



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

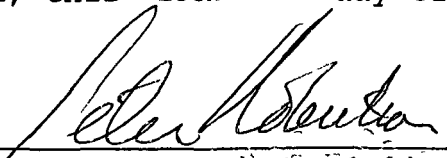
Number 96-93


To adopt Amendment Number 230
and Amendment Number 230 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, R.S.O. 1990, c.P 13 hereby
ENACTS as follows:

1. Amendment Number 230 and Amendment Number 230
A to the Official Plan of the City of
Brampton Planning Area are hereby adopted and
made part of this by-law.
2. The Clerk is hereby authorized and directed
to make application to the Minister of
Municipal Affairs for approval of Amendment
Number 230 and Amendment Number 230 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 26th day of
May , 1993.


PETER ROBERTSON, MAYOR


LEONARD J. MIKULICH,
CLERK

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
WEC
DATE 10/5/93

AMENDMENT NUMBER 230 AND
AMENDMENT NUMBER 230 A
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1. Purpose:

The purpose of these amendments is to change the land use designations of property from Commercial to Residential and from Specialty Office - Service Commercial to Residential High Density on the applicable secondary plan, to permit the development of two high density apartment buildings to a maximum of density of 162 units per hectare (66 units per acre).

2. Location:

The land subject to these amendments is located on the east side of Hurontario Street, in part of the west half of Lot 13, Concession 1, E.H.S., in the geographic Township of Toronto. The subject land is outlined on Schedule A to these amendments.

3. Amendments and Policies Relative Thereto:

3.1 Amendment Number 230 :

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

- (1) by changing, on Schedule A thereto, the land use designation of the lands shown outlined on Schedule A to this amendment, from "SPECIALTY OFFICE - SERVICE COMMERCIAL" to "RESIDENTIAL".
- (2) by deleting from Schedule F thereto, the land use designation of SPECIALTY OFFICE - SERVICE COMMERCIAL, for the lands shown outlined on Schedule A to this amendment.
- (3) by adding, to the list of amendments pertaining to Secondary Plan Area Number 24 set out in subsection 7.2.7.24, Amendment Number 230 A.

3.2 Amendment Number 230 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers Creek South Secondary Plan (being Amendment Number 61 to the Consolidated Official Plan,

as amended) is hereby further amended:

- (1) by changing, on Plate 43 (being Schedule A of Amendment Number 61 to the Consolidated Official Plan), the land use designation of the lands shown outlined on Schedule C to this amendment from SPECIALTY OFFICE - SERVICE COMMERCIAL to RESIDENTIAL HIGH DENSITY.
- (2) by adding, to section 5.4 of Chapter A21 of Section A of Part C, the following:

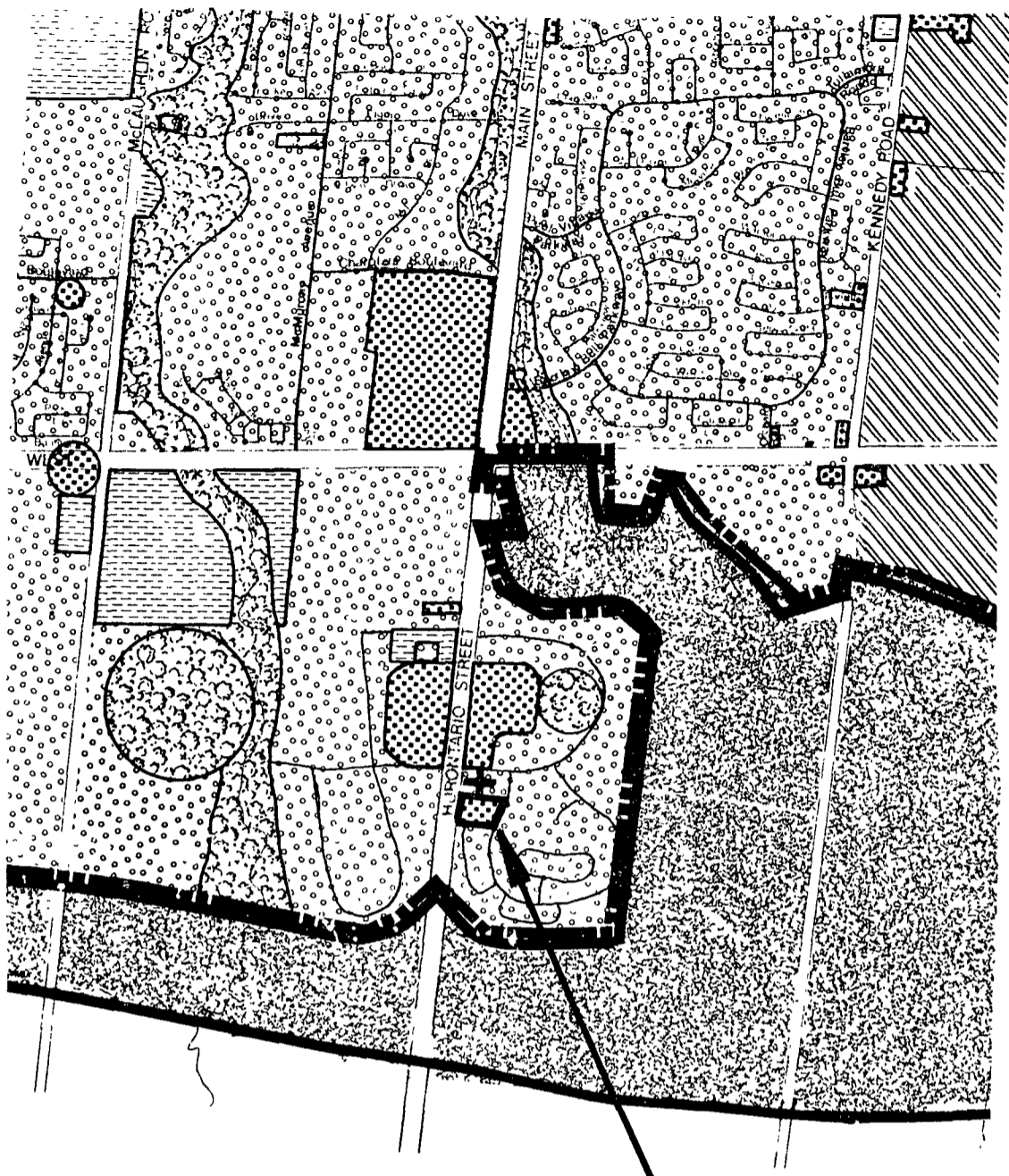
"5.4.5 The residential high density designation in the area bounded by Highway Number 10 (Hurontario Street), Merganzer Crescent, Havelock Drive and the commercial plaza, may be developed at a maximum net residential density of 162 units per hectare (66 units per acre)."

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 230
AND
AMENDMENT NUMBER 230 A

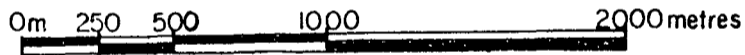
Attached are copies of the planning reports, dated September 11, 1991, December 2, 1992, and the notes of the public meeting held on January 6, 1993, after notification in the local newspapers and the mailing of notices to assessed owners of property within 120 metres of the subject lands.






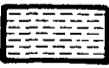


The following submissions also relate to the formulation of this amendment, copies of which are attached:

The Regional Municipality of Peel	August 2, 1990
The Regional Municipality of Peel	January 30, 1991
The Dufferin-Peel Roman Catholic Separate School Board	January 30, 1991
Ministry of Transportation (Ontario)	February 6, 1991
The Peel Board of Education	February 19, 1991
The Regional Municipality of Peel	February 21, 1992
Mr. Belch	December 16, 1992
Mr. and Mrs. Roskaf	January 5, 1993



Subject property to be designated "Residential"



-  URBAN BOUNDARY
-  RESIDENTIAL
-  OPEN SPACE
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  PARKWAY BELT WEST
-  AGRICULTURAL

GENERAL LAND USE DESIGNATIONS

SCHEDULE 'A'

MAY 1987

City of Brampton Planning & Development Department

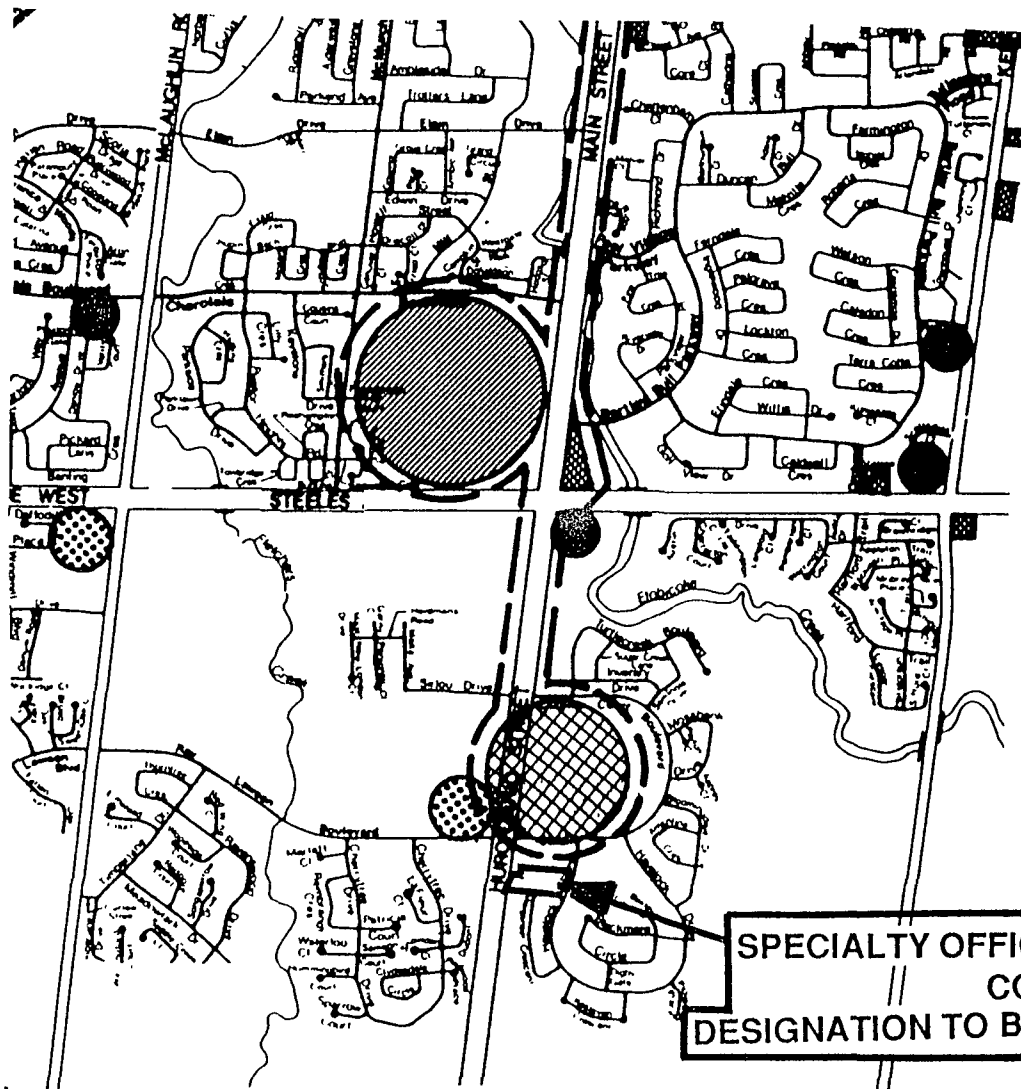
OFFICIAL PLAN AMENDMENT
NUMBER 230_A



CITY OF BRAMPTON
Planning and Development

SCHEDULE A BY-LAW 96-93

Date: 1993 02 25 Drawn by: K.M.H.
File no. TIE14.15 Map no. 76-31 I





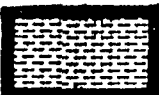

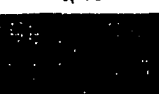



SPECIALTY OFFICE-SERVICE
COMMERCIAL
DESIGNATION TO BE DELETED

COMMERCIAL*

SCHEDULE 'F'

Date: MAY 1987

-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY & SERVICE COMMERCIAL

City of Brampton

Planning and Development Department

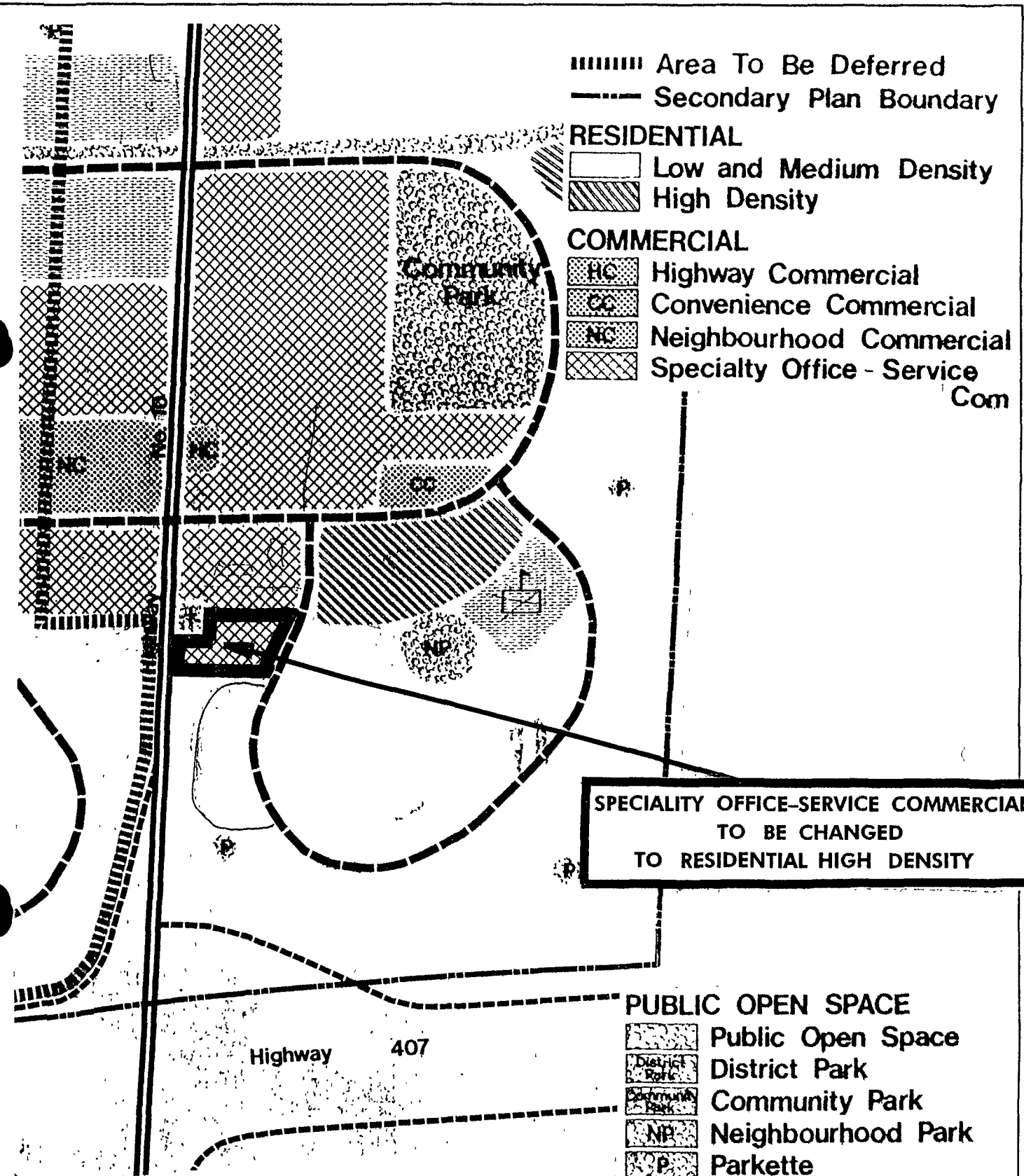
OFFICIAL PLAN AMENDMENT
NUMBER 230 B



CITY OF BRAMPTON
Planning and Development

SCHEDULE B BY-LAW 96-93

Date: 1993 04 05 Drawn by: K. M. H.
File no. TIE14.15 Map no. 76-31K



**Fletchers Creek South
Secondary Plan
Official Plan
Amendment No. 61
Plate 43 Schedule A**

scale: 1:7200

Date: 1981 05 22
Drawn by: PS.

