by employing a flexible interpretation of the ranges. Either an amendment to the Official Plan is required or the distribution of the housing types adjusted to lessen the imbalance.

The subdivision proposal deletes a High Density Residential area abutting the west bank of Fletchers Creek, and shifts a High Density Residential area from the south-west corner of the intersection of east-west collector road and a local collector road to abut Highway Number 10 south of a proposed hotel and office development. The deletion of the high density residential area probably has no ill-effects upon abutting development, but the deletion does affect the housing mix distribution. Shifting the location of the high density residential area similarly will have no major adverse impact

upon abutting uses. However, the multiple dwelling units will be located closer to adverse effects of noise from Highway Number 10.

The subdivision proposal does not include several parkettes and one neighbourhood park as proposed by the Official Plan. The two proposed neighbourhood parks are appropriately located with respect to the proposed school site and to use, where possible, a portion of the transmission power line of Ontario Hydro. The reduction in park land, particularly the parkettes and the neighbourhood park, maybe justified with the reduction in the housing density and population.

The location of the public school site proposed on the subdivision plan has been shifted from adjacent to the valley land to a position east of a local collector road. The change in location is necessary to accommodate the relocation of the east-west collector road to a more northerly alignment together with the intent to retain an existing dwelling near the top of the east bank of Fletchers Creek.

A convenience commercial area intended by the Official Plan to have an internal location is proposed to be located to a perimeter site abutting an arterial road at the intersection of a collector road. A perimeter location is more appropriate for an auto-oriented commercial centre and less attractive for pedestrian trade. The site area of 1.62 hectares (4 acres) being at the upper range of a convenience commercial area could readily accommodate a group of commercial establishments approaching a neighbourhood commercial area in scope. The concept study, prepared as background to the Official Plan amendment, had proposed that convenience commercial areas would be small centres, on sites of 0.4 to 0.8 hectares (0.99 to 1.98 acres) with 500 to 2000 square metres (5380 to 21530 square feet) of floor space intended to compliment, not compete with, the main plazas.

The Official Plan, approved in part on January 4, 1984, defined a general criterion of a convenience centre as having a site area of 0.4 to 0.8 hectares (1 to 2 acres) (see Table 2). Official Plan Amendment Number 61, approved on May 21, 1982, by policy statement 6.2 identified a site area of between 0.4 to 1.6 hectares (1 to 4 acres) with the upper range twice as great as that of the more recent Official Plan. Neighbourhood Commercial Area, according to the Official Plan, would contain a plaza that characteristically contain 2000-9000 square metres (21,500-96,900 square feet) of gross leasable floor area and occupy sites ranging from 1.6 to 3.2 hectares (4 to 6 acres) in size. If a "convenience centre" of 1.6 hectares in size is warranted, a market feasibility study should be submitted which acknowledges the proposed neighbourhood centres on Highway Number 10 at Street "A" and at the intersection of Steeles Avenue and McLaughlin Road South as well as the existing commercial facilities (Charolais Plaza, Shoppers World Plaza and Bartley's Square Plaza). The size of the convenience centre should also be questioned in light of the expected reduction in population of 30 percent or more.

The interface between the convenience commercial site and the abutting residential area will require sensitive treatment to minimize adverse impacts. Control should be exercised as to the permitted uses; height of the commercial building, which should be restricted to 1 storey; fencing and screening (wall) to protect the residential amenity and location of access driveways. It is expected that driveways will not be permitted onto McLaughlin Road South. The location of driveway(s) from Street "A" will have to be determined by the size (frontage of the parcel) that is the site of the convenience commercial area, by the location of the driveways to the adjacent residential lots fronting onto Street "A" and the predicted peak hour volumes of the intersection approach lanes.

The fact that Ontario Hydro is prepared to grant the use of its transmission power line corridor for church off-street parking facilities should not preclude the provision of basic parking

facilities on the church site itself. If parking is to be permitted within the Ontario Hydro right-of-way, adequate fencing and screening ought to be provided to protect the amenity of the abutting residences.

Though Hydro has indicated its willingness to sell surplus land to the applicant for church purposes, the area of the surplus land is not large, being about 323 square metres (3477 square feet).

With respect to the disposition of the church site, it should be noted that the Official Plan (Amendment Number 61) would permit a church site to be released for residential development if the site were not acquired for church purposes within an agreed period of time. It is suggested that this period of time should be 5 years from the date of the registration of the subdivision plan.

The shape of the church site, Block 650, does not lend itself to a production lot yield if it were to be subdivided for conventional lots. Consequently, a multiple dwelling structure, such as low rise senior citizen residential development, non-profit family housing project or group home complying with the criteria of the Group Home Policy, might be located on the block, subject to the appropriate zoning designation and requirements.

Ontario Hydro has advised it is prepared to provide land for road allowance purposes and for a walkway, provided a number of requirements are met. The provisions that Ontario Hydro is willing to make appear to be reasonable from the perspective of the developer and the municipality. However, due to the shape of the lands to be subdivided by the Fletcher's Green Development Limited proposed subdivision plans, development with poor quality road access will occur west of Fletchers Creek. To rectify this situation Street "F" should be extended southerly to provide a second crossing of Ontario Hydro Lands.

In order that Ontario Hydro lands can be better integrated into the residential subdivision, permission should be sought to plant shrubs and low trees within the transmission line right-of-way. Hopefully the design can be more aesthetic than has been permitted in other locations by Hydro.

Fletcher's Green Development Limited funded the cost of the Storm Water Management Study referred to in the comments from the Credit Valley Conservation Authority. It is intended that other developers owning land within the study area will be required to pay a share of the cost estimated to be equal to \$40.00 per acre.

The preliminary noise report filed by the applicant failed to identify several matters that ought to be acknowledged at the subdivision design stage. Firstly, in order to accommodate an earth berm with a height of 1 metre and a 2 metre high acoustic barrier along McLaughlin Road will require additional depth of about 7 metres to the reverse frontage lots. Secondly, several lots have exposed side yards, namely Lots 100 and 129, which will require provision for acoustic barriers. These facilities will require additional space, thus a lot width of approximately 20 metres will be needed. Thirdly, along Highway Number 10, Lot 610 abutting both the apartment site and Highway Number 10, is exposed on the north boundary. The acoustic barrier to protect the quiet area of Lot 610 should either extend an appropriate distance north of the lot or be located near the north limit of a widened Lot 610.

Wherever a noise attenuation barrier abutting a public highway is proposed, provision must be made to ensure that the residual portion of the lot located beyond the barrier is conveyed to the appropriate road authority being either the City or the Ministry of Transportation and Communications. In those localities likely to be affected by highway noise, appropriate warning clauses or noise attenuation facilities will be required.

The proposed subdivision will have reasonable access to McLaughlin Road. Access to Highway Number 10, which will remain an important

highway corridor for many years, will require a crossing of other lands. The applicant has commenced activity to obtain an interim access to Highway Number 10 by acquiring a portion of the required street right-of-way width. Appropriate reserves should be put into place to control access.

It is noted that the easterly portion of the subdivision, adjacent to Highway Number 10, is not adequately connected to the street system because of the lack of connection of Street "V" with future Street "A". Therefore, not only should Street "A" be in place to the satisfaction of the City, but also Street "V" and its northerly connection and emergency access as may be required at approved locations.

Until Streets "V" and "S" are connected by the development of the DeQuincy Investments Limited subdivision plan an emergency route not less than 5 metres in width and constructed to a standard acceptable to the Fire Chief and the Public Works Division should be provided between Streets "U" and "Y". Unless an emergency access is available to Highway Number 10, Street "A", including the bridge over Fletchers Creek, should be extended to McLaughlin Road South.

The appropriateness of access to lands located at the south-west corner of the proposed subdivision must be questioned until a connected street system is established through the registration of the proposed subdivision to the south. Therefore Lots 142 to 172, Blocks 637 and 638 and Street "K" should be withheld from development until lands to the south are to be developed.