City of Brampton Planning and Development Department

OFFICIAL PLAN AMENDMENT
NUMBER 230 C

SCHEDULE C BY-LAW 96-93



CITY OF BRAMPTON
Planning and Development

Date: 1993 04 05 Drawn by: K. M. H.
File no. T1E14.15 Map no. 76-31L

ORIGINAL

AMENDMENT NO. 230 AND 23A
FOR THE
CITY OF BRAMPTON PLANNING AREA

21 OP 0031 230 -

AMENDMENT NO. 230 AND 230A
TO THE
OFFICIAL PLAN FOR THE
CITY OF BRAMPTON PLANNING AREA

Amendments No. 230 and 230A to the Official Plan for the City of Brampton Planning Area, which were adopted by the Council of the Corporation of the City of Brampton, are hereby modified by adding, to the end of section (2) of Amendment No. 230A, the following:

- "5.4.6 The following policies shall apply to this Amendment in order to reflect the "Land Use Planning For Housing" Policy Statement:
- a. Opportunities will be created for a broad mix and range of housing types which are suitable for different income and age levels, lifestyles and household structures of the future residents in order to meet the housing needs identified in the Municipal Housing Statement. Mix and range of residential units shall be encouraged to create opportunities for a variety of unit sizes, bedroom counts, and built form;
 - b. Innovation will be encouraged in terms of housing types and zoning standards, including restrictions on the size of the affordable units, to ensure that development will create and foster continuing opportunities for affordable housing;
 - c. The developer has agreed to provide a minimum of 25% affordable housing. The affordable housing component of the proposed development will be brought on stream at an early stage in the development process; and,

- d. The developer shall enter into an agreement with the City with respect to the implementation of these policies. The agreement shall specify the mix and range of units, as well as the maximum unit sizes for the affordable component."

As thus modified, this amendment is hereby approved pursuant to Sections 17 and 21 of the Planning Act.

Date:

1993-08-26

Diana L. Jardine

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



ORIGINAL

CERTIFIED A TRUE COPY

THE CORPORATION OF THE CITY OF BRAMPTON

[Signature]
Deputy Clerk
City of Brampton

BY-LAW

JUN 07 1993

19

Number 96-93

To adopt Amendment Number 230
and Amendment Number 230 A to
the Official Plan of the City of
Brampton Planning Area

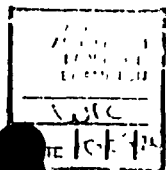
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ENACTS as follows:

1. Amendment Number 230 and Amendment Number 230
A to the Official Plan of the City of
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2. The Clerk is hereby authorized and directed
to make application to the Minister of
Municipal Affairs for approval of Amendment
Number 230 and Amendment Number 230 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 26th day of
May , 1993.

[Signature]
PETER ROBERTSON, MAYOR

[Signature]
LEONARD J. MIKULICH,
CLERK



AMENDMENT NUMBER 230 AND
AMENDMENT NUMBER 230 A
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1. Purpose:

The purpose of these amendments is to change the land use designations of property from Commercial to Residential and from Specialty Office - Service Commercial to Residential High Density on the applicable secondary plan, to permit the development of two high density apartment buildings to a maximum of density of 162 units per hectare (66 units per acre).

2. Location:

The land subject to these amendments is located on the east side of Hurontario Street, in part of the west half of Lot 13, Concession 1, E.H.S., in the geographic Township of Toronto. The subject land is outlined on Schedule A to these amendments.

3. Amendments and Policies Relative Thereto:

3.1 Amendment Number 230:

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

- (1) by changing, on Schedule A thereto, the land use designation of the lands shown outlined on Schedule A to this amendment, from "SPECIALTY OFFICE - SERVICE COMMERCIAL" to "RESIDENTIAL".
- (2) by deleting from Schedule F thereto, the land use designation of SPECIALTY OFFICE - SERVICE COMMERCIAL, for the lands shown outlined on Schedule A to this amendment.
- (3) by adding, to the list of amendments pertaining to Secondary Plan Area Number 24 set out in subsection 7.2.7.24, Amendment Number 230 A.

3.2 Amendment Number 230 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers Creek South Secondary Plan (being Amendment Number 61 to the Consolidated Official Plan,

as amended) is hereby further amended:

- (1) by changing, on Plate 43 (being Schedule A of Amendment Number 61 to the Consolidated Official Plan), the land use designation of the lands shown outlined on Schedule C to this amendment from SPECIALTY OFFICE - SERVICE COMMERCIAL to RESIDENTIAL HIGH DENSITY.
- (2) by adding, to section 5.4 of Chapter A21 of Section A of Part C, the following:

"5.4.5 The residential high density designation in the area bounded by Highway Number 10 (Huronario Street), Merganzer Crescent, Havelock Drive and the commercial plaza, may be developed at a maximum net residential density of 162 units per hectare (66 units per acre)."

MODIFICATION

No. _____
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

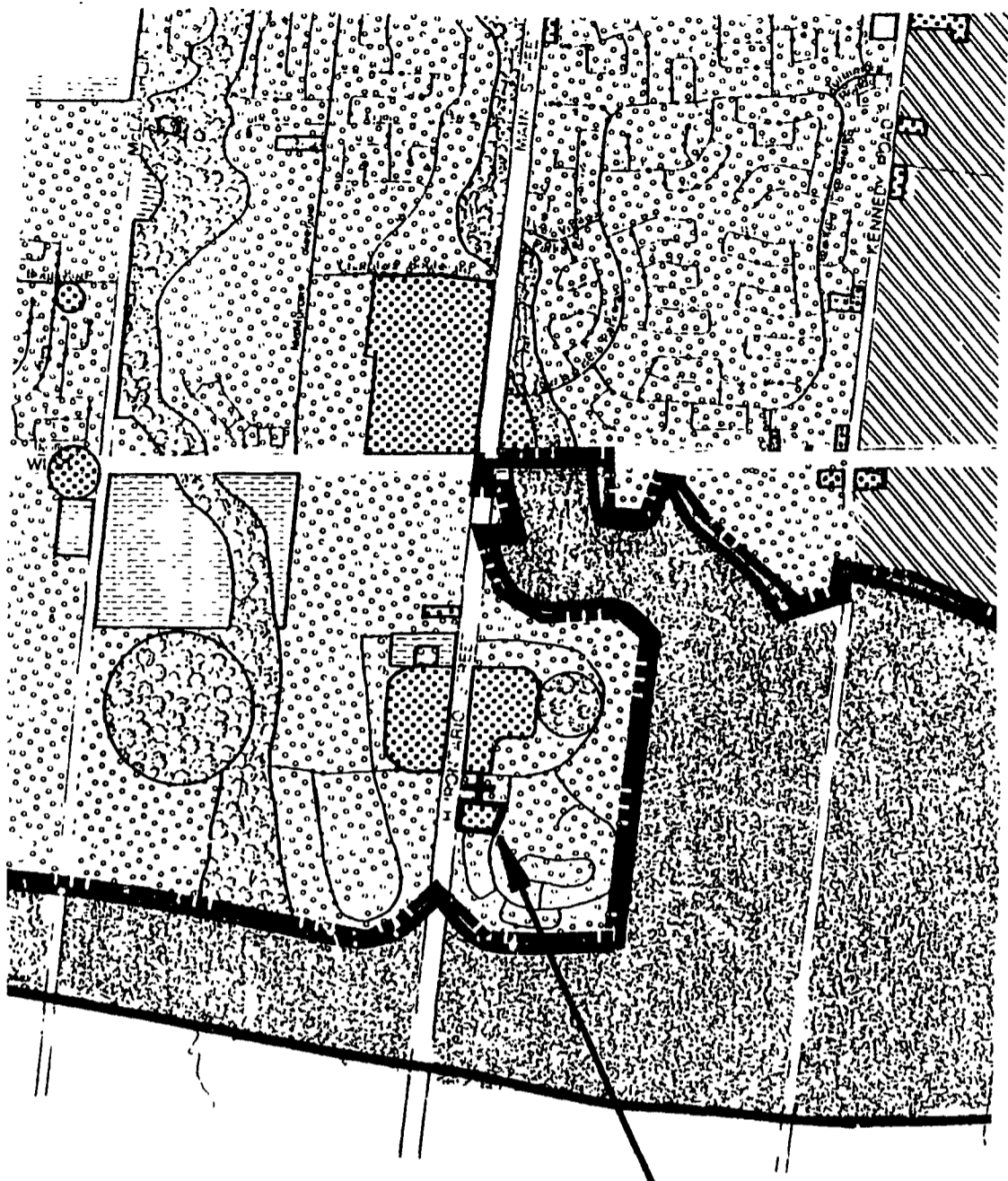
cl/U9opa : 3/93

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 230
AND
AMENDMENT NUMBER 230 A

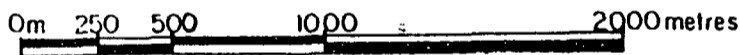
Attached are copies of the planning reports, dated September 12, 1991, December 2, 1992, and the notes of the public meeting held on January 6, 1993, after notification in the local newspapers and the mailing of notices to assessed owners of property within 120 metres of the subject lands.









The following submissions also relate to the formulation of this amendment, copies of which are attached:

The Regional Municipality of Peel	August 2, 1990
The Regional Municipality of Peel	January 30, 1991
The Dufferin-Peel Roman Catholic Separate School Board	January 30, 1991
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The Regional Municipality of Peel	February 21, 1992
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Subject property to be designated "Residential"



-  URBAN BOUNDARY
-  RESIDENTIAL
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-  COMMERCIAL
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-  PARKWAY BELT WEST
-  AGRICULTURAL

GENERAL LAND USE DESIGNATIONS

SCHEDULE 'A'

MAY 1987

City Of Brampton Planning & Development Department

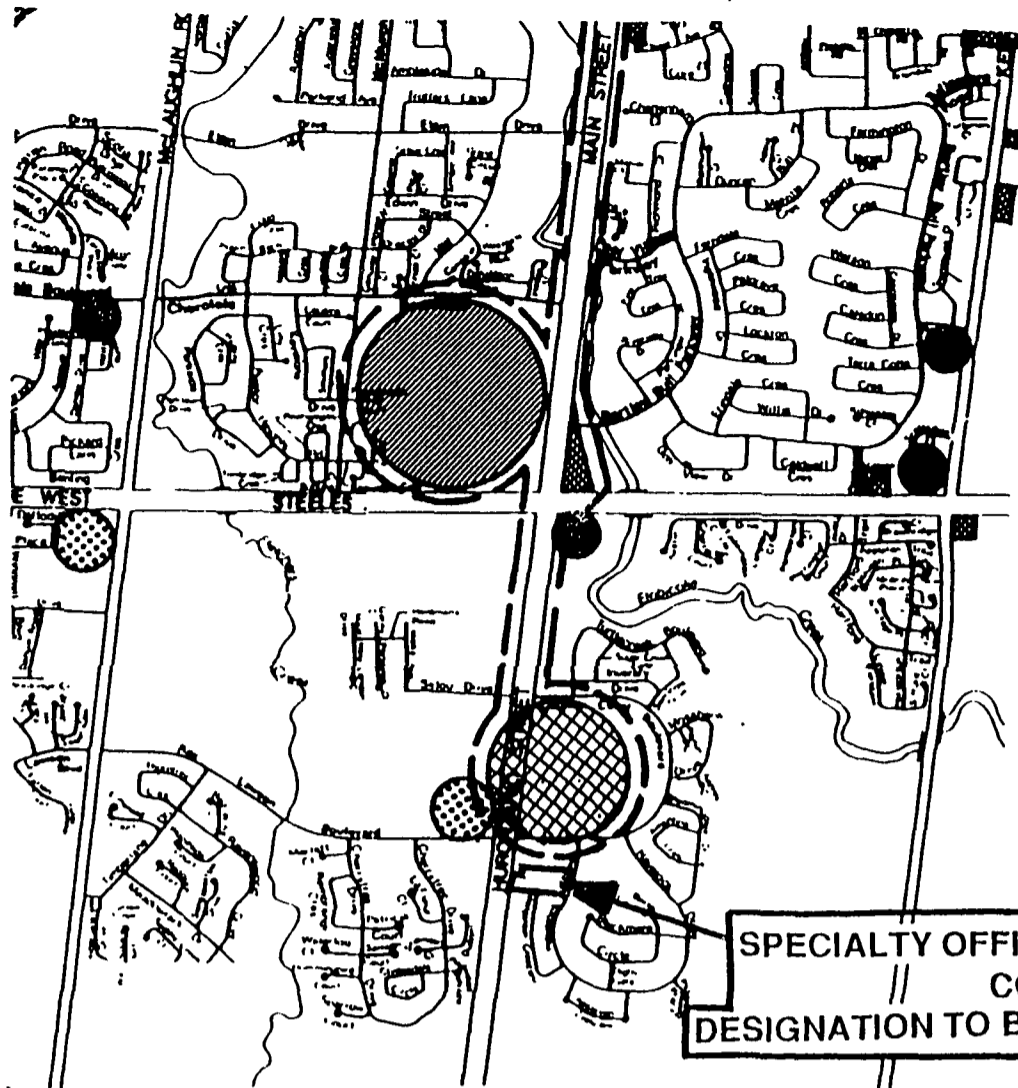
OFFICIAL PLAN AMENDMENT
NUMBER 230_A

SCHEDULE A BY-LAW 96-93



CITY OF BRAMPTON
Planning and Development

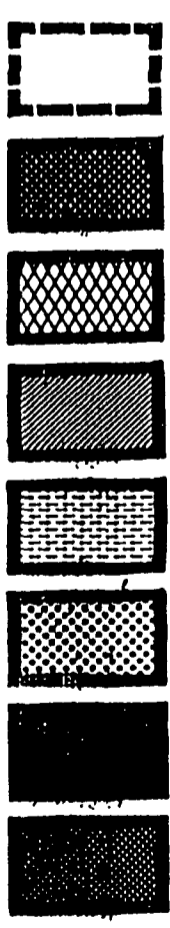
Date: 1993 02 25 Drawn by: K.M.H.
File no. TIE14 15 Map no. 76-31 I



COMMERCIAL*

SCHEDULE 'F'

Date: MAY 1987



- CENTRAL COMMERCIAL CORRIDOR
- FOUR CORNERS COMMERCIAL
- SPECIALTY OFFICE SERVICE COMMERCIAL
- REGIONAL COMMERCIAL
- DISTRICT COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- CONVENIENCE COMMERCIAL
- HIGHWAY & SERVICE COMMERCIAL

City of Brampton

Planning and Development Department

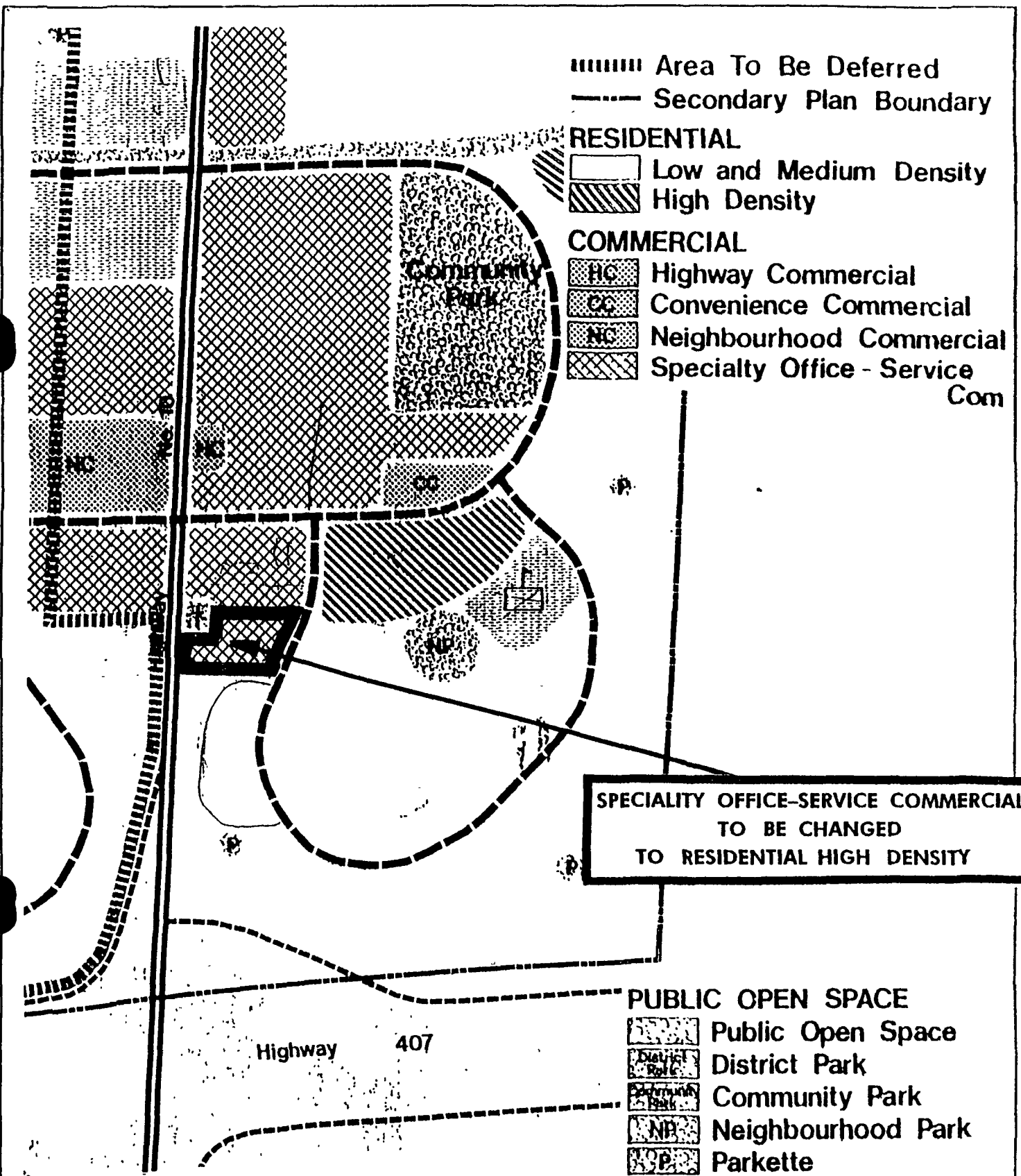
OFFICIAL PLAN AMENDMENT
NUMBER 230 B

SCHEDULE B BY-LAW 96-93



CITY OF BRAMPTON
Planning and Development

Date: 1993 04 05 Drawn by: K. M. H.
File no. TIE14.15 Map no. 76-31K



Fletchers Creek South Secondary Plan

Official Plan
Amendment No. 61

Plate 43 Schedule A

scale: 1:7200

Date: 1981 05 22
Drawn by: P.S.

City of Brampton Planning and Development Department

OFFICIAL PLAN AMENDMENT
NUMBER 230 C

SCHEDULE C BY-LAW 96-93



CITY OF BRAMPTON
Planning and Development

Date: 1993 04 05 Drawn by: K.M.H.
File no. TIE14.15 Map no. 76-31L

INTER-OFFICE MEMORANDUM

F-5

Office of the Commissioner of Planning & Development

September 12, 1991

To: The Chairman and Members of Planning Committee
From: Planning and Development Department
RE: **EXECUTIVE SUMMARY**
Application to Amend the Official Plan
and Zoning By-law
Part of Lot 1, Concession 14, E.H.S.
Block 182, Plan 43M-615
Ward Number 3
UPPER NINE PROPERTIES LIMITED
Our file: T1E14.15

The attached staff report reviews a proposal to amend the Official Plan and Zoning By-law to permit a 1.72 hectare site located at the north-west corner of the intersection of Havelock Drive and Merganzer Crescent, currently zoned to permit office purposes, to be developed with residential apartment units intended to be of the condominium form of tenure.

The proposal indicates two buildings of a height of 15 storeys, each comprising 139 units and two 244 space underground parking facilities, with 70 surface parking spaces.

In reviewing the proposal staff noted that:

- o the proposal is supportable from a planning and traffic engineering perspective, and factors relating to urban design and massing can be addressed through the site plan review process to ensure a high level of design, which is in keeping with the prestigious level of development desired at this location;
- o the proposal will be subject to site plan approval and the design and massing of the buildings will be subject to a design concept to be approved by the Commissioner of Planning and Development prior to the enactment of the amending by-law;
- o the applicant will be required to agree that all development on this site for residential purposes will be of the condominium form of tenure;
- o the applicant has agreed to make a financial contribution to the Gateway Improvement Program for Hurontario south of Steeles Avenue.

RECEIVED
CLERKS DEPT

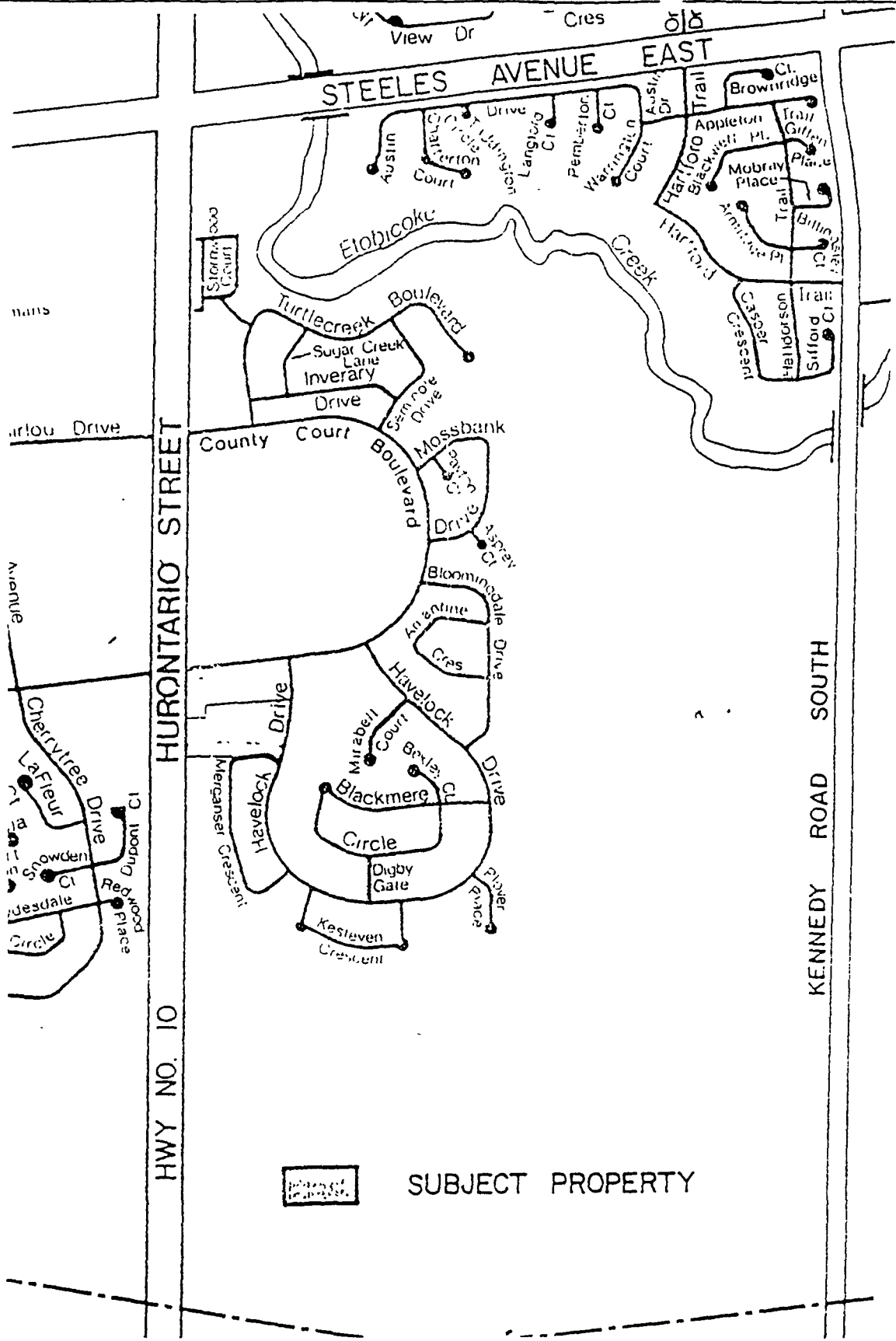
SEP 12 1991

2017

T1E14.15

This property was subject to a financial impact assessment of vacant land, proposed residential development,

FS-2



UPPER NINE PROPERTIES

LOCATION MAP



CITY OF BRAMPTON
 Planning and Development

Date: 90 07 30 Drawn by: JRB
 File no. T1E14.15 Map no. 76-31A

FS-3

and office development scenarios, in terms of net annual benefit to the City, were calculated. The financial impact assessment indicates that the current zoning could be expected to provide the greatest revenue to City over a 25 year period, even if the office/commercial development does not proceed prior to the year 2005, as forecasted by Business Development staff.

It should be noted that it is likely that if the lands are not approved for residential development as proposed, they will, in all likelihood remain vacant for a 10 to 15 year period.

The recent conversions of residential sites located on the west side of Highway 10, south of Steeles, and on the east side of Highway 10, north of the south leg of County Court Boulevard, to office commercial development, along with the intensification of commercial sites, such as the Brampton Corporate Centre, have served to offset the long term financial impact of the conversion of this commercial site to residential purposes. It is projected that with the current stock and existing designations, and, not including this property, approximately 1.6 million square feet of office development could be realized in the Fletchers Creek South area which is greater than that designated in the original Fletchers Creek South Secondary Plan;

From a traffic engineering perspective it was noted that peak A.M. and P.M. hour traffic calculations indicate that the residential development generates less traffic than the office/commercial development is expected to.

Finally, staff note that the property will be subject to the requirements of the Residential Development Phasing Strategy, and will be placed in a holding category, to be removed when Council determines that the appropriate transportation related improvements have been made to support the increased density.

The application is supportable from a planning perspective, however, it is the opinion of some members of the Development Team that the change from office/commercial to residential should not be supported due to the long term financial impact analysis. Therefore, staff are seeking the direction of Planning Committee with respect to this proposal.

F5-4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 11, 1991

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lot 1, Concession 14, E.H.S.
Block 182, Plan 43M-615
Ward Number 3
UPPER NINE PROPERTIES LIMITED
Our file: T1E14.15

1.0 INTRODUCTION

The above referenced application to amend the Official Plan and Zoning By-law to permit the development of 278 residential apartment units, intended for condominium form of tenure, has been received and reviewed by staff.

2.0 PROPERTY DESCRIPTION

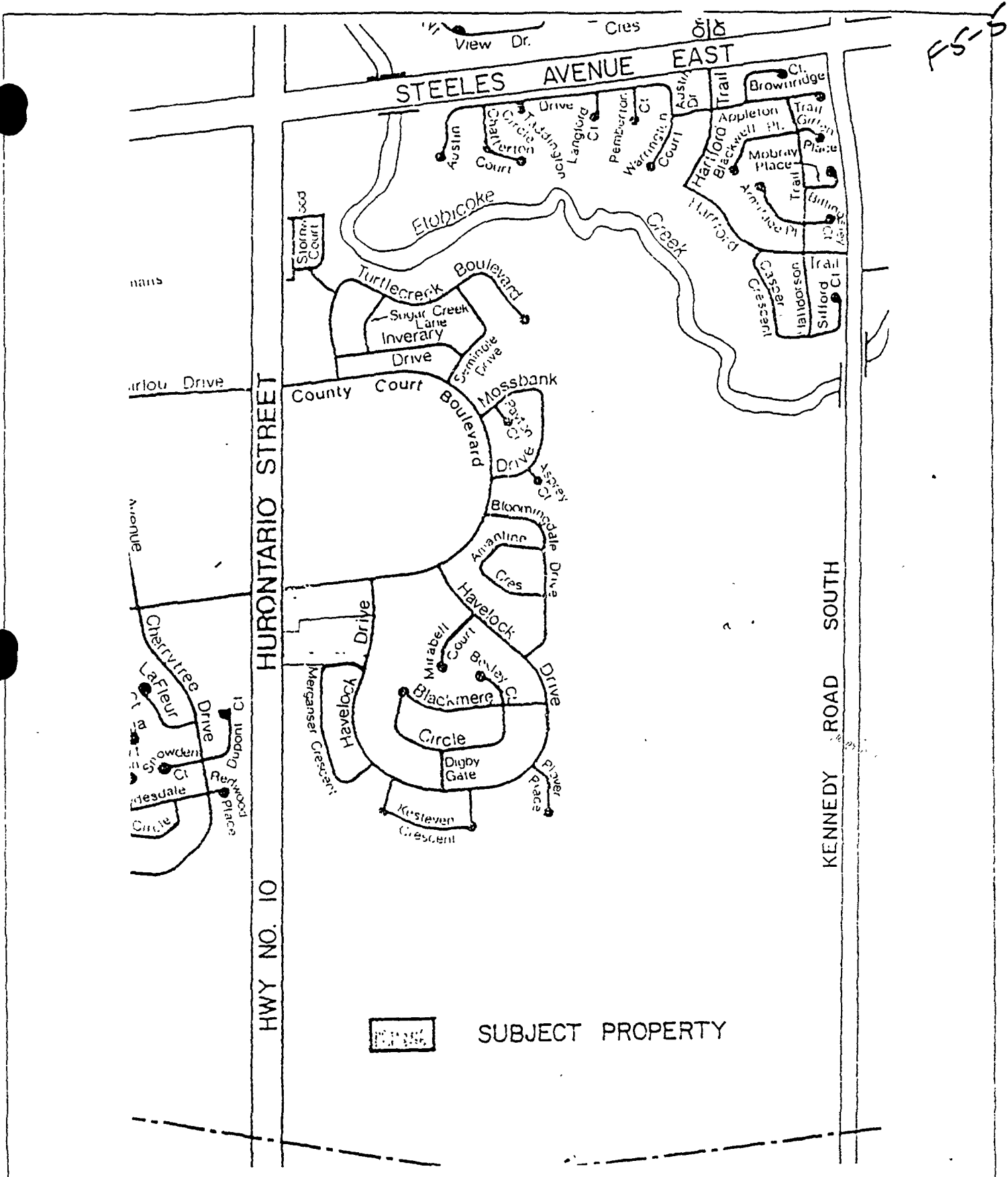
The subject property is located off Havelock Drive, south of County Court Boulevard, and has 120 metres of frontage onto Havelock Drive. The parcel has an average depth of 200 metres, and comprises an area of 1.72 hectares. The property is legally described as Block 182 of Registered Plan 43M-615. (Refer to Location Map which follows.)

The property is currently vacant with the exception of a temporary sales office on the west side of the lot abutting Hurontario Street. There is no significant vegetation on the property.

Surrounding land uses are as follows:

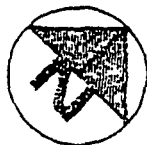
NORTH: existing cemetery, commercial plaza and County Court Boulevard;

SOUTH: Merganzer Crescent, a walkway and a residential subdivision predominantly single family dwellings with some semi-detached dwellings;



UPPER NINE PROPERTIES

LOCATION MAP



CITY OF BRAMPTON
Planning and Development

Date: 90 07 30 Drawn by: JRB
File no. T!E14.15 Map no. 76-31A

EAST: Havelock Drive, and beyond Havelock Drive, a park and a high rise residential condominium development, and

WEST: Hurontario Street, and beyond Hurontario Street is vacant land and a high rise residential condominium building.

3.0 OFFICIAL PLAN AND ZONING BY-LAW STATUS

The Official Plan, General Land Use Designations Schedule 'A'; Schedule 'F' Commercial, and the Fletchers Creek South Secondary Plan designates the property as Specialty Office - Service Commercial.

By-law 139-84, as amended zones the property Commercial One -Section 578 (C1-Section 578).

4.0 PROPOSAL

The applicant is proposing to erect two 15 storey, 139 unit residential apartment buildings and two 244 space underground parking facilities. The applicant has indicated that the development is intended to be of the condominium form of tenure. The proposed plan indicates a division between the two buildings, which would indicate that two condominium corporations would be formed as a result of this development.

The applicant is also proposing 70 surface parking spaces, which are intended as visitor parking, and a landscaped area, including patios and sundecks, of approximately 62% of the total site area.

Access is intended to be gained via Havelock Drive, no access is proposed to Hurontario Street or Merganzer Crescent (for detail see Site Plan attached.)

5.0 COMMENTS

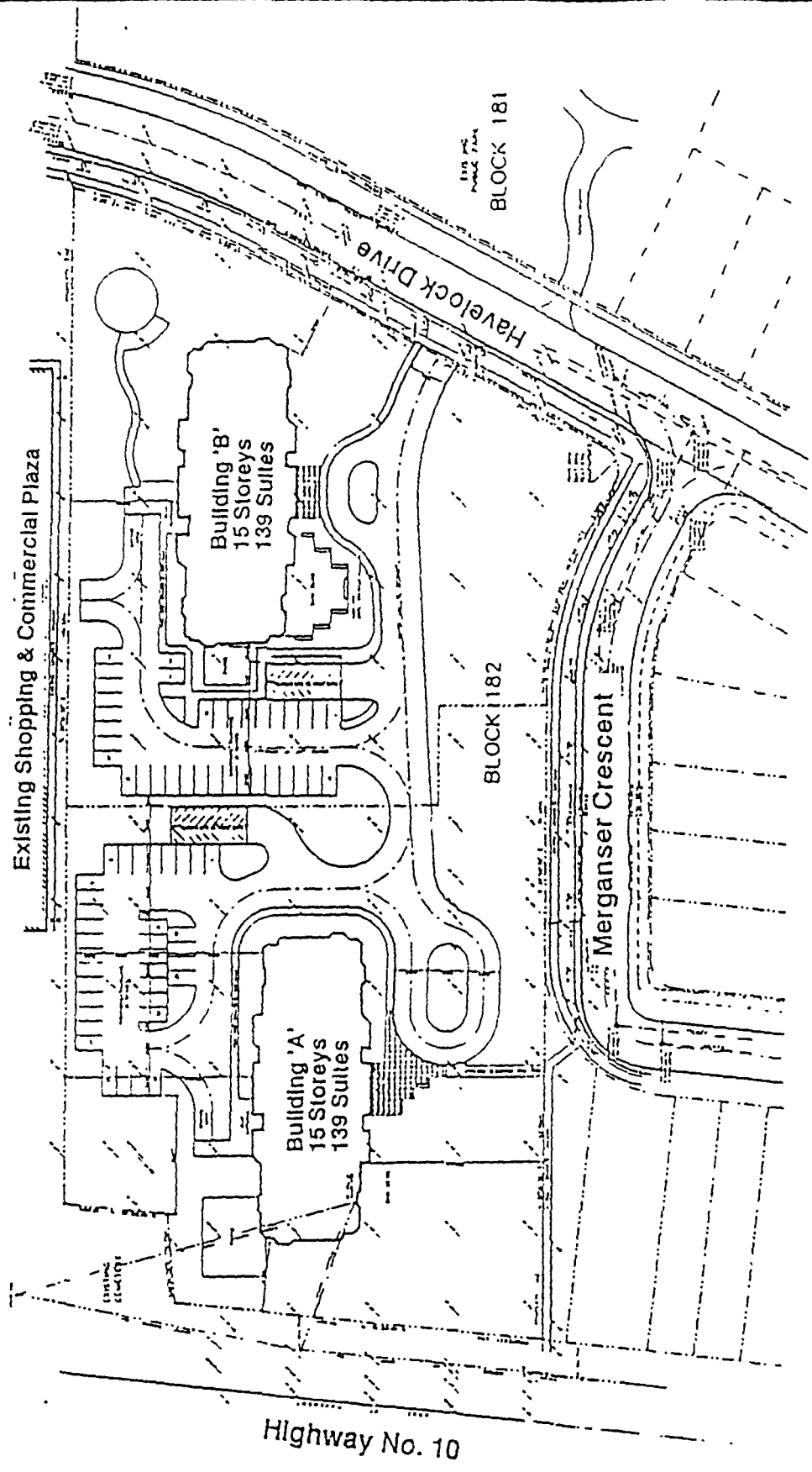
The following departments have indicated no comment or concerns:

Law Department; Public Works and Building Department, Building Division; Community Services, Fire.