The comments of the Transportation Policy Division of the Region and the City Public Works Division regarding the lengthening of Street "J" to 100 metres has been made in order to accommodate south bound left turns onto McLaughlin Road and north bound left turns onto Street "D". The turning movements can be accommodated by parallel traffic lanes within the distance to be provided between McLaughlin Road and Street "D". This solution will have minimum disruption to the design of the subdivision.

7.0 Conclusion

The subdivision proposal by Fletcher's Green Developments Limited will require several changes to the policies of the Official Plan. In summary these changes are as follows:

- a) to permit the relocation of the east-west collector road and to cross Fletchers Creek at a location other than at its narrowest point
- b) to amend the housing mix to permit a higher proportion of Single Family Density housing type and to remove the requirement to provide Townhouse Density housing type
- c) to relocate and to delete high density residential areas
- d) to relocate and to permit an enlarged convenience commercial area
- e) to relocate and delete a neighbourhood park and parkettes.

If Planning Committee is prepared to assess these changes to the Official Plan and the implementing zoning by-law:

- A. A Public Meeting should be held in accordance with City Council procedures, and
- B. Subject to the results of the Public Meeting, Planning Committee recommend to City Council that the proposed draft plan of subdivision be recommended for draft approval subject to the following conditions:
 1. An appropriate Official Plan amendment be adopted by City Council and be approved to give effect to the intent of the draft plan.

2. Draft approval conditions apply to the plan prepared by John G. Williams Associates Limited, May 1984, and red-lined as follows:
- a) 0.3 metre reserve block be shown along the west limit of Highway Number 10,
 - b) Block 649, public elementary school, be shifted westerly to have frontage onto Street "S" and, Lots 553 to 560 be relocated to front onto Street "V";
 - c) Street "F" be extended southerly across the Ontario Hydro Transmission line corridor in the vicinity of Block 636;
 - d) Block 642, walkway, be reduced to a width of 3 metres;
 - e) 3 metre wide walkways be provided between Lots 427 and 428 and between Lots 360 and 361;
 - f) Block 643, walkway be deleted and be relocated between Lots 350 and 351;
 - g) Block 647, park, be provided with continuous frontage onto Street "D" of about 80 metres and the lotting and street pattern of Street "K" be amended accordingly;
 - h) Street "J" be widened to 26 metres;
 - i) 0.3 metre reserve be shown along the east side of McLaughlin Road and on the hypotenuse of each visibility triangle of the intersecting streets;

- j) the depth of Lots 85 to 100, both inclusive and Lots 129 to 143 both inclusive, be increased in depth to 42 metres;
 - k) Lots 100 and 129 be increased in width to a minimum of 20 metres;
 - l) the north-east limit of the subdivision be expanded to the north limit of Street "A" west of the extension of Street "V", and east of the extension of Street "V" to include the extension of Street "A", with a right-of-way width of 15 metres, to Highway Number 10;
 - m) the alignment of Street "V" be adjusted to provide an appropriate right-angle intersection with Street "A", for a distance of approximately 30 metres, and the road allowance be aligned with an equal area requirement from each property;
 - n) 0.3 metre reserves be shown on all open sides of road allowances (Street "A" easterly to Highway Number 10).
 - o) 0.3 metre reserve be shown on the dead ends of Street "K".
3. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel including the payment of Regional and City levies with respect to the subdivision.
4. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external appearance of buildings and energy conservation principles.

5. The applicant shall agree by agreement that the proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
6. The applicant shall agree by agreement to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.
7. The applicant shall agree by agreement, as requested by the Dufferin-Peel Roman Catholic Separate School Board to erect signs at the entrances to the subdivision which shall advise prospective purchasers that due to the present school situation, separate school pupils from this subdivision may be accommodated in temporary facilities or located temporarily in schools outside the area.
8. The applicant shall agree by agreement to have the following warning clause in all purchase and sale agreements:

"Whereas, despite the efforts of The Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all pupils in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area."
9. The applicant shall agree by agreement, as requested by the Peel Board of Education, to erect 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.

10. The applicant shall agree by agreement to have the following warning clause in all purchase and sale agreements for a period of 5 years from the date of registration of the subdivision agreement:

"Whereas, despite the efforts of The Peel Board 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."

11. The applicant shall agree by agreement to enter into a site purchase agreement satisfactory to the Peel Board of Education including the provision of a site development plan for the school/park area, access from Highway Number 10 and that the site is not located in an area requiring noise analysis.
12. The applicant shall agree by agreement, prior to the release of the plan for registration, to provide for the approval of the City, Ministry of the Environment, Region of Peel, a detailed acoustical report with recommendations addressing traffic and aircraft noise.
13. The applicant shall agree by agreement to dedicate Blocks 654 and 655 as road widening of Highway Number 10.
14. The applicant shall agree by agreement to convey a 0.3 metre reserve block along the frontage of Highway Number 10 to the Ministry of Transportation and Communications.

15. The applicant shall agree by agreement with the Ministry of Transportation and Communications to assume all the costs associated with the temporary intersection improvement at Street "A" extension and Highway Number 10.
16. The applicant shall agree by agreement with the Ministry of Transportation and Communications to submit for the approval of the Ministry and the City a drainage plan and report outlining the intended method of dealing with the anticipated run-off.
17. The applicant shall agree by agreement to support appropriate amendments to the Official Plan and Zoning By-law to permit the proposed subdivision.
18. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
19. The applicant shall agree by agreement to convey to the City 0.3 metre reserves abutting the east side of McLaughlin Road, at the end and open side of all road allowances, including the easterly extension of Street "A" to Highway Number 10.
20. The applicant shall agree by agreement to dedicate Blocks 652 and 653, as road widenings of McLaughlin Road upon registration of the plan.
21. The applicant shall agree by agreement that 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 expense of the applicant.
22. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services

of a consultant to complete a detailed noise study recommending noise control measures satisfactory to the Ministry of the Environment and the City of Brampton.

23. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 22 above, shall be implemented to the satisfaction of the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clauses shall be included in a registered portion of the subdivider's agreement:
- (a) "Purchasers shall be advised that despite the inclusion of noise control features within the development area, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants";
 - (b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in colour coded form that have existing and potential noise environmental problems, and
 - (c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the plan and further, staff shall be permitted to monitor the sales office to ensure compliance.
24. The developer shall agree by agreement that those portions of lots located between a road allowance for which the lot does not obtain access and any noise attenuation wall required pursuant to Condition 22 shall be shown on the plan to be registered as a separate

block, and shall be deeded to the applicable road authority.

25. The applicant shall agree by agreement to convey to the City Blocks 647 and 648 as redesigned, for park purposes in a condition satisfactory to the City.
26. The applicant shall agree by agreement to convey to the City Block 646 for open space purposes in a condition satisfactory to the City.
27. The applicant shall agree by agreement to sell to the City, Block 645 for park purposes, in a condition satisfactory to the City, in accordance with the City's financial policy for the purchase of park land.
28. The applicant shall agree by agreement to erect fencing along the lot lines of all lots abutting Blocks 645, 646, 647 and 648 in accordance with the City's fencing policy.
29. The applicant shall agree by agreement to erect and maintain a sign, on each road frontage, to the satisfaction of the City, for a period of 5 years, on Block 645 which shall state the following:

"Future District Park will be Developed on this Site for Indoor and Outdoor Active Recreation Facilities Including Floodlit Facilities, Parking, Sports-fields and Recreation Centre."
30. The applicant shall agree by agreement to construct a masonry wall having a height of 1.8 metres along the common boundary line between Block 651 and the residential lots to the satisfaction of the City.
31. The applicant shall agree by agreement that a landscaped

buffer not less than 3 metres in width shall be provided along the northerly and easterly boundaries of Block 651 where it abuts residential lots and shall be landscaped to the satisfaction of the City.