The Public Works and Building Department, Development and Engineering Services Division requires a site plan agreement including grading and drainage plan, addressing grading, drainage, access and fencing around the property, specifically along Highway Number 10 and around the cemetery at the north west corner of the property.

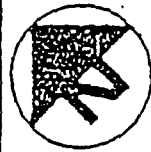
F5-6

FS-7



UPPER NINE

SITE PLAN



CITY OF BRAMPTON
 Planning and Development

Date: 90 06 02 Drawn By: JRB

File No.: T1E14.15¹ Map No.: 76-31F

CS-8
The Planning and Development Department, Planning Policy and Research Division, have the following comments:

"The subject property is designated Specialty Office - Service Commercial in the Fletchers Creek South Secondary Plan and zoned C1-Section 578. Although the City still desires that the Highway 10 corridor (south of Steeles) develop as an employment centre (offices) within a "Gateway" setting, we have no serious reservations with the subject application converting an office designation to a residential designation for the following reasons:

- o the subject site meets the locational criteria for high density residential development listed in Section 5.6 of the Secondary Plan in that the site has access to a minor collector road, is adjacent to concentrations of commercial/institutional uses and is in proximity to public transportation;
- o the residential project will help to alleviate the traffic situation in the area, as the 278 unit condominium will result in approximately 141 fewer vehicles on the area road network in both the A.M. and P.M. peak hours compared to what a 140,000 square foot office building would generate;
- o given recent applications and zoned sites within the Fletchers Creek South Secondary Plan area, approximately 1.6 million square feet of office space could be realized, which is more than what was envisaged by the original Fletchers Creek South Concept Plan;
- o the subject site directly opposes the Crown West tower on the west side of Hurontario Street. The proposed residential buildings of 15 stories would be of a height and scale to better mirror the Crown West building as opposed to an office building on the subject site.

The development of the subject site would add to the proportion of high density dwelling units in the Fletchers Creek South Secondary Plan area. The current approved range (20 to 30 percent) allocated for high density units in the Secondary Plan has already been exceeded and adjustments will be made to the dwelling type mix through a recent Secondary Plan amendment to implement a recent review of the development concept for the southwest quadrant of Steeles Avenue and Hurontario Street.

5-9

Since the subject proposal involves an Official Plan Amendment, the passage of same will involve Provincial review of the project. It is highly probable that the Province will look for compliance with the Provincial Policy Statement regarding affordable housing. At this time the City has yet to develop a comprehensive Official Plan policy relating to affordable housing and the Provincial Policy Statement, however, the units of this project will, in all likelihood, fall within the range of "affordable " housing."

The Urban Design and Zoning Division has the following comments:

- o a noise impact study shall be submitted to address noise sources from Highway 10, Highway 407 and aircraft;
- o the proposal presents a density of 65 units per acre.
- o As a gateway location, the developer shall submit guidelines for approval to ensure that this is a high quality development. The current site plan does not present any quality treatment.

The Community Services Department, Parks and Recreation has the following comments:

- a) That the applicant pay cash-in-lieu of parkland based upon the City standard at the time of issuance of a building permit for a total unit count of 273 and that the applicant be credited for the parkland dedication calculated at the time of the original draft plan for the commercial block 182.
- b) That the applicant prepare a landscape and fencing plan for the site development of the application in accordance with the City's specifications.
- c) That the applicant remove the existing chain link fence on the concrete walkway and install a new 1.2 metre high black vinyl chain link fence on the property line of the single family lot on the south side of the existing concrete walkway and provide dense landscaping on the slope between the new fence and walk to screen the existing residence.
- d) That the applicant provide street tree planting in accordance with City specifications along the Hurontario frontage.
- e) That the applicant pay cash-in-lieu for a bicycle path along the Hurontario frontage.

- FS-10
- f) That the applicant fence the entire perimeter of the existing cemetery with 1.6 metre high black wrought iron fencing.

Transit has the following comments:

Transit is in receipt of a site plan for an apartment building to be located immediately adjacent to an arterial road. We require a pedestrian walkway be constructed to Hurontario Street.

A bus stop pad is to be installed on Highway 10 at a location suitable to Transit.

The Public Works and Building Department, Traffic Engineering Services Division have the following comments:

"This department feels that no adverse traffic impacts will be associated with the proposed increased density of development. This application should however, be consistent with the proposed u.p.a. designations for Secondary Plan Area 24, in association with the traffic impact analysis report prepared by B.A. Consulting Limited.

Further, as the plan indicates a future property line separating buildings 'A' and 'B', a potential mutual driveway arrangement may be required. Matters pertaining to such will be addressed at the time of site plan review.

Access to the site shall be from Havelock Drive only. In this regard a 0.3 metre reserve is required across the Merganzer Crescent frontage, for a distance of approximately 110 metres west of Havelock Drive."

The Regional Municipality of Peel, Public Works Department advises that a 300mm sewer is available on Havelock Drive, and a 150mm watermain is available on Merganzer Crescent.

In addition, the applicant will be required to enter into an agreement for the payment of Regional Development levies.

The Business Development Department has the following comments:

"The site at Highway 10 and County Court Boulevard, and generally all sites in this area have the potential for becoming a regional office centre. It would only be apparent how much office space could be developed at this site by conducting market studies at a time somewhat closer to the time at which construction would start (2005).

Lack of appropriate infrastructure, the specific siting of the land relative to the infrastructure and other higher order competing regional sites have impacts on the present and the future viability of the site for office uses. Once the 407 has been completed to the general area it will be possible to market the site and begin construction. This is unlikely to occur much prior to the year 2005." FS-11

Comments from other agencies have been included as Appendix A to this report and incorporated into the discussion section which follows.

6.0 DISCUSSION

In determining the appropriateness of this application it is necessary to consider a number of factors. The following section will address existing office designations; the effect of high density residential development on the Strategic Plan objectives for a gateway setting in this area; traffic impact of the residential versus the office/commercial development; financial impact assessment of both the currently permitted commercial development and the proposed residential development.

6.1.1 Existing Office Designations

The Fletchers Creek South Secondary Plan objectives for office development are exceeded by the existing and recently designated sites.

The recent conversion of the property at Highway 10 northwest of County Court Boulevard (Kerbel Group - File Number T1E14.12) from residential to commercial uses resulted in the addition of 9,303 square metres of office/commercial development in close proximity to the subject property. In addition, the conversion from residential to office and commercial purposes, of a site on the west side of Highway 10 south of Steeles Avenue further increases the amount of office and commercial development that can be realized in the Fletchers Creek South Secondary Plan area.

There are approximately 1.6 million square feet of constructed or committed/zoned office space in the Fletchers Creek South Secondary Plan area. This figure includes the recently approved Brampton Corporate Centre, as well as several other zoned and/or committed sites. Planning staff are of the opinion that the conversion of the subject property from office/commercial to residential will not adversely affect the mix of development envisioned for this area of the City.

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In addition, it should be noted that additional office space has been identified for other areas of the City, such as the Central Commercial Corridor (Queen Street), Airport and Highway No. 7, and the Parkway Belt West area. It is felt that these locations will adequately supply the City of Brampton with attractive and desirable areas for regional scale office centers.

6.1.2 Impact on Gateway Development

The City's Strategic Plan objectives include the development of this area as an employment centre (offices) within a Gateway setting. Staff are of the opinion that the residential buildings will better mirror the existing Crown West tower on the west side of Hurontario Street, directly opposite this site, and will, therefore, create a more balanced street enclosure, and result in a symmetrical gateway effect. The proposal will enhance the potential for the development of this area as a "Gateway" into the City.

The applicant will be required to agree as part of a development agreement, that residential development on the property will be in the form of condominium tenure, and, therefore, a high degree of design quality and architectural integrity and aesthetic quality can be assured through site plan approval.

The applicant has also agreed to contribute financially to the City's Gateway Improvement Program for Hurontario south of Steeles. Staff are of the opinion that an aesthetically pleasing condominium development will enhance the streetscape and benefit this highly visible area of the City.

6.1.3 Municipal Financial Impact

This site was analysed under both its existing and proposed uses with respect to municipal financial impact, and with respect to the current assessment of the property as vacant land. The existing Commercial One - Section 578 zoning would permit the development of the site with an office building of a maximum height of 12 storeys, comprising a maximum gross floor area of approximately 140,000 square feet. The applicant is proposing residential zoning to allow the two 139 unit, 15 storey condominium buildings.

A comparison of the financial impact of the four scenarios, that of office development, residential development, remaining vacant, and vacant for 15 years/office for 10 years revealed the following:

- o the commercial proposal as currently permitted generates a net annual benefit to the City of approximately \$32,494, and

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- o the residential proposal generates a net annual benefit to the City of approximately \$10,730.
- o should the land remain vacant revenues in the approximate amount of \$6757 annually, would be generated.

The Stamm Assessment Impact Model was employed to determine the net financial impact upon the City of Brampton's operating position (Revenue fund). All data employed was consistent with 1990 City financial/statistical records (for more detailed information regarding the Stamm model results, refer to Appendix B of this report).

It was found that the 1.72 hectares at the S.E. quadrant of Highway 10 and County Court Blvd., (Upper Nine Development) would best remain designated Specialty Office - Service Commercial (C1- Section 578 zoning) from a strictly financial perspective. This property, if developed according to current zoning, would provide three times the annual net operating revenues to the City that the Residential option would (the proposed use).

The Stamm Assessment Impact model assumes the following categories of City service expenditure if a Commercial property was not vacant, but had a commercial operation on it: Protection, Transportation, Environment and Planning. It is assumed herein, that, since the land is vacant and taxed at residential urban rates, no city expenditures should be applied to the revenue determined by the model. Therefore, the gross revenue value derived (\$6757) is also the relevant annual net revenue from this parcel of vacant land.

As noted in the comments of the Business Development Department, it is unlikely, given current market trends, that this site would be developed for office uses prior to the year 2005. Table One - Calculation of Expected Revenue - Four Scenarios, which follows, indicates the total revenue that can be expected for a period of 25 years, (adjusted for 5% inflation per annum only, no other adjustments were made) if the parcel were to remain vacant ; develop as residential; develop as office; or remain vacant for 15 years and develop as office for 10 year period. Due to the current market conditions for office development, it is reasonable to assume that the property will not be developed for office uses at present. Therefore, the scenario for residential development and that of vacant land/office development are the two most relevant scenarios. The estimated total net revenue for residential development over a 25 year period, as shown on Table One is \$512,111.77, whilst that of the vacant/office scenario is

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 Calculation of Expected Revenue - Four Scenarios
 Over a Period of 25 Years

TABLE ONE

Scenario 1 Vacant	Scenario 2 Residential	Scenario 3 Office	Scenario 4 Vacant 15 Yrs. Office 10 Yrs.
6757.75	10730.00	32474.00	6757.75
7095.64	11266.50	34097.70	7095.64
7450.42	11829.83	35802.59	7450.42
7822.94	12421.32	37592.71	7822.94
8214.09	13042.38	39472.35	8214.09
8624.79	13694.50	41445.97	8624.79
9056.03	14379.23	43518.27	9056.03
9508.83	15098.19	45694.18	9508.83
9984.27	15853.10	47978.89	9984.27
10483.49	16645.75	50377.83	10483.49
11007.66	17478.04	52896.72	11007.66
11558.05	18351.94	55541.56	11558.05
12135.95	19269.54	58318.64	12135.95
12742.75	20233.02	61234.57	12742.75
13379.88	21244.67	64296.30	13379.88
14048.88	22306.90	67511.11	32474.00
14751.32	23422.24	70886.67	34097.70
15488.89	24593.36	74431.00	35802.59
16263.33	25823.02	78152.55	37592.71
17076.50	27114.18	82060.18	39472.35
17930.32	28469.88	86163.19	41445.97
18826.84	29893.38	90471.35	43518.27
19768.18	31388.05	94994.92	45694.18
20756.59	32957.45	99744.66	47978.89
21794.42	34605.32	104731.90	50377.83
322527.80	512111.77	1549889.81	554277.02 Total

Note: Year one figures derived from Stamm Impact Assessment model. All subsequent figures derived from adding 5% inflation to previous year.

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\$554,277.02. That is, the vacant land/office development scenario represents an estimated revenue of \$42,165.25 greater than residential development, over a 25 year period.

Not factored into this calculated benefit are the gains derived from greater employment being generated within the City of Brampton as a result of maintaining the existing zoning. If these gains were considered, the Commercial case would be favoured to an even greater extent than calculated above.

The City of Brampton is attempting to achieve a strategic goal of a 65/35 assessment ratio (Residential/Commercial). The City currently has a 68/32 assessment ratio. By maintaining the existing Commercial zoning, the City is remaining consistent with its strategic goal to improve its share of commercial/industrial assessment.

For the data used in the Stamm Assessment Impact Model, and a tabular representation of the results, refer to Appendix B of this report.

From a strictly financial perspective, the current zoning provides the potential for greater tax assessment revenues for the City. However, the financial estimates contained in Table One do not account for any changes in the cost of services, benefit of increased population on the economy, or any external economic factors relating to inflation, taxes etcetera.

The financial impact analysis provides Planning Committee with an additional interesting and critical perspective on the evaluation of proposals such as this one. The results should, however, be viewed as one of many factors to be considered in making a decision on such an application. In addition, it should be noted that the net financial disadvantage of approving this application has been offset partially or entirely by the conversion of residential sites to commercial sites in this area, and other areas of the City, as well as through the intensification of commercial sites such as the Brampton Corporate Centre.

6.1.4 Quality of Development

The Urban Design and Zoning Division, has indicated some concern with the quality of the proposed building. The comments received from the Division, indicate that the building form is of much lower design quality than the original proposal. The first proposal was for a terraced building of 15 storeys, whereas the current proposal indicates two buildings which are boxy in nature and do not contain any terracing or architectural features. The original scheme presented a higher end condominium with

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amenities and higher quality design features. The current scheme appears to be of lower design quality, with fewer amenities. In view of the gateway location in this area, staff are of the opinion that the architectural design of these buildings should be in keeping with the quality of development desired for the gateway setting. Therefore, the applicant will be required to submit a design concept addressing the design and massing of the proposed buildings, to be approved by the Commissioner of Planning and Development prior to the passing of an amending by-law.

The applicant will also be required to agree, as part of a development agreement, that any residential development on this property will be in the form of condominium tenure. This will ensure that the design of the buildings and amenity areas is in keeping with the high level of design quality expected in a prestige gateway location.

The applicant has submitted a shadow study which indicates that the shadow effect of the buildings is predominantly upon the commercial development to the north and Hurontario Street to the west. The orientation of the buildings results in some shadow falling on the residential development to the south and east, however, the effect on the residential development immediately south of the proposed building is limited to summer seasons and is minimal. Staff are of the opinion that the shadow effects are acceptable and will have minimal effect on the existing low density development to the south. (Refer to Shadow Study attached.)

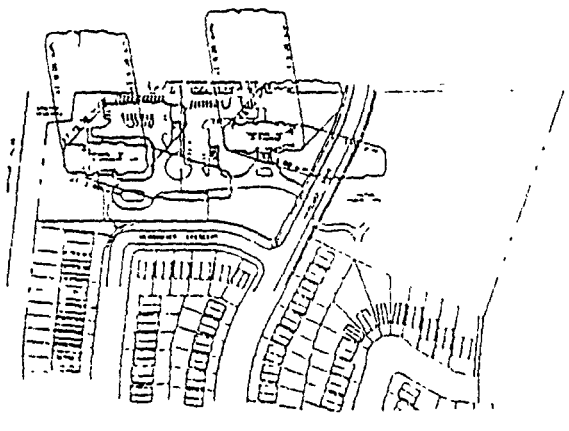
A noise study has been reviewed by Urban Design and Zoning Division staff, and the results and recommendations of that study will be incorporated into the design of the building at the site plan approval stage.