32. The applicant shall agree by agreement that prior to the release of the plan for registration, satisfactory arrangements will be made with the City with respect to the design and type of building materials of the masonry wall required in condition 30 and shall provide adequate securities to ensure erection of the masonry wall. In this regard, the wall shall be erected one year following the issuance of the first building permit for any lot abutting Block 651.
33. The applicant shall agree by agreement that the existing buildings located on Lots 477, 479 and 413 and the tennis court on Lot 427 will be removed. The existing dwelling on Lot 411 may remain.
34. The applicant shall agree by agreement to fulfill the requirements of the Credit Valley Conservation Authority as follows:
 - i) Prior to registration of the plan, Recommendations 1, 2, 4 and 6 of the Fletchers Creek South District Stormwater Management Study, prepared by Rand Engineering Corporation (August 1983), shall be implemented to the satisfaction of the Credit Valley Conservation Authority, the City of Brampton, and the City of Mississauga, where applicable.
 - ii) The Municipality's Restricted Area (Zoning) By-law shall contain provisions which shall have the effect of:

- a) placing all land within Block 646 in the appropriate "Hazard Land" or "Open Space" category;
 - b) requiring a minimum setback of 7.5 metres (25 feet) from Block 646 for all buildings and structures, including swimming pools, for Lots 344-369 inclusive, Lots 372-375 inclusive, Lot 404, Lots 407-413 inclusive, Lots 427-437 inclusive and Lots 469-472 inclusive;
 - c) prohibiting the erection of all buildings and structures of any kind within Block 646, other than those structures required for flood and/or erosion control purposes.
- iii) Prior to registration of the plan, arrangements shall be made to the satisfaction of the Credit Valley Conservation Authority, regarding the completion of the required remedial works to stabilize the existing valley bank erosion site in the vicinity of Lots 431-436. In this regard, a permit will be required from this Authority pursuant to Ontario Regulation 162/80 (The Fill, Construction and Alteration to Waterways Regulations) for any proposed watercourse alteration or bank stabilization works.
- iv) Prior to registration of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will outline:
- a) details of the Fletchers Creek Valley crossing by Street "A";

03-36

- 36 -

- b) the means whereby storm water will be conducted from the site to a receiving body;
- c) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.

In this regard, the appropriate permits will be required from this Authority pursuant to Ontario Regulation 162/80 for Street "A" crossing and for any storm drainage works within Block 646.

- v) The Subdivider's Agreement between the Owner and the Municipality shall contain provisions with respect to the following with wording acceptable to the Credit Valley Conservation Authority, wherein the Owner agrees:
 - a) to not oppose the By-law provisions as outlined in Condition 2;
 - b) to carry out or cause to be carried out the works noted in Conditions 1, 3 and 4;
 - c) to neither place nor remove fill or any kind whether originating on the site or elsewhere, nor alter any existing vegetation, nor in any disturb the lands within Block 646 without the written consent of the Credit Valley Conservation Authority pursuant to Ontario Regulation 162/80;
 - d) to erect a snow fence or other suitable barrier three (3) metres (10 feet) from the

limits of Block 646 to prevent the unauthorized deposition of fill material or destruction of vegetation within the flood-plain area. A note shall be added to the appropriate plans to the effect that a snow fence shall be erected prior to initiating any grading or construction on the site and shall remain in place and in good repair during all phases of grading and construction;

- e) to develop Lots 344-369 inclusive, Lots 372-375 inclusive, Lot 404, Lots 407-413 inclusive, Lots 427-437 inclusive, and Lots 469-472 inclusive, only according to site and grading plans acceptable to the Municipality and the Credit Valley Conservation Authority. The plans shall indicate the locations of all proposed buildings, structures, accesses, site drainage and existing proposed grades.

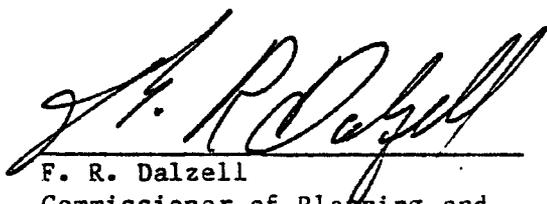
- 35. The applicant shall agree by agreement to acquire from Ontario Hydro the land necessary for the establishment of Street "D", the southerly extension of Street "F" and the establishment of a walkway across the transmission line right-of-way.
- 36. The applicant shall agree by agreement to fulfill the requirements of Ontario Hydro with respect to approval of all plans affecting Hydro lands and to undertake the work in accordance with the approved plans.
- 37. The applicant shall agree by agreement that building permits will not be issued for lands located east of Fletchers Creek until road accesses and emergency access,

as required, are installed to the satisfaction of the Commissioner of Public Works and Building and Commissioner of Community Services.

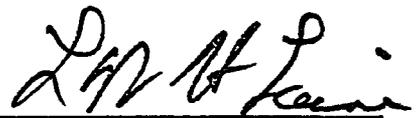
38. The applicant shall agree by agreement that prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, the applicant shall be required to identify all trees to be retained on the grading plans, specify the tree protection measures, and ensure that existing grades are not altered where trees are being retained.
39. The applicant shall agree by agreement to reserve Block 650 for church purposes for a period of five years after the date of the registration of the plan. In the event that Block 650 is not required for church purposes, it may be developed for a use permitted by the Official Plan and subject to an appropriate rezoning designation.
40. The applicant shall agree by agreement to erect and maintain a sign to the satisfaction of the City on Block 650 which shall advise prospective purchasers that the block is being reserved for the purposes of a religious institution.
41. The applicant shall agree by agreement, at the City's option, to either install sidewalks along Highway Number 10 and McLaughlin Road where they abut the subject lands, or pay to the City, prior to final approval, an amount equal to the estimated cost of construction, as approved by the City.
42. The applicant shall agree by agreement that the development of the subject lands shall be staged to the satisfaction of the City.

43. The applicant shall agree by agreement that no building permits shall issued for lands west of Fletchers Creek until Street "A" has been constructed to its full cross section from Highway Number 10, westerly to McLaughlin Road.
44. The applicant shall agree by agreement that all blocks shown as Residential Reserve, shall be developed only in conjunction with abutting lands.
45. The applicant shall agree by agreement that Lots 144 to 172, Blocks 637 and 638, Street "K" and Lots 629 to 632 shall be developed only in conjunction with abutting lands.
46. The applicant shall agree by agreement to provide temporary turning circles at the end of streets to be extended, to the satisfaction of the City.
47. The applicant shall agree by agreement to erect signs at the end of streets to be extended advising that the street will be extended in the future.

AGREED:



F. R. Dalzell
Commissioner of Planning and
Development

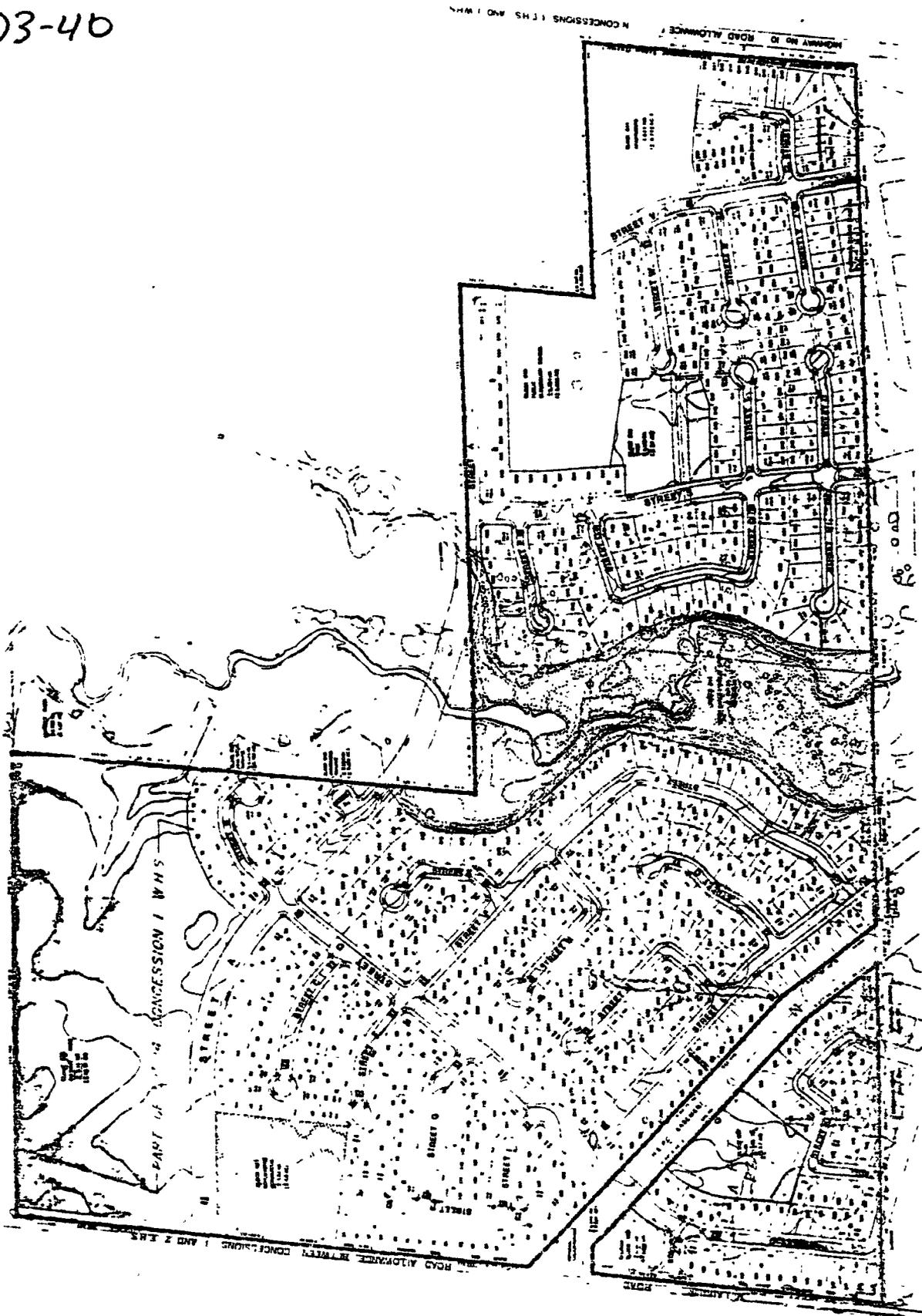


L.W.H. Laine
Director, Planning and
Development Services Div.

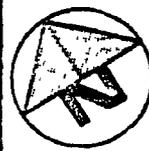
Attachments (2)

LWHL/jp/6

D3-40



Fletcher's Green Developments Ltd.



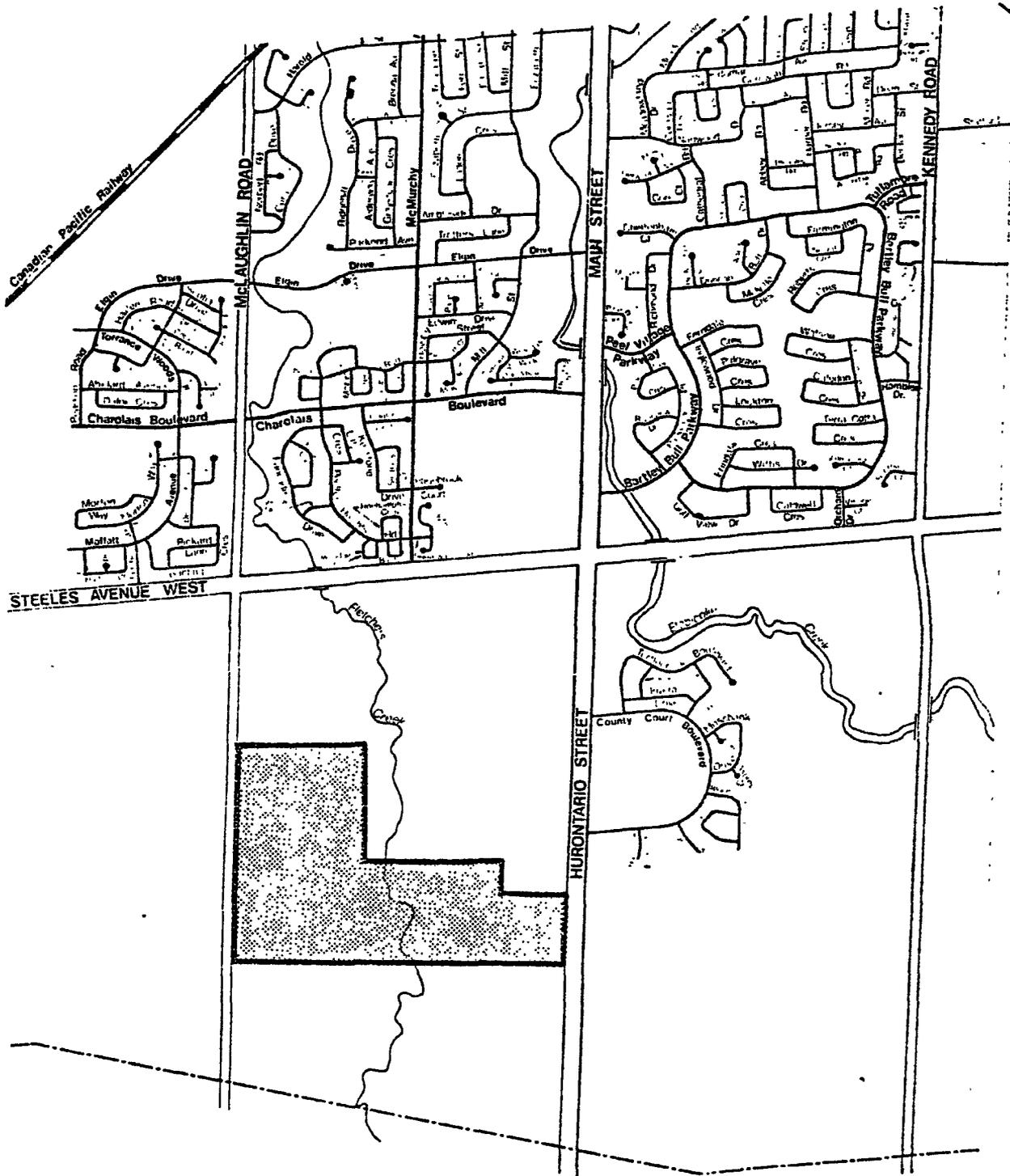
CITY OF BRAMPTON
Planning and Development

Draft Plan of Subdivision

1:6200

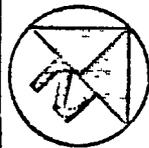
Date: 84 11 08 Drawn by: RB
File no. T1W13.2 Map no. 75-73

D3-41



Leitch's Green Developments Ltd.

Location Map



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CITY OF BRAMPTON
Planning and Development

Date: 84 11 08 Drawn by: RB
File no. T11W13.2 Map no. 75-7A

ES

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1985 01 17

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan
and Zoning By-law
Draft Plan of Proposed Subdivision
Part of Lots 13 and 14, Concession 1, W.H.S.
(Toronto Township)
Ward 4
FLETCHER'S GREEN DEVELOPMENTS LIMITED
Region of Peel File: 21T-76018B
Our File: T1W13.2

The notes of the Public Meeting held with respect to the above noted application are attached. While no members of the public appeared at the meeting, Mr. D. Strachan on behalf of the applicant filed material pertaining to the conditions of approval of the draft plan of proposed subdivision. Since several of the conditions would require that Planning staff consult with other agencies, it is requested that staff be permitted to report on the submission directly to Council after the matters have been reviewed with the applicant and the agencies.