6.1.5 Traffic Generation

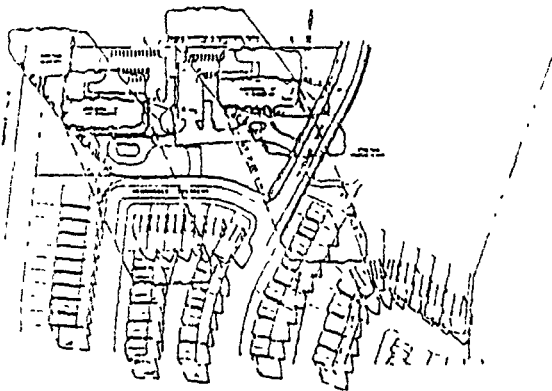
The traffic expected to be generated by the residential development is approximately 141 vehicles per day (on average) less than that expected to be generated by office/commercial development as permitted under current zoning. As a result, the proposed residential development would have less impact on the surrounding road network than the permitted office development.

In order to calculate daily A.M. and P.M. peak hour traffic volumes, trips per unit for residential development, and trips per 1000 metres square for office development were taken from a traffic study prepared for the Fletchers Creek South Secondary Plan Area as part of the Secondary Plan review. Calculations indicate that in the A.M. peak hour, residential development of this scale generates approximately 147 vehicles less than the permitted office development of

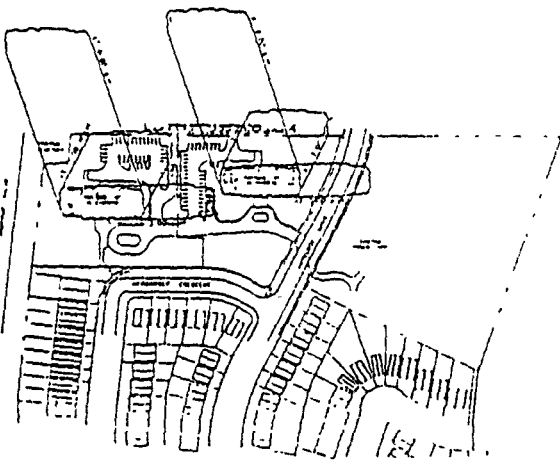
PS-17



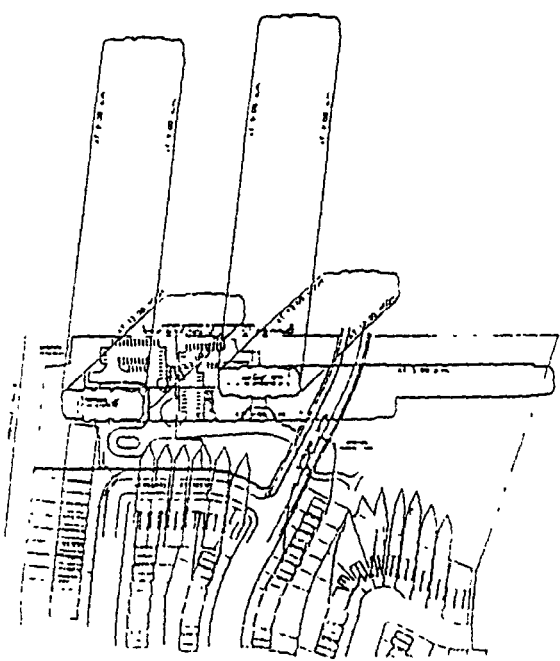
SHADOW ON MAR. 22 (STANDARD TIME)



SHADOW ON JUNE 22 (DAYLIGHT SAVING TIME)



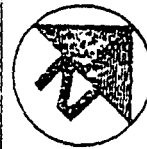
SHADOW ON SEPT. 22 (DAYLIGHT SAVING TIME)



SHADOW ON DEC. 22 (STANDARD TIME)

UPPER NINE PROPERTIES

SHADOW STUDY



CITY OF BRAMPTON
Planning and Development

Date: 91 02 27

Drawn by: JRB

File no. T1E14.15

Map no. 76-31E

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140,000 square feet whilst in the P.M. peak hour, residential development as proposed generates approximately 134 less vehicles than office development. On average, office development of the scale permitted by the current zoning is expected to generate 141 more trips per day than the proposed residential development. (For calculations refer to Table Two-Comparison of Estimated Vehicle Trips in A.M. and P.M. peak hours for Proposed Residential Development and Currently Permitted Office Development.)

Traffic Engineering Services Division staff have indicated that the existing intersection capacity for this area is sufficient to service the permitted office uses. Therefore, since A.M. and P.M. peak hour calculations reflect an average of 141 fewer trips per day for the proposed residential development, intersection capacity will not be adversely affected and, in fact, will be enhanced through the lower number of trips generated by the proposal.

In addition, Traffic Engineering Services Division has indicated that this intersection and surrounding road network could not support intensified office/commercial development on this site. That is, the current zoning represents the peak capacity of this site for office development, from a Traffic perspective.

6.1.6 Miscellaneous Factors

As noted in the comments of the Ministry of Transportation (Ontario) in Appendix A to this report, the subject property is located within the Highway Number 407 study area. Therefore, the Ministry has requested that a stormwater management plan be submitted for review to ensure that drainage is not directed to the Hurontario Street System, which may eventually drain to the proposed Highway 407 right-of-way.

The Dufferin-Peel Roman Catholic Separate School Board anticipates a yield of approximately 19 students in grades junior kindergarten through grade 8, and approximately 6 students in grades 9 through 12. These students will be accommodated in the St. Kevin elementary separate school area, and St. Augustine Secondary separate school area.

The Peel Board of Education has indicated that they expect a yield of approximately 44 students between Junior Kindergarten and grade 6; approximately 11 students between grades 7 and 8, and approximately 28 students in grades 9 through to Ontario Academic Credit level (former grade 13). All the anticipated students will be accommodated in the existing Parkway Public School, W.G. Davis Senior Public School, and J.A. Turner Secondary School areas.

TABLE T

Comparison of Estimated Vehicle Trips in A.M.
and P.M. Peak Hours for Proposed Residential Development
and Currently Permitted Office Development Schemes

Revised Plan								
Use	IN A.M. Peak Hr.	OUT A.M. Peak Hr.	IN P.M. Peak Hr.	OUT P.M. Peak Hr.	Total In	Total Out	[A] Average	
Resident. [B]	27.8	97.3	97.3	41.7	125.1	139	132.05	
Office [C]	238	35	35	238	273	273	273	
Res - Office	-210.2	62.3	62.3	-196.3	-147.9	-134	-140.95	

Notes:

- A Total In + Total Out/2
B Based on 278 Units
C Based on 140,000 square feet

Original Plan								
Use	In A.M. Peak Hr.	Out A.M. Peak Hr.	In P.M. Peak Hr.	Out P.M. Peak Hr.	Total In	Total Out	[A] Average	
Resident. [B]	25.6	89.6	89.6	38.4	115.2	128	121.8	
Office [C]	238	35	35	238	273	273	273	
Res-Office	-212.4	54.6	54.6	-199.6	-157.8	-145	-151.4	

Notes:

- A Total In + Total Out/2
B Based on 278 Units
C Based on 140,000 square feet

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Notwithstanding the foregoing, staff note the recent initiatives of Council to place a ceiling on residential development within the City based on the provision of essential services. In this regard, a Residential Development Phasing Strategy was adopted by City Council on April 22, 1991. The purpose of this strategy is to limit the number of dwelling units that can be accommodated by the infrastructure currently in place in various sub-areas throughout the City.

Table 1 of the Residential Development Phasing Strategy indicates that, at the time of adoption of the strategy, the transportation related residential development capacity for the Brampton South/Fletchers Creek Sub-area was exceeded by a total of 900 dwelling units. It is also noted that City Council on June 24, 1991 passed a resolution, which in part, stated that rezoning applications within the area affected by Official Plan Amendment 205 be advanced to the zoning stage utilizing a "H" (Holding) zone. As a result, it is recommended that any amending by-law place a holding category on the lands, to be removed when Council determines that the appropriate transportation related improvements have been made to support the increased density.

6.1.7 Conclusions and Summary

In conclusion, it is necessary to summarize the key points discussed in this section. The following is brief summary of the main issues presented in the preceding subsections.

In reviewing the proposal staff noted that:

- o the proposal is supportable from a planning and traffic engineering perspective, and factors relating to urban design and massing can be addressed through the site plan review process to ensure a high level of design, which is in keeping with the prestigious level of development desired at this location;
- o the applicant will be required to agree that all development on this site for residential purposes will be of the condominium form of tenure;
- o the applicant has agreed to make a financial contribution to the Gateway Improvement Program for Hurontario south of Steeles Avenue.

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This property was subject to a financial impact assessment using the Stamm Assessment Impact Model, and financial impact of vacant land, residential development and office development, in terms of net annual benefit to the City, were calculated. The financial impact assessment indicates that the current zoning could be expected to provide the greatest revenue to City over a 25 year period, even if the office/commercial development does not proceed prior to the year 2005, as forecasted by Business Development staff.

It should be noted that it is likely that if the lands are not approved for residential development as proposed, they will, in all likelihood remain vacant for a 10 to 15 year period.

The recent conversions of residential sites located on the west side of Highway 10, south of Steeles, and on the east side of Highway 10, north of the south leg of County Court Boulevard, to office commercial development, along with the intensification of commercial sites, such as the Brampton Corporate Centre, have served to offset the long term financial impact of the conversion of this commercial site to residential purposes. It is projected that with the current stock and existing designations, not including this property, approximately 1.6 million square feet of office development could be realized in the Fletchers Creek South area, which is greater than that designated in the original Fletchers Creek South Secondary Plan.

From a traffic engineering perspective it was noted that peak A.M. and P.M. hour traffic calculations indicate that the residential development generates less traffic than the office/commercial development is expected to.

Finally, staff note that the property will be subject to the requirements of the Residential Development Phasing Strategy, and will be placed in a holding category, to be removed when Council determines that the appropriate transportation related improvements have been made to support the increased density.

Based on the foregoing factors, planning staff feel that the proposed residential development in condominium form of tenure is supportable from a planning perspective.

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7.0

RECOMMENDATION

Despite the fact that this application is supportable from a planning perspective, it is the opinion of some members of the Development Team that the change from office/commercial to residential should not be supported, on the basis of the long term financial impact analysis.

1. IT IS THEREFORE RECOMMENDED THAT:

- A) Planning Committee determine whether or not the application to amend the Official Plan and zoning by-law to permit the development of two 15 storey condominium buildings should be approved in principle; and
- B) if it is determined that the application should be approved in principle, then, a Public Meeting be held in accordance with Council procedures;
- C) Subject to the results of the public meeting, staff be directed to prepare an appropriate amendment to the official Plan and Zoning By-law subject to the following conditions:

1. The site specific zoning by-law shall contain the following provisions:

- a) the site shall be used only for the following purposes:
 - 1) apartment dwellings;
 - 2) purposes accessory to the other permitted purposes.
- b) maximum building height - 15 storeys;
- c) maximum floor space index - 2.10;
- d) maximum number of units for high rise apartment buildings shall be 278 or 161 units per hectare, whichever is the lesser;
- e) minimum number of parking spaces to be provided per dwelling unit - 2.00;
- f) shall be subject to the requirements and regulations of the Residential Apartment B zone and the general provisions of By-law 139-84 as amended, not in conflict with the requirements and regulations set out above.

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2. This development will be subject to a development agreement and the development agreement shall include the following conditions:
 - a) the applicant shall agree that the property shall be zoned for apartment purposes and shall be placed in a Holding category until such time as the appropriate roadway and traffic improvements within and around the Fletchers Creek South Secondary Plan Area to support the proposed residential development have been completed to the satisfaction of the City;
 - b) that the applicant submit design guidelines to address the design and massing of the proposed building, to be approved by the Commissioner of Planning and Development prior to the passing of the amending by-law;
 - c) prior to the issuance of a building permit, a site development plan showing accesses, a landscape and fencing plan, elevation and cross-section drawings, a grading and drainage plan, an engineering and servicing plan and a fire protection plan shall be approved by the City;
 - d) prior to the issuance of any building permits, grading and drainage plans and storm water management study shall be approved by the City, the Region of Peel and the Ministry of Transportation (Ontario), and appropriate securities shall be deposited with the City to ensure implementation of these plans;
 - e) the applicant shall agree to contribute on a fair share, equitable basis to the total costs for streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue;
 - f) the applicant shall agree that all lighting on the site shall be designed and oriented so as to minimize glare on abutting properties and streets;
 - g) the applicant agrees to convey to the City a 0.3 metre reserve across Hurontario Street abutting the subject property and across Merganzer Crescent where it abuts the property;

- FS-24
- h) the applicant agrees that no access will be permitted to Hurontario Street;
 - i) the applicant shall agree to provide street tree planting along Hurontario Street in accordance with City specifications;
 - j) the applicant shall agree to pay cash-in-lieu of parkland in accordance with the City's Capital Contribution Policy for the tableland parkland requirement of 0.92 hectares, less an allowance for previous conveyances;
 - k) the applicant shall agree to pay all applicable City levies;
 - l) the applicant shall agree to enter into an agreement to pay the Regional development levies;
 - m) the applicant shall agree to implement the recommendations of the approved noise study through the site plan;
 - n) the applicant shall agree to construct a pedestrian walkway to Hurontario Street from the proposed development;
 - o) the applicant shall agree to install a bus stop pad on Hurontario Street at a location suitable to Transit;
 - p) the applicant shall agree to remove the existing chain link fence on the concrete walkway and install a new 1.2 metre high black vinyl chain link fence on the property of the single family lot on the south side of the existing concrete walkway and provide dense landscaping on the slope between the new fence and walk to screen the existing residence;
 - q) the applicant shall agree to pay cash-in-lieu for a bicycle path along the Hurontario Street frontage;
 - r) the applicant shall agree to fence the entire perimeter of the existing cemetery with 1.6 metre high black wrought iron fencing; and,

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- s) the applicant shall agree that all residential development on this property shall be of the condominium form of tenure.

Respectfully submitted,

Cheryl Logan
Cheryl Logan, Development Planner

AGREED:

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

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

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A P P E N D I X A

Comments from outside agencies:

The Dufferin-Peel Roman Catholic Separate School Board has advised of the following in a letter dated January 30, 1991:

"The revised application to amend the Official Plan and Zoning by-law is located in the St. Kevin elementary separate school, and St. Augustine Secondary separate school boundary. The anticipated student yield generated from the 278 apartment units proposed in this plan is as follows:

St. Kevin - JK-08:	19 students
St Augustine 9-12/OAC:	6 students

Due to the fact that this application is a revised plan, The Dufferin-Peel Roman Catholic Separate School Board has no comments or objection."

The Ministry of Transportation (Ontario) has advised of the following in their letter dated February 6, 1991:

"As the subject property is located within the proposed Highway Number 407 study area, a stormwater management plan must be submitted to this Ministry for review to ensure that drainage is not directed towards the Hurontario Street System which will eventually drain to the proposed Highway Number 407 right-of-way."

The Peel Board of Education has advised of the following through their letter of February 19, 1991.

"The Peel Board of Education has no objection to the further processing of the above noted application.

The anticipated yield from this plan is as follows:

JK - 6	44 students
7 - 8	11 students
9 - OAC	28 students

The students generated are presently within the following attendance areas:

		Projected Enrolment September 1991
Parkway P.S.	JK-6	485
W.G. Davis Sr. P.S.	7 - 8	542
J.A. Turner S.S.	9 - OAC	1590

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APPENDIX B

FS-29

INTER-OFFICE MEMORANDUM

JUL 25 1991

Administration and Finance Department
Treasury Services Division

TO: J. Marshall

FROM: J. Harris

DATE: July 18, 1991

RE: Stamm Assessment Impact Model and
Application to Upper Nine Development
Proposals

This memo is intended to provide you with an overview of the Stamm Assessment Impact Model. It will also review the results of this model's use in evaluating the Residential and Commercial development applications for the S.E. quadrant of Highway 10 and County Court Boulevard (Upper Nine Development Application).

OVERVIEW OF STAMM ASSESSMENT IMPACT MODEL

This model attempts to show how a development proposal will impact the net operating (Revenue Fund) profile of the City. The model employs financial schedules and information consistent with those filed by the City with the Ministry of Municipal Affairs each year (Financial Information Returns - F.I.R.'s). The model is equipped to assess any private development project (residential or commercial) provided that the following information is provided regarding the project:

- 1) The local assessment or market value (equalized assessment).
- 2) The population impact of the new development.

With the exception of the calculation of Tax Levy and General Support, all figures are generated by assuming amounts will increase by either the proportion of market value or population of the new project compared to City totals (consistent for the most recent historic year). To illustrate, items determined to be Population Based are calculated as follows:

$$\frac{\text{Population New Development}}{\text{Population 1990}} * (\text{Revenue or Expenditure Item 1990})$$

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Items determined to be Market Based are calculated as follows:

$$\frac{\text{Market Value New Development} * (\text{Revenue or Expenditure Item 1990})}{\text{Total Market Value 1990}}$$

The determination of which Revenue/Expenditure components are Population or Market Based was undertaken by Stamm Economic Research.

The method of calculating the revenue and expenditure values (by F.I.R. category) for the particular development is as follows:

Taxation: Determining the tax levy of the development is a matter of multiplying the assessed value by the appropriate mill rate.

Payments in Lieu: Are assumed not to be affected by new developments.

Ontario Unconditional Grants: The model assumes that General Support is 6% of tax levied in the previous year. The model will be amended once 1991 data is available such that General Support is 5% of Taxes levied in the previous year. (Consistent with the percentage of provincial support for 1991).

Other Revenue: Only Licenses and Permits, Fines, and Penalties & Interest (on Taxes Overdue) are assumed to alter; all are Market Based.

Revenue For Specific Functions: General Government, Health, Social Services, and Recreation are assumed to be Population based while Protection, Transportation, Environment, and Planning are Market based.

Total Revenue from the new development represents the sum of the above components (by F.I.R. category).

Expenditures: Expenditures by function are affected on the same bases as Revenues for Specific Functions.

Net Surplus/(Deficit): Represents the difference between Total Revenues and Total Expenditures.

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UPPER NINE DEVELOPMENT APPLICATION -
MODEL RESULTS

The Upper Nine site was analysed by comparing the net financial impact of two possible development proposals upon the City's net operating profile. All data employed was consistent with 1990 City of Brampton financial and statistical records. First, the subject site's existing Official Plan designation and zoning were analysed followed by the proposed land use concept. The details are as follows:

- the existing Official Plan Amendment is Specialty Office - Service Commercial. The zoning is C1 - Section 578. The allowable floor area permitted is approximately 140,000 sq. ft. and;
- the proposed use for the subject site is Residential, specifically high density with a upa factor of 65. Total Residential units anticipated are 278. Gross floor area proposed is approximately 389,000 sq.ft.

Annual City net operating results for the two proposals were as follows:

Option 1 - Commercial Proposal

Table 1 reveals that this proposal generates \$156,869 in total operating revenues once this development is fully assessed. Approximately two-thirds of these revenues are derived from property taxes. Total City expenditures assumed to be associated with servicing this development are \$124,395. A net benefit to City current operations of \$32,494 results.

Option 2 - Residential Proposal

In this case, total revenues from property taxes would be higher than those from the Commercial proposal principally due to increased revenues from specific functions (ie. recreation revenues from the increased population). Operating revenues total \$262,583. However, the fact that the Residential proposal generates an increase in City population also means that City servicing costs for this proposal are significantly higher than those of Option 1 (\$251,853 versus \$124,395 for the Commercial proposal). Consequently, the net benefit to the City derived from the Residential option are about a third of those of the Commercial proposal, or \$10,730.

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Conclusion/Recommendations

The Stamm Assessment Impact Model was employed to determine the net financial impact upon the City of Brampton's operating position (Revenue Fund). All data employed was consistent with 1990 City financial/statistical records.

It was found that the 1.72 hectares at the S.E. quadrant of Highway 10 and County Court Blvd., (Upper Nine Development) would best remain designated Specialty Office - Service Commercial (C1 - Section 578 zoning). This property, if developed according to current zoning, would provide three times the annual net operating revenues to the City that the Residential option would (the proposed use).

Not factored into this calculated benefit are the gains derived from greater employment being generated within the City of Brampton as a result of maintaining the existing zoning. If these gains were considered, the Commercial case would be favoured to an even greater extent than calculated above.

The City of Brampton is attempting to achieve a strategic goal of a 65/35 assessment ratio (Residential/Commercial). The City currently has a 68/32 assessment ratio. By maintaining the existing Commercial zoning, the City is remaining consistent with its strategic goal to improve its share of commercial/industrial assessment.



J. Harris,
Manager, Financial Planning

sh
cc: P. Caine
A. Solski

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Table 1

RESULTS OF STAMM ASSESSMENT IMPACT MODEL
UPPER NINE DEVELOPMENT APPLICATION
COMPARISON OF PROPOSALS (NOTE: 1)

	<u>RESIDENTIAL</u>	<u>COMMERCIAL</u>
MARKET VALUE OF PROPOSAL (Note 2)	\$44,480,000	\$43,106,811
POPULATION (Note 3)	612	0
REVENUES		
Taxation (Note 4)	\$ 108,562	\$ 106,396
Unconditional Grants	9,385	5,522
Other Revenue	16,143	15,644
Specific Function Revenues	<u>56,493</u>	<u>29,306</u>
TOTAL REVENUES	\$ 262,583	\$ 156,869
TOTAL EXPENDITURES	<u>(251,853)</u>	<u>(124,395)</u>
NET SURPLUS	\$ 10,730	\$ 32,474
NET DIFFERENCE		
*Favours Commercial Proposal		\$ 21,744

-
- NOTES 1 - ALL DATA EMPLOYED IS CONSISTENT WITH 1990 CITY OF BRAMPTON FINANCIAL AND STATISTICAL RECORDS
- 2 - THE MARKET VALUE OF EACH PROPOSAL WAS EXPRESSED AS A SHARE OF TOTAL 1990 EQUALIZED ASSESSMENT IN THE CITY OF BRAMPTON OF \$20,465,649,132 TO DERIVE REVENUE/EXPENDITURE SHARES FOR EACH DEVELOPMENT AS REQUIRED.
- 3 - THE POPULATION GENERATED FOR THE RESIDENTIAL PROPOSAL WAS EXPRESSED AS A SHARE OF TOTAL 1990 CITY POPULATION (SOURCE: PLANNING DEPARTMENT) OF 216,209 RESIDENTS TO DERIVE REVENUE/EXPENDITURE SHARES AS REQUIRED.
- 4 - THE EQUALIZATION FACTOR EMPLOYED TO CONVERT FROM MARKET VALUE TO LOCALIZED ASSESSMENT FOR TAX PURPOSES WAS .198 FOR THE RESIDENTIAL PROPOSAL AND .10233 FOR THE COMMERCIAL PROPOSAL. THESE EQUALIZATION FACTORS ARE CONSISTENT WITH THE 1990 EQUALIZATION FACTOR TABLES FOR THE CITY OF BRAMPTON (SOURCE: MINISTRY OF REVENUE).

City of Flagstaff

REVENUE ATTRIBUTABLE TO NEW DEVELOPMENT
 "Schedule 1" of the Financial Information Return
 Analysis of Revenue Fund Revenues

SOURCE	MUNICIPAL TOTAL	NEW DEVELOPMENT
	\$	\$
TAXATION (See Schedule 2L7 below)		
Trans. Sched. 2L7	64,501,560	180,522
direct water	0	0
sewer surcharge	0	0
Sub-total	64,501,560	180,522
PAYMENTS IN LIEU		
Sub-total	1,257,105	0
OUTRIG UNCONDITIONAL GRANTS		
Per hhd general	0	0
Per hhd police	0	0
Per hhd density	0	0
Transition & spec. Assist.	0	0
Resource Equalization	0	0
General Support	2,337,025	9,385
Northern Spec. Support	0	0
Apportionment Guarantee	0	0
Revenue Guarantee	0	0
Sub-total	2,337,025	9,385
OTHER REVENUE		
Traffic Revenue	0	0
Licenses & Permits	4,132,404	8,981
Fees	1,224,654	2,652
Penalties & Int. Taxes	2,070,305	4,500
Investment Income	2,291,736	0
Sale of Publications	242,352	0
Contribution from Capital	0	0
Contribution from Reserves	4,232,632	0
Contribution from non-consol.	128,749	0
Other	122,817	0
Sale of Land	1,673,233	0
Sub-total	18,651,266	16,143

ANALYSIS OF ASSESSMENT

ASSESSMENT IN NEW DEVELOPMENT

	NET VALUE PROPERTY	EQUALIZED FACTOR	LOCAL ASST OF PROPERTY
office	0	0.10233	0
industrial	0	0.16152	0
residential	44,480,000	0.15800	2,807,040
TOTAL	44,480,000		2,807,040

* 160,000/unit (P.S. Dev)
 * 278 units
 \$ 44,480,000

TOTAL EQUALIZED ASSESSMENT IN MUNICIPALITY 20,425,645,132

POPULATION IN NEW DEVELOPMENT 812

POPULATION CURRENTLY IN MUNICIPALITY 216,209

"Schedule 2L7"
 TAX DOLLARS RECEIVED THROUGH THE GENERAL MILL RATE FROM THE DEVELOPMENT

Category of Assessment	Assessed Value	Mill Rate	Taxes
office	0	24.12	0
industrial	0	24.12	0
residential	2,807,040	20.50	180,522
TOTAL			180,522

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Schedule 3
ANALYSIS OF CURRENT REVENUE FOR SPECIFIC FUNCTIONS

Function	MUNICIPAL TOTAL	NEW DEVELOPMENT
general government	1,015,518	2,270
protection	281,081	1,450
transportation	12,168,158	28,448
environment	382,588	880
health	23,744	88
social services	0	0
recreation	2,221,645	20,285
planning	671,675	1,480
other	0	0
Sub-total	22,154,557	56,481
TOTAL REVENUES	105,449,571	280,580

Schedule 4
EXPENDITURES ON NEW DEVELOPMENT

Function	MUNICIPAL TOTAL	NEW DEVELOPMENT
general government	15,430,298	43,781
protection	20,763,050	44,042
transportation	22,152,038	28,340
environment	4,854,345	9,988
health	92,622	280
social services	509,664	1,435
recreation	23,222,743	75,388
planning	2,810,294	2,080
other	0	0
TOTAL EXPENDITURES	108,675,275	281,653
NET SURPLUS/(DEFICIT)	(3,425,907)	10,730

Impact of 150,000 Square feet of Office Space on Brampton.

City of Brampton

REVENUE ATTRIBUTABLE TO NEW DEVELOPMENT
 "Schedule 1" of the Financial Information Return
 Analysis of Revenue Fund Revenues

SOURCE	MUNICIPAL TOTAL \$	NEW DEVELOPMENT \$
TAXATION		
from Sched. 1	60,930,950	106,396
direct water	0	0
sewer surcharge	0	0
Sub-total	60,930,950	106,396
PAYMENTS IN LIEU		
Sub-total	1,297,109	0
ONTARIO UNCONDITIONAL GRANTS		
Per hhd general	0	0
Per hhd police	0	0
Per hhd density	0	0
Transition & spec. Assist.	0	0
Resource Equalization	0	0
General Support	3,337,026	5,522
Northern Spec. Support	0	0
Apportionment Guarantee	0	0
Revenue Guarantee	0	0
Sub-total	3,337,026	5,522
OTHER REVENUE		
Trailer Revenue	0	0
Licences & Permits	4,132,404	6,704
Fines	1,224,654	2,579
Fees & Int. Taxes	2,070,305	4,321
Investment Income	2,492,732	0
Sale of Publications	202,852	0
Contribution from Capital	0	0
Contribution from Reserves	4,232,652	0
Contribution from non-consol.	122,749	0
Other	122,617	0
Sale of Land	1,673,223	0
Sub-total	16,690,285	15,644

ANALYSIS OF ASSESSMENT

ASSESSMENT IN NEW DEVELOPMENT

	MKT. VALUE PROPERTIES	EQUALIZED FACTOR	LOCAL ASST OF PROPERTIES
office	42,102,611	0.10233	4,411,120
industrial	0	0.15152	0
residential	0	0.15600	0
TOTAL	42,102,611		4,411,120

31,508/000 sq. ft. (M. of R + C.A.M)
 * 140
 \$ 4,411,120

TOTAL EQUALIZED ASSESSMENT IN MUNICIPALITY

20,425,649,132

POPULATION IN NEW DEVELOPMENT

0

POPULATION CURRENTLY IN MUNICIPALITY

212,205

Schedule 2LT

TAX DOLLARS RECEIVED THROUGH THE GENERAL MILL RATE FROM THE DEVELOPMENT

Category of Assessment	Assessed Value	Mill Rate	Taxes
office	4,411,120	24.12	106,296
industrial	0	24.12	0
residential	0	20.50	0
TOTAL			106,296

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115-50

"Schedule 3"
Analysis of Current Revenue for Specific Functions

Function	MUNICIPAL TOTAL	NEW DEVELOPMENT
general government	1,015,518	0
protection	681,061	1,422
transportation	12,166,156	23,621
environment	392,568	627
health	33,744	0
social services	0	0
recreation	2,231,645	0
planning	671,675	1,415
other	0	0
TOTAL	22,154,557	25,306
TOTAL REVENUES	105,449,972	150,869

"Schedule 4"
EXPENDITURES ON NEW DEVELOPMENT

Function	MUNICIPAL TOTAL	NEW DEVELOPMENT
general government	16,420,255	0
protection	20,763,090	42,644
transportation	25,152,032	62,230
environment	4,854,345	5,645
health	52,222	0
social services	502,664	0
recreation	22,262,743	0
planning	2,810,664	2,672
other	0	0
TOTAL EXPENDITURES	102,672,679	113,222
NET SURPLUS/(DEFICIT)	(2,422,907)	32,474

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INTER-OFFICE MEMORANDUM

Administration and Finance Department
Treasury Services Division

TO: Cheryl Logan
FROM: John Harris
DATE: August 29, 1991
RE: Upper Nine Development Proposal-
As Vacant Land

In response to your request, this report details the net revenue derived from the 1.72 Hectares (4.27 acres) of land at Block 182, Plan 43M-615 owned by Upper Nine Properties Limited. The source of my data regarding assessment value is Gerry Dejong, Valuation Manager with the Ministry of Revenue Halton/Peel Assessment Office.

Mr. Dejong informed me that, currently, the land is vacant and is assessed at Commercial rates. Its assessed value is now \$314,080.00. As the land is vacant and not used for Commercial business, it is taxed at Residential urban rates. The City of Brampton's urban Residential mill rate is 21.516 mills for 1991 and was 20.5 mills in 1990. The revenues derived from this land remaining vacant and zoned Commercial are \$6,757.75 in 1991 and were approximately \$6,440.00 in 1990.

The Stamm Assessment Impact model assumes the following categories of City service expenditure if a Commercial property was not vacant, but had a Commercial operation on it: Protection, Transportation, Environment, and Planning. I am assuming, herein, that, since this land is vacant and taxed at Residential urban rates, no City expenditures should be applied against the revenue determined above. Consequently, the gross revenue values derived above (\$6,800 in 1991 and \$6,440 in 1990) are also the relevant annual net revenues.

Within my July 18 memo to John Marshall (attached), I found that the net revenues derived from the proposed Residential housing development and possible Commercial development were \$10,730 and \$32,474 respectively (in 1990 dollars). Consequently, the 1990 net revenue generated by leaving the land vacant is about 65% of that produced from the proposed Residential development. However, although the Residential proposal produces a marginally greater level of net revenue, it

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virtually eliminates the possibility of instilling a Commercial office use subsequently. A Commercial office use generates three times the level of annual net revenue of the Residential proposal.



J. Harris,
Manager, Financial Planning

sh
attach.
cc: P. Caine
A. Solski

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

December 2, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Supplementary Report
Application to Amend the Official Plan and
Zoning By-law
Part of Lot 1, Concession 14, E.H.S.
Block 182, Plan 43M-615
Ward Number 3
UPPER NINE PROPERTIES LIMITED
Our File Number: TIE14.15

Re:

1.0 PROPOSAL

This report addresses a revised proposal to amend the official plan and zoning by-law permitting the development of the north-west corner of Havelock Drive and Merganser Crescent for high rise apartment units.

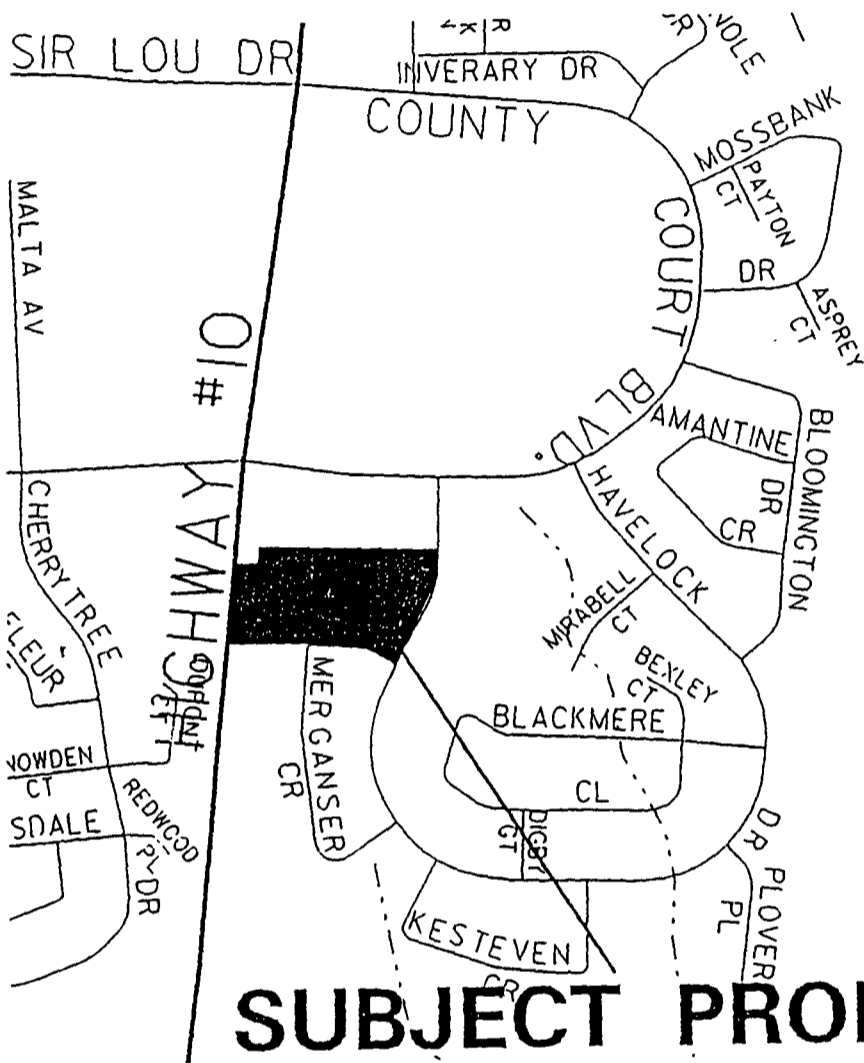
The initial proposal was approved by City Council at its meeting of September 23, 1991. This proposal entailed the development of two 15 storey apartment buildings, having two 244 car underground parking garages, and 70 surface visitor parking spaces. At that time, Council also requested further data with respect to the financial implications of the proposal to the City. Following that approval in principle, the applicant's agent requested that the public meeting not be held. Subsequent to the postponement of the public meeting, the application has been revised, and staff are of the opinion that, as a result of the revisions, the application should be presented to Planning Committee again, prior to the re-scheduling of the public meeting.