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

- 1) The Notes of the Public Meeting be received;
- 2) Staff report further on the submission of D. Strachan, Fletcher's Green Developments Limited with respect to the conditions of draft plan approval, and

- cont'd. -

ES-2

- 2 -

- 3) Staff prepare for the consideration of City Council appropriate documents with respect to the Official Plan; and upon resolution of the draft plan conditions, the subdivision agreement and zoning by-law.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


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

LWHL/ec
attachments

PUBLIC MEETING

ES-3

A Special Meeting of Planning Committee was held on Wednesday, January 16, 1985, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:30 p.m. with respect to an application by FLETCHER'S GREEN DEVELOPMENTS LIMITED (File: T1W13.2 - Ward 4) to amend both the Official Plan and Zoning By-law to permit the subdivision of the subject property as follows:

- . 632 detached dwelling lots and 8 residential reserve blocks to be developed with abutting lands;
- . one apartment block with an area of 1.931 hectares (4.772 acres);
- . a school block with an area of 2.281 hectares (5.636 acres);
- . a commercial site comprising an area of 1.62 hectares (4.0 acres);
- . three tableland park sites with areas of 1.093, 1.093 and 0.36 hectares (2.7, 2.7 and 23.13 acres) respectively;
- . a church site occupying 0.351 hectares (0.867 acres); and
- . hazard (valley) land comprising an area of 7.01 hectares (17.33 acres).

Members Present: Alderman P. Beisel, Chairman
Alderman F. Kee
Alderman E. Carter

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

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

Mr. Dalzell replied in the affirmative.

- cont'd. -

ES-4

- 2 -

There were no interested members of the public in attendance, however, Mr. David Strachan, representative for the applicant, submitted a letter, plus attachments, commenting on the Report from the Commissioner of Planning and Development, dated November 26, 1984 (see attached letter).

Mr. Laine noted that time would be required for consideration of the comments contained in the submission before Planning staff can respond.

There were no further comments and the meeting adjourned at 7:45 p.m.

FLETCHER'S GREEN DEVELOPMENTS LIMITED

ES-5

*Rec'd Public Meeting
Jan 16/85*

January 16, 1985

Councillor D. Sutter
Chairman, Planning Committee
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mrs. Sutter:

RE: DRAFT PLAN 21T-76018B
PUBLIC MEETING JANUARY 16, 1985

We wish to place on record the following comments on the Report from the Commissioner of Planning and Development dated November 26, 1984:

Condition:

- 2j We request the deletion of this condition. In support of this request we attach a letter dated January 10, 1985 from Valcoustics Canada Ltd. together with a sketch dated January 14, 1985 by John Williams Associates which show that all lots backing on to McLaughlin Road can meet the noise requirements with a minimum lot depth of 35m.
- 26 We request an amendment to this condition to provide for the sale of Block 646 to the City in accordance with the City's financial policy for the purchase of valley lands.
- 31 This condition should be amended (a) to refer to the southerly and easterly boundaries, and (b) to make it clear that the proposed buffer strip is to be provided within Block 651.
- 33 This condition should be amended to provide that the garage portion of the building on Lot 413 may be retained for use in conjunction with the house to be built on that lot.
- 34(ii)(b) This condition requires that the zoning by-law provide for a minimum setback of 7.5m from Block 646 (the valley lands) for all buildings and structures including swimming pools. Attached is a letter dated January 16, 1985 from the Conservation Authority which states that a geotechnical submission will be required confirming bank stability if we want to reduce the setback for swimming pools for all lots.

../2

E5-6

..12

We therefore request that Condition 34(ii)(b) be amended to provide that notwithstanding the minimum setback for swimming pools of 7.5m, a reduction to a minimum of 4m will be permitted if so approved by the Credit Valley Conservation Authority.

34(iv)(a) Since the construction of the bridge on Street A is to be the City's responsibility we assume that the City will either comply with this condition or reimburse us for doing that work.

34(v)(a) This condition should be amended to refer to Condition 34(ii).

34(v)(b) This condition should be amended to refer to Conditions 34(i), (iii) and (iv).

35 & 2(c) Provision should be made in these conditions for sharing with the developer to the south, the cost of extending Street F across the H.E.P.C. lands.

37 As we understand it, the intent of this condition is to require that for lands east of the Creek to be developed there shall be a four-lane cross-section of Street A from Street S to Street V and at least a two-lane cross-section (as approved by the Ministry of Transportation and Communications) easterly from Street V to Highway 10. In addition the condition requires an emergency access to Highway 10.

We accept the above on the understanding that in the event that we are unable to reach agreement with the adjacent owner (Whitehouse Family Holdings), the northerly 150 metres of Street V could as a temporary measure, be re-aligned across our lots on the west side of Street V.

43 We request the deletion of this condition. In support of this request we attach a letter dated December 20, 1984 from Barton Aschman Associates Limited which concludes 'that sufficient road system capacity will be available along McLaughlin Road well beyond 1987 to accommodate the development of 400 dwelling units of the Fletcher's Green Development west of Fletcher's Creek, if two site access roads are provided, and McLaughlin Road is widened to provide southbound left turn lanes at each location.'

Yours truly,



David Strachan
FLETCHER'S GREEN DEVELOPMENTS LIMITED

DS/sp

Attachments

cc: Mr. E. Goodman, Q.C.

ES-7

RE: CONDITION 2j

ALCOUSTICS
Canada Ltd.

January 10, 1985.

VIA COURIER

Fletcher's Green Developments Limited,
17 Dean Street,
Brampton, Ontario.
L6W 1M7

Attention: Mr. A. Orr

Re: Proposed Residential Subdivision
Fletcher's Green Developments Limited
21T-76018B
Our File: BU3

This is further to our preparation of the Environmental Noise Control Feasibility Study. As requested, we have completed a more detailed analysis in respect to the sound barrier along McLaughlin Road.

Figure 1 shows the location of the sound barrier and the required heights to result in Leqday of 60 dBA or less at the assumed rear yards, accounting for both McLaughlin Road and the proposed Highway 407. In all cases, the rear walls of houses were assumed to be located 14.7 m from the rear property line, and the receivers to be located 3 m from the assumed rear walls. The analysis assumes the same elevation at grade at the source and at the receiver. This is illustrated in Figure 2. The analysis accounts for the height above grade for each of the source (3 m) and receiver (1.5 m). It is noted that a minimum of 7.5 m flat rear yard will be provided.

It is also assumed that the sound barrier of appropriate height will be provided by the proposed development to the south and be integrated with the subject development.

...../2

ES-8

VALCOUSTICS
Canada Ltd.

- 2 -

If there are any questions regarding the above, please
let us know.

Yours truly,

VALCOUSTICS CANADA LTD.

C. Chiu

C. Chiu, P.Eng.

CC/evm

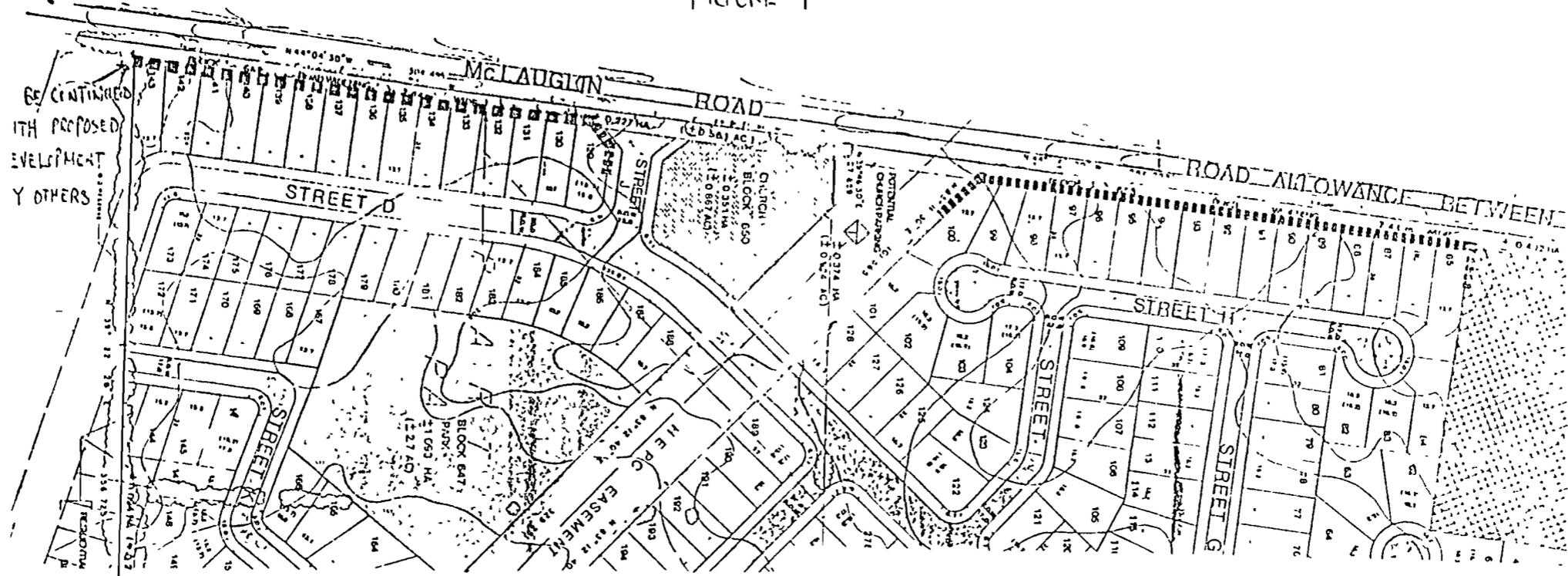
Encls.

c.c. David Strachan
John William

65-9

JAN 9, 85
FILE BU3

FIGURE 1



SOUND BARRIER

□ □ □ □ □ □ 1 m BERM + 2 m ACOUSTICAL FENCE

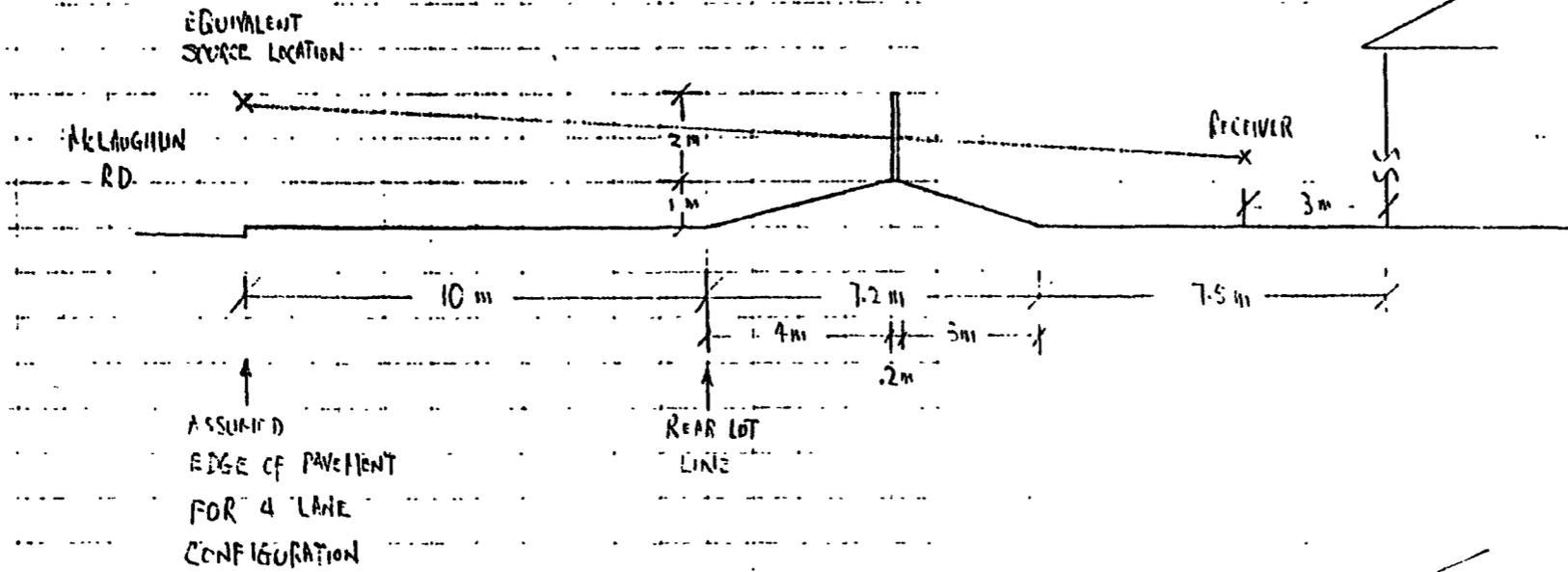
||||| 1 m BERM + 1.5 m ACOUSTICAL FENCE
OR

○ ○ ○ ○ ○ ○ 0.5 m BERM + 2 m ACOUSTICAL FENCE

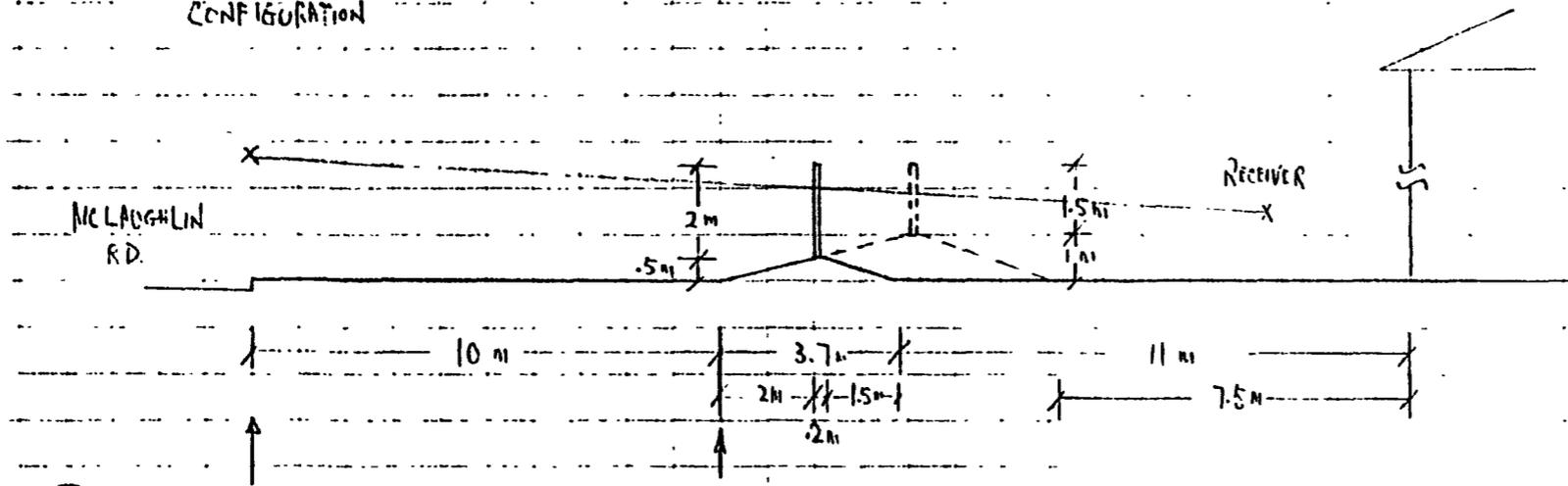
- NOTES:
1. THE SOUND BARRIER FOR LOTS 85 100 AND 129 SHOULD RETURN ALONG THE SIDE TO A POINT IN LINE WITH THE DWELLING REAR WALL
 2. FOR LOT 85, A 2.5 m ACOUSTICAL FENCE COULD BE USED WHICH COULD BE INTEGRATED WITH THE PRIVACY MASONRY WALL ON THE REAR SIDE OF THE PROPERTY