The new proposal indicates two buildings 12 storeys in height, each containing 139 units (representing a density of 162 units per hectare, or 65 units per acre), and two underground parking garages, each proposed to contain 160 parking spaces. The applicant has retained the 70 visitor parking spaces on the surface, although the layout has been revised. (Refer to the attached Concept Site Plan).

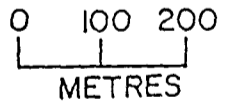
The proposal differs from that which was previously approved in principle by Council, in the following manner:

- o the building tenure is proposed to be left open for flexibility, permitting either rental or condominium rather than restricting the development to condominium;
- o the applicant is currently proposing parking at a rate of 1.4

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
UPPER NINE PROPERTIES LIMITED



SUBJECT PROPERTY



CITY OF BRAMPTON

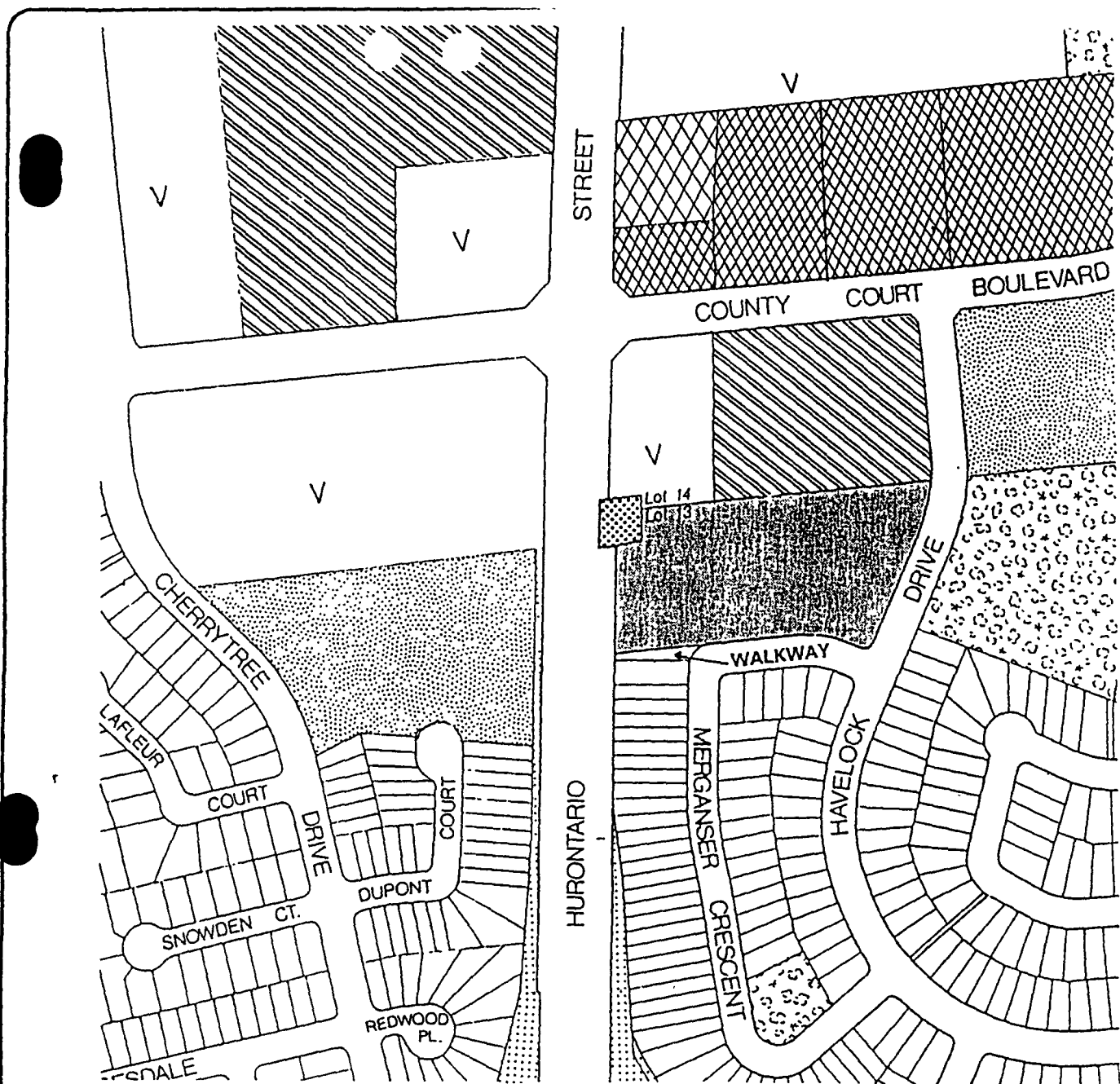
Date: 1992 11 20
File no. T1E14.15

Drawn By: CJK
Map no. 76-31A



LOCATION MAP

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
UPPER NINE PROPERTIES



LEGEND

- | | |
|--------------------|-----------------------------|
| SUBJECT PROPERTY | RESIDENTIAL - SINGLE FAMILY |
| SERVICE COMMERCIAL | RESIDENTIAL - APARTMENTS |
| HIGHWAY COMMERCIAL | OPEN SPACE |
| COMMERCIAL | ROAD WIDENINGS |
| INSTITUTIONAL | VACANT |



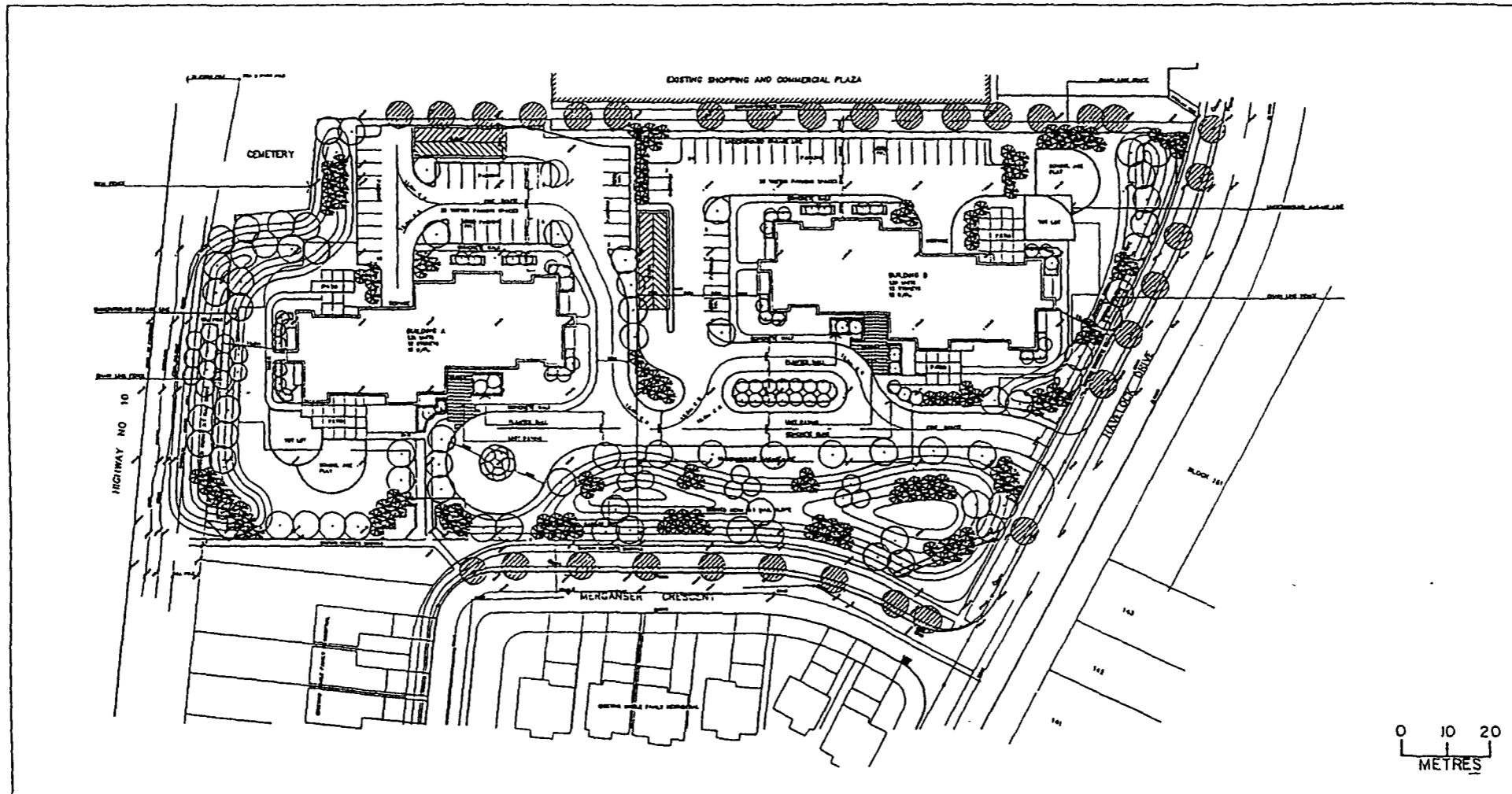
CITY OF BRAMPTON

Date: 1992 03 23 Drawn by: CJK
 File no. T1E14.15 Map no. 76-31E



LAND USE MAP

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 UPPER NINE PROPERTIES



CITY OF BRAMPTON



Date: 1992 11 20 Drawn By: CJK
 File no T1E14 15 Map no 76-31B

CONCEPT SITE PLAN

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 UPPER NINE PROPERTIES

spaces per unit, which is below City By-law standards for rental and condominium development;

- o building height has been reduced from 15 storeys to 12 storeys for each building;
- o the footprint of the buildings has been altered slightly; and,
- o landscaped open space has been reduced from 60% to 58.25% of the total lot area as a result of the increased building footprints.

2.0 OFFICIAL PLAN AND ZONING STATUS

The Official Plan, General Land Use Designations (Schedule 'A') designates the site as Commercial, while Schedule 'F' Commercial, and the Fletchers Creek South Secondary Plan designate the property as "Specialty Office - Service Commercial".

By-law 139-84, as amended, zones the property Commercial One - Section 578 (C1-Section 578), permitting bank, trust or finance company offices, and general offices, with the exception of offices for health care practitioners or realtors.

The proposal is inconsistent with the current designations in the official plan and secondary plan, and zoning by-law. Amendments to each of these documents would be required should the proposal be approved.

4.0 ANALYSIS

As previously noted, this property was the subject of an earlier staff report to Planning Committee, (attached for information as Appendix C). This supplementary report only addresses the implications of the revisions proposed by the applicant and provides the additional financial data requested by Council. A re-circulation of this most recent revised proposal has been undertaken, and comments are contained in Appendix A of this report.

The merits of the revised proposal can specifically be evaluated relative to:

- o anticipated market opportunity to develop the subject site for office purposes in accordance with current designations;
- o additional financial impact analysis (as requested by City Council);
- o strategic planning implications;
- o parking provisions/tenure requirements;
- o residential phasing policy; and,
- o site specific design aspects.

4.1 Anticipated Market Opportunity for Office Development

A locational analysis was completed by the Business Development office which concluded that market opportunities for "regional scale" office development would be realized only once the appropriate infrastructure has been established; namely the construction of Highway 407 (anticipated in 2010). Given this lack of near/intermediate term market opportunity for office development, the development of the lands for alternate (ie. residential) purposes should not be impeded, provided that there would be no significant land use or financial impacts from such a conversion.

The following analysis confirms that no significant impacts would result from the subject proposal as revised.

4.2 Additional Financial Impact Analysis

The additional financial analysis presented in this supplementary report represents the latest analysis provided by the Treasury Services Division, and supercedes all previous financial calculations, including those contained in Appendix C - Previous Staff Report.

As noted earlier, staff were requested by Council to provide supplementary analysis with respect to:

- o the additional commercial/industrial/business (C.I.B.) assessment required to offset the impact of the conversion of the subject site from office to residential use; and,
- o the status of the office/retail commercial development and assessment potential of the immediate area surrounding this site in the Fletchers Creek South Secondary Plan.

In conjunction with the Treasury Services Division it was determined that an additional \$2,420,000 of commercial/office or retail assessment would be required to offset the impact of the conversion of the subject site to residential use (refer to Appendix B - Financial Data).

This \$2,420,000 of commercial office or retail assessment could be achieved (by way of example) in the following development scenarios:

- o an office development 15.73 acres with 45% coverage, developed to a total of 308,340 square feet; or,
- o a retail development of 23.83 acres in size, with coverage of 20% and developed to a total of 207,610square feet.

For the information of Planning Committee, staff of the Planning and Development Department have compiled Table 1 - **Changes in Commercial**

Office & Retail Designations, which illustrates, the additions and deletions of commercial office and retail designations in the *Fletchers Creek South Secondary Plan Area*. The data compiled begins with a base of commercial office and retail development envisioned by *Official Plan Amendment Number 61*. Also included are recent rezoning applications which have resulted in a change to the overall total of office and retail development potential in this area. Note, where brackets are used this indicates a negative amount (a loss of office or retail designation).

As is evident from *Table 1* there is commercial office/retail development potential in excess of that originally envisioned for the *Fletchers Creek South Secondary Plan Area*. The conversion of the subject property leaves an excess of 327,483 square feet of office potential, in excess of the original 1,000,000 square feet envisioned through *Official Plan Amendment 61*. An excess of 187,398 square feet of retail potential is also available. It should be noted that these figures do not take into account current applications such as the proposed *Courthouse expansion* which would add 609,580 square feet of office development if approved.

Table 1
Changes in Commercial Office & Retail Designations
Fletchers Creek South

Base : OPA 61	1,000,000 square feet	
	<u>Office (sq.ft)</u>	<u>Retail (sq.ft)</u>
OPA 69 Shell		4,870
OPA 99 Kaneff		25,238
OPA 144 City South	60,440	63,110
OPA 147 Kerbel	41,330	
OPA 176 Texaco		6,996
OPA 205	326,695	32,669
Brampton Corp. Ctr.	370,064	63,530
Putt Putt	(122,066)	5,005
756277 ONT. LTD.	(126,180)	(14,020)
Famous Players	(82,800)	
TOTAL:	467,483	187,398
LESS Upper Nine	(140,000)	
NET GAIN/(LOSS)	327,483	187,398

Note: On average, approximately 20% of all new office commercial development added may be tax exempt or subject to cash-in-lieu of taxes.

Staff note that any combination of retail and office development which would provide a total assessment value of \$2,420,000 may assist in recovering the assessment potential lost due to the conversion of this site (office to residential).

4.3 Strategic Planning Implications

The City's Strategic Plan identifies a number of goal streams, objectives and initiatives. This proposal is consistent with, and supports the "Attractive Housing Alternatives" goal stream. To that end, this proposal will provide a significant increase in housing intensification of an infill/redevelopment nature, which is one of the objectives of this goal stream.

This proposal is also consistent with the "Vibrant and Attractive Place" goal stream, in that it provides an opportunity for urban scale development at a gateway location.

It should be noted that the conversion of the office site implicates a substitution of the "Prosperous Economy" goal stream and objectives, in favour of the objectives of the "Attractive Housing Alternatives" and "Vibrant and Attractive Place" goal streams and objectives.