JAN 9. 85

FILE: BU3



TOTAL SOUND BARRIER HEIGHT 3 m

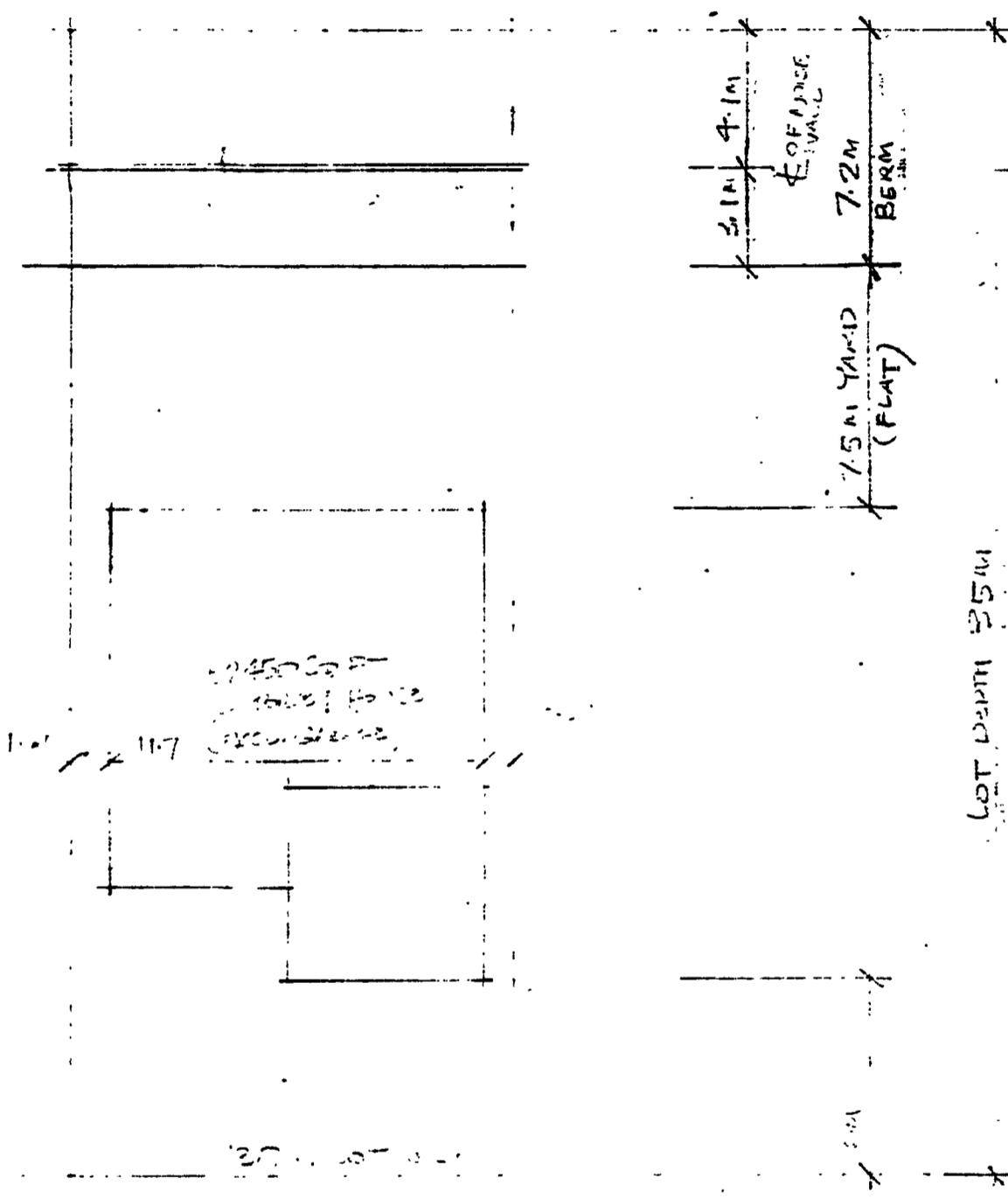


TOTAL SOUND BARRIER HEIGHT 2.5 m

ES-10

FIGURE 2

E5-11

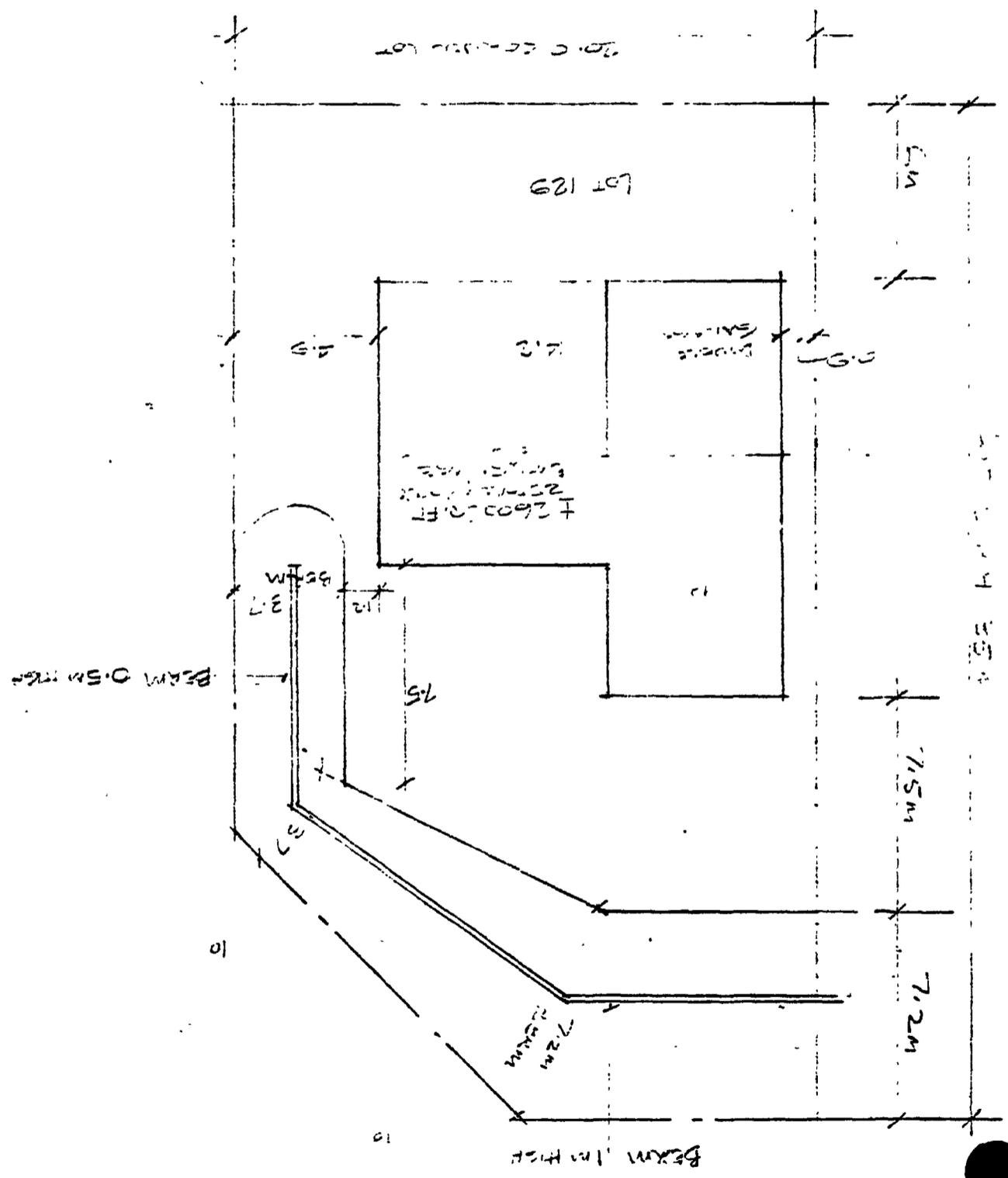


LOT DEPTH 35M FOR LOT E5-11 = 35-113
 FLAT 1.5M YARD (FLAT)
 JOHN B. ...
 SCALE 1:1000

JOHN C. WILLIAMS ARCHITECTS
 SCALE 1:200 - 1/4" = 1'-0"

ELECTRICAL PLAN - BRACKETED

CONCRETE LOT 129 - 35' - 0" - 20.2M WIDE



E-5-12

MCLAREN ST

ES-13

7.26m

1.5m

37.16m

21.5m

1.5m

21.15m

23.0m

7.15m

1.5m

Lot 107

15m

Lot 107 - 1000 sq m
FLOORING - 1000 sq m
SAND & GRAVEL - 1000 sq m
SAND - 1:200 - 1000 sq m

BY COURIER

RE: CONDITION 34(ii)(b)

CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER

January/6, 1985

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

Attention: Mr. P.E. Allen
Commissioner of Planning

Dear Sir:

Re: File No. 21T-76018-B
Revised May 24, 1984
City of Brampton
Fletcher's Green Developments Limited

Further to our letter of June 28, 1984, we wish to provide the following comments, with specific reference to Condition 2 of our recommended conditions of draft approval.

The final engineering details, including the submission of a Geotechnical Report, are not yet complete for the remedial works required to stabilize the existing valley bank in the vicinity of Lots 431 - 436. In this regard, pending the completion of these details, and the required approval from this Authority, we will be in a position to consider a reduction in the minimum rearyard setback to 4 metres for swimming pools only.

On this basis, we would suggest that Condition 2, that relates to the By-law requirements, be held in abeyance until such time as the stabilization and geotechnical details are submitted for approval. This will then allow Authority staff to determine whether a reduction in setback is acceptable for swimming pools only.

...continued...

January 6, 1985

ES-15

In addition, should the developer desire such a reduction in rear yard setback for swimming pools for all lots abutting the Fletcher's Creek Valley, a geotechnical submission will be required confirming bank stability.

Yours very truly,



(Ms.) Rose A. Menyes
Manager, Resource Planning

RAM:dl

cc: City of Brampton
Attention: Mr. F.R. Dalzell
Commissioner of Planning
(BY COURIER)

Rand Engineering Corporation
Attention: Mr. F. Baldessarri, P. Eng.
(LETTER PICKED UP)

↗ First City Development
Corporation Limited
99 Avenue Road
Toronto, Ontario
M5R 2G6
Attention: Mr. S.E. Beckett
Manager, Land Operations
(LETTER PICKED UP)

ES-16

December 20, 1984

File: 5827.01

Mr. Samuel Beckett, P.Eng.
Manager, Land Operations
First City Development Corp. Ltd.
99 Avenue Road
Toronto, Ontario
M5R 2G6

Dear Mr. Beckett:

Re: Fletchers Green Development --
Stage One Access to McLaughlin Road

At your request, we have examined the feasibility of constructing approximately 400 residential dwelling units west of Fletchers Creek with two access roads to McLaughlin Road, without a road link to Highway 10. For this analysis we have assumed that the four acre convenience commercial site is not developed, and that the 400 units will be fully occupied by the end of 1987.

Based upon the trip generation rates utilized in our February 13, 1984 traffic report, the traffic that would be generated by the first phase development is outlined in Table 1.

TABLE 1

RESIDENTIAL TRIP GENERATION ESTIMATES

- 400 Dwelling Units

	<u>Vehicle Trips Generated</u>		
	IN	OUT	TOTAL
AM peak hour	30	240	270
PM peak hour	220	100	320

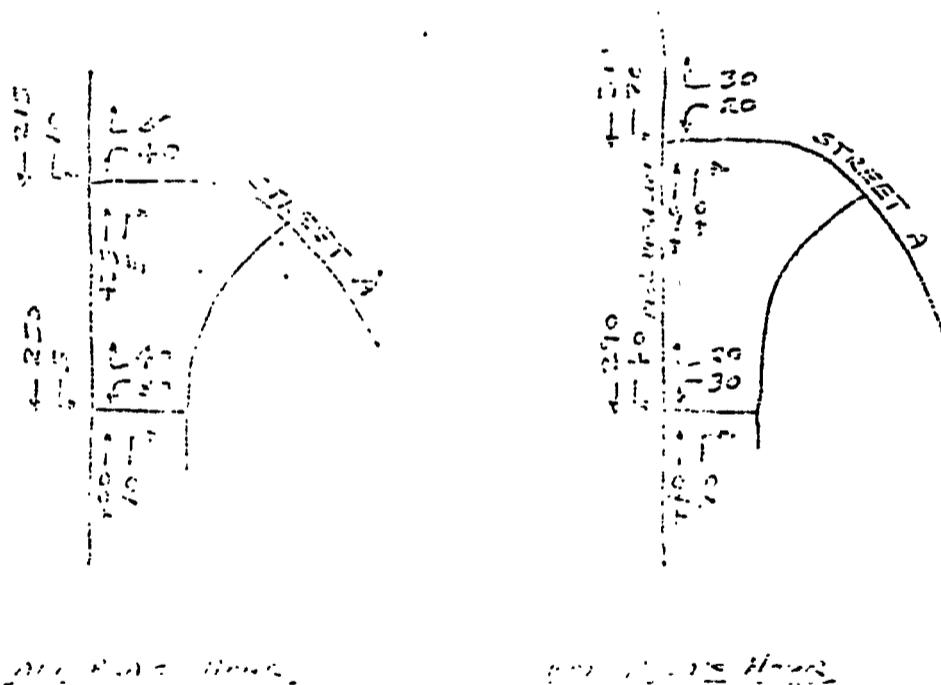
Traffic volumes on McLaughlin Road in November, 1982 (source - Region of Peel Counts) are outlined below in Table 2. In order to estimate background traffic in late 1987 (the assumed date of Phase One completion) a simple growth rate of 5 percent per year was applied to the 1982 volumes.

TABLE 2

PROJECTED 1987 TRAFFIC VOLUMES ON MCLAUGHLIN ROAD
(EXCLUDING FLETCHERS GREEN DEVELOPMENT)

1982			
AM peak hour	320 uph	165 uph	485 uph
PM peak hour	320 uph	215 uph	535 uph
1987 Estimated			
AM peak hour	395 uph.	210 uph	605 uph
PM peak hour	400 uph	270 uph	670 uph

The traffic which would be generated by the Phase One development was then added to the projected 1987 traffic volumes on McLaughlin Road. The directional distribution of the site traffic is based upon our previous report of February 1984. The estimated traffic volumes at each of the two access roads serving the development are illustrated in figure 1.



PROJECTED 1987 TRAFFIC VOLUMES

Figure 1

ES-18

- 3 -

In evaluating road system capacity we have assumed that:

- o each access road would have a four lane cross-section (two lanes in and two lanes out).
- o each of the access roads would be stop-sign controlled.
- o McLaughlin Road would be widened to provide a southbound left-turn lane at each access road.

Based upon the foregoing, we have concluded that sufficient intersection capacity will exist at each access road to properly accommodate the anticipated traffic volumes. These intersections were analysed, using the latest unsignalized intersection capacity analysis techniques contained in Highway Research Circular 212, prepared by the Transportation Research Board.

Furthermore, the total two-way traffic volumes projected along McLaughlin Road, of 740 to 830 vehicles per hour during the morning and evening peak hours respectively are well below the maximum theoretical capacity of 1,800 to 2,000 vehicles per hour for two lane roads, established in the 1965 Highway Capacity Manual. In fact, recent research has indicated that the capacity of two-lane roads may reach 2650 vehicles per hour under conditions similar to those existing on McLaughlin Road.

Based upon the foregoing summary of our traffic analysis, we have concluded that sufficient road system capacity will be available along McLaughlin Road well beyond 1987, to accommodate the development of 400 dwelling units in the Fletchers Green Development west of Fletchers Creek, if two site access roads are provided, and McLaughlin Road is widened to provide southbound left turn lanes at each location.

We stand ready to discuss this analysis in more detail with the appropriate municipal authorities should you so desire.

Yours truly,
BARTON-ASCHMAN ASSOCIATES LTD.



Ralph Bond
Principal Associate