4.4 Parking Provisions/Tenure Requirements

As indicated on the Concept Site Plan included in this report, the applicant is proposing to develop this property with two buildings, and associated amenity uses and parking facilities. However, the applicant is proposing a parking standard of 1.4 spaces per unit. This standard is below the standard contained in the City's comprehensive zoning by-law, By-law 139-84 as amended, pertaining to either rental or condominium apartment development. Based on the unit type breakdown proposed, the required parking for the subject proposal, (as per By-law 139-84, as amended) is as follows:

# Units by Type	Parking Required	
	Rental	Condo
1 Bdr. - 70	1.41	2.00
2 Bdr. - 140	1.59	2.00
3 Bdr. - 68	1.73	2.00

Total Spaces Required	439	556
Total Spaces Proposed	390	

The applicant has proposed a significant reduction in the parking standards, and has not provided supporting documentation such as a detailed parking study to substantiate this reduction. Staff can see no reason to support the proposed reduction in parking and recommend that the applicant be required to provide parking in accordance with the standards contained in By-law 139-84 as amended. Staff note that the previous Council resolution approving the initial proposal, contained the following clauses related to the condominium tenure:

- "D1(e) 'minimum number of parking spaces to be provided per dwelling unit - 2.0', and
- 2s 'The applicant shall agree that all residential development on this property shall be of the condominium form of tenure.'"

At this time, the applicant is requesting that the requirement for condominium tenure be deleted from the approval of this application, and that the building tenure remain flexible to allow the applicant to develop in accordance with market demands.

Staff have recently reviewed the control of tenure on a broad basis and have concluded that it cannot be regulated through official plan and zoning by-law provisions. Through the site plan approval process and the applicable zoning restrictions, staff are of the opinion that a satisfactory level of quality development can be achieved.

In order to ensure a satisfactory level of quality, the following features may be incorporated into the amending zoning by-law and development agreement:

- o appropriate fencing and screening measures, particularly as they relate to the low density residential development to the east and south;
- o high quality massing and conceptual design and building materials; and,
- o the provision of appropriate landscaping design and amenity areas.

4.5 Residential Phasing Policy

This property is subject to the Residential Phasing Policy adopted by City Council on April 22, 1991. It is also noted that City Council on June 24,

1991, passed a resolution, which in part, stated that rezoning applications within the area affected by Official Plan Amendment 205 (including the subject lands) be advanced to the zoning stage utilizing a "H" (Holding) zone. As a result, it is recommended that any amending by-law place a holding category on the lands, to be removed when Council determines that the appropriate transportation related improvements have been made to support the increased density. Therefore, should this application be approved, it is recommended that this property be placed in a Holding (H) zone.

In order to have the Holding (H) designation removed, the applicant will be required to demonstrate to the satisfaction of the City that the road network, on a City wide basis, is capable of supporting the increased traffic generated by the development of these lands. This will entail the completion of a detailed traffic impact study.

4.6 Site Specific Design Aspects

As indicated previously, the revisions to the previous plan resulted in a number of minor design changes, including the reduction of the building height and landscaped area. Originally, the buildings were intended to be 15 storeys in height, which has now been reduced by three storeys, to 12 storeys. As a result of the lower building, a slightly larger footprint was developed, which necessitated the reduction of the landscaped open space from 60% to 58.25%. Comments from the Urban Design and Zoning Division (refer to Appendix A), indicated that provided the landscaping which is to be included is of high quality, the 1.75% reduction is not of concern. The details of landscaping will be determined at the site plan approval stage.

The applicant has also shifted the building closest to Havelock Drive south in order to accommodate a future right-of-way in favour of the plaza owner to the north. It is intended that at some future date, this portion of the subject property, which is approximately 2.13 metres (7 feet) wide and runs for a distance of approximately 138 metres (452.7 feet) will be severed and conveyed to the abutting property owner in the north, to provide for a service driveway for the existing plaza.

In addition, the Traffic Engineering Services Division has indicated that, should the property be developed for office purposes, access from Hurontario Street may be considered. However, access to Hurontario Street will **not** be recommended for residential development. Accordingly, access to the site will be provided from Havelock Drive only, and appropriate 0.3 metre reserves will be required on all other road frontages. The concept site plan indicates a future division of the property into two parcels. If this is the intent, easements and rights-of-way for access should be established when such a division takes place. The applicant will be required to agree to provide all necessary easements for services, access and maintenance for the property.

The applicant has submitted a noise study prepared by Jade Acoustics, for approval by the City. The Urban Design and Zoning Division have noted that they are satisfied that suitable noise attenuation can be achieved within the subject property, in accordance with provincial and municipal guidelines. The applicant will, however, be required to update the study to reflect the most recent site plan. Consequently, changes to the site plan may be required to accommodate noise attenuation measures.

Transit has requested that the applicant install one 7.62 metre by 3.66 metre concrete bus stop pad, and that the bus stop pad be shown on the engineering drawings, on the east side of Hurontario Street, approximately 5 metres north of the existing concrete walkway providing access to the subject lands. This matter has been addressed through the inclusion of an appropriate condition of approval in the recommendation section of this report.

The applicant will be required to provide affordable housing in accordance with the provincial standards. This will require that a minimum of 25% of the units created by this development must be affordable units, in accordance with the provincial policy statement.

5.0 CONCLUSIONS AND RECOMMENDATIONS

This supplementary report has provided additional planning and financial analysis with respect to the subject application as revised from the initial proposal approved by City Council. The central issue is the anticipated impacts resulting from the conversion of a designated office/commercial site to residential use. In this regard, it has been determined that:

- o an additional \$2,420,000 of commercial/office or retail assessment would be required to offset the conversion to residential use;
- o the Fletchers Creek South Secondary Plan has a current surplus of 327,483 square feet of office potential and 187,358 square feet of retail potential beyond the original allocations set out in the approved secondary plan; and,
- o the estimated office/commercial retail potential is sufficient to offset the impact of the conversion of the subject site to a residential use.

From a land use planning perspective the conversion of this site to a residential use is supportable. Accordingly, it is recommended that:

- A) Planning Committee confirm the prior approval in principle (subject to a public meeting) of this application;

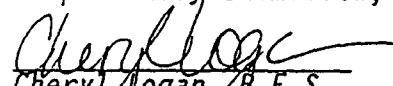
- B) *If it is determined that the revised application should be approved in principle, then a public meeting be held in accordance with City Council procedures; and,*
- C) *Subject to the results of the public meeting, staff be directed to prepare an appropriate amendment to the Official Plan and Zoning By-law subject to the following conditions:*
1. *The site shall be placed in a holding "H" category, and the site specific zoning by-law shall contain the following provisions:*
 - a) *the site shall be used only for the following purposes:*
 - 1) *apartment dwellings;*
 - 2) *purposes accessory to the other permitted purposes.*
 - b) *maximum building height - 12 storeys;*
 - c) *maximum floor space index - 1.7;*
 - d) *the maximum number of units for high rise apartment buildings shall be 278 or 162 units per hectare, whichever is the lesser;*
 - e) *minimum landscaped open space - 58.25% of the lot area;*
 - f) *maximum number of buildings permitted on the site - 2;*
 - g) *the Holding (H) symbol shall not be removed until the Council of the City of Brampton is satisfied that the City wide transportation system has sufficient committed capacity to accommodate this residential development*
 - h) *shall be subject to the requirements and regulations of the Residential Apartment B zone and the general provisions of By-law 139-84, as amended, not in conflict with the requirements and regulations set out above.*
 2. *This development will be subject to a development agreement, and the agreement shall include the following conditions;*
 - a) *the applicant shall agree that the property shall be zoned for apartment purposes and shall be placed in a Holding category, until such time as the appropriate City wide transportation network improvements to support the*

proposed residential development have been committed to the satisfaction of the City;

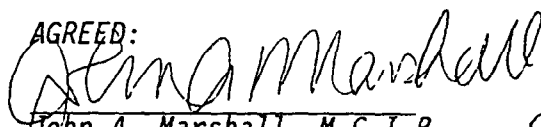
- b) that the applicant submit design guidelines to address the design and massing of the proposed buildings, to be approved by the Commissioner of Planning and Development prior to the passing of the amending by-law;
- c) prior to the issuance of a building permit, a site development plan showing accesses, a landscape and fencing plan, elevation and cross-section drawings, a grading and drainage plan, an engineering and servicing plan and a fire protection plan shall be approved by the City, and securities shall be deposited with the City to ensure the implementation of the plans in accordance with the City's site plan review process;
- d) prior to the issuance of any building permits, grading and drainage plans and storm water management study shall be approved by the City, the Region of Peel and the Ministry of Transportation (Ontario), and appropriate securities shall be deposited with the City to ensure implementation of these plans;
- e) the applicant shall agree to contribute on a fair share, equitable basis to the total costs for streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue;
- f) the applicant shall agree that all lighting on the site shall be designed and oriented so as to minimize glare on abutting properties and streets;
- g) the applicant agrees to convey to the City a 0.3 metre reserve across Hurontario Street abutting the subject property and across Merganser Crescent where it abuts the property;
- h) the applicant agrees that no access will be permitted to Hurontario Street, or Merganser Crescent;
- i) the applicant shall agree to provide street tree planting along Hurontario Street in accordance with City specifications;
- j) the applicant shall agree to pay cash-in-lieu of parkland in accordance with the Planning Act and City Policy less an allowance for previous conveyances;

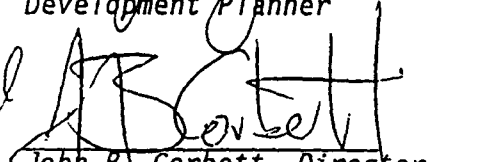
- k) the applicant shall agree to enter into an agreement to pay all applicable City and Regional development charges in accordance with their Development Charges By-laws;
- l) the applicant shall agree to have the acoustical consultant update the approved noise study to reflect the most recent site plan, and to implement the recommendations of the approved noise study through the site plan approval procedure;
- m) the applicant shall agree to construct a pedestrian walkway to Hurontario Street from the proposed development, in a location and design satisfactory to the City;
- n) the applicant shall agree to install a bus stop pad on Hurontario Street in a location and of a design satisfactory to the Commissioner of Community Services;
- o) the applicant shall agree to remove the existing chain link fence on the concrete walkway and install a new 1.2 metre high black vinyl chain link fence along the property limit of the single family lot on the south side of the existing concrete walkway, and provide dense landscaping between the new fence and walk to screen the existing residence;
- q) the applicant shall agree to fence the entire perimeter of the existing cemetery with 1.6 metre high black wrought iron fencing.
- r) the applicant shall agree to provide all necessary rights-of-way and easements as required for maintenance, services and access.

Respectfully submitted,


Cheryl Logan, B.E.S.
Development Planner

AGREED:


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


John B. Corbett, Director
Development Services Division

Appendix A
Comments from Internal Departments and External Agencies

The following departments, or divisions, have indicated that comments contained in the September 12, 1991 staff report are still applicable:

Law Department; Public Works and Building Department, Development and Engineering Services Division, Building Division, Traffic Engineering Services Division; Planning and Development Department, Planning Policy and Research Division; Community Services Department, Parks, and Fire.

The Planning and Development Department, Urban Design and Zoning Division, has the following comments:

1. The proposal basically does not vary much from the last concept which was reviewed and approved in principle by Council.
2. The landscaping of 58.25% is slightly less than the City general standard of 60%. However, if the developer would like to provide quality landscaping, we believe that this 1.75% shortage is not of concern.
3. The proposal does not meet the City parking standards of either condominium or rental tenure.
4. It appears that the site will be divided into two properties. The issue of maintenance easements and rights of way should be addressed. A 0.3 metre reserve may be necessary to prevent access onto Merganser Cr.
5. The Urban Design Section has completed a review of the "Environmental Noise Analysis" dated February 19, 1991 as prepared by Jade Acoustics. We are satisfied that acceptable noise attenuation can be achieved within the project in accordance with provincial and municipal guidelines. However, the applicant will be required to update the report based on the final site plan."

The Community Services Department, Transit has the following comments:

"In respect to the above noted Revised Application to amend the Official Plan and Zoning By-law the Transit Department requests that (1) 7.62 metre by 3.66 metre concrete bus stop pad be shown on the engineering drawings at the following location:

On the east side of Highway #10, approximately 5 metres north of the existing concrete sidewalk providing access to the subject lands.

Detailed location information of pad to be obtained from Transit staff."

Comments from the Administration and Finance Department, Treasury Services Division have been included in a separate Appendix B to this report due to the extensive nature of the comments.

INTER-OFFICE MEMORANDUM

City of Scamton
DEVELOPMENT DEPARTMENT

Administration and Finance Department
Treasury Services Division

DATE OCT 19 1992

DEVELOPMENT SERVICES	
J.D.C.	OCT 20 1992
D.R.	
<input type="checkbox"/> K.A.	
<input type="checkbox"/> N.G.	
<input checked="" type="checkbox"/> C.L.	
<input type="checkbox"/> R.N.	
<input type="checkbox"/> M.L.P.	
<input type="checkbox"/> J.A.R.	
<input type="checkbox"/> T.G.V.	
<input type="checkbox"/> J.P.E.	

FILE NO. 11214.15

TO: Cheryl Logan

FROM: John Harris

DATE: October 16, 1992

RE: Upper Nine Development Proposal
Financial Evaluation of Development Options

The following is a revised report to that sent to you on August 29, 1991 which evaluated the Upper Nine development proposal (4.27 acres of land at Block 182, Plan 43M-615). The revision to last year's comparison of Residential Condominium to Commercial-Office arises for two reasons:

- 1) The developer now plans to build Residential Apartment (Rental) units, not condominiums; and
- 2) The market value of commercial space and resulting tax dollars per square foot has declined over the past 1.5 years.

RESULTS FOR APARTMENT DEVELOPMENT

The revised development proposal calls for the construction of 278 apartment units at a density of 65 units per acre. The person per unit value assumed within the calculations was 2.1; this is consistent with Planning Department counts.

Total assessment calculated given the above plan data and tax dollars per square foot of \$1.00 (City, Region and School Board) is \$4.5 million. The \$1.00 per square foot tax value is consistent with Ontario Ministry of Revenue Assessment Office recommendations. Applying the above plan data further and within the context of the Treasury Departments' Development Impact Model it is found that the net financial impact on the City's Revenue (operating) Fund is a negative \$27,100 annually (\$ 1992).

RESULTS FOR A COMMERCIAL-OFFICE PROPOSAL

The Official Plan land designation for this site is Commercial. The Planning Department indicated that a commercial office building of 140,000 square feet would be allowable (or 75% coverage on the 4.27 acre site). Employing recent tax per square foot (City, Region, School Board) data of \$3.00 for property tax and 40% of property tax for business taxes (source: Ontario Ministry of Revenue Assessment Office), it is found that a total of \$4.35 million in assessment would be produced by way of a commercial office development of 140,000 square feet. Translating this non-residential assessment into net financial impact to the City's Revenue Fund after consideration of annual servicing costs, yields a positive financial impact of about \$26,000 annually.

COMPARISON OF APARTMENT TO COMMERCIAL DEVELOPMENT OPTIONS

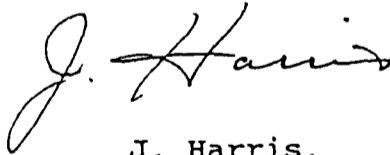
The residential-apartment proposal was evaluated to determine its impact on the City's annual net financial position and long-term goal to improve its assessment ratio from the existing 68/32 ratio (Residential-to-Commercial/Industrial/Business (C.I.B.)). In addition, a comparison was shown against a possible commercial development that would be consistent with existing Official Plan designations for the 4.27 acre site. Table 1 provides a summary of the findings. It is found that the commercial option provides \$53,100 more in annual net financial benefits versus that of the residential-apartment proposal. This difference arises for the following reasons:

- 1) 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; and
- 2) Operating subsidies associated with servicing a development's residents (ie. providing recreation facilities and programmes) negatively impact the City's Revenue Fund in the case of Residential, but not Non-Residential developments.

Should the residential-apartment proposal be approved a non-residential offset of \$2.42 million in assessment is required in order to generate a 65/35 assessment ratio. In addition the attached Table 2 derives the amount of gross floor area of non-residential development required for two non-residential classes (Retail and Office) to offset the \$57,100 difference in annual net Revenue Fund impacts between the two developments contrasted herein.

Table 2 reveals that some 207,600 square feet of Commercial-Retail or 308,340 square feet of Commercial-Office space would have to be developed in order to offset the \$57,100 annual net loss from the proposed Residential-Apartment development.

If you have any questions/comments regarding this report, contact me at ext. 2253.



J. Harris,
Manager, Financial Planning

sj
attach.
cc: P. Caine

TABLE 1
UPPER NINE PROPERTY DEVELOPMENT
COMPARISON OF OPTIONS

	<u>RESIDENTIAL</u> <u>APARTMENT</u>	<u>COMMERCIAL</u> <u>OFFICE</u>
Units/Square Footage	278 units	140,000 Sq. Ft.
Population	584	0
Assessment	\$4.5 million	\$4.35 million
Net Financial Gain (Loss) Annually	(\$27,100)	\$26,000
Net Difference Annually Favours Commercial		\$53,100

INTER-OFFICE MEMORANDUM

PC - Sec. 7

Office of the Commissioner of Planning and Development

December 2, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Executive Summary
Application to Amend the Official Plan and
Zoning By-law
Part of Lot 1, Concession 14, E.H.S.
Block 182, Plan 43M-615
Ward Number 3
UPPER NINE PROPERTIES LIMITED
Our File Number: T1E14.15

The attached staff report deals with a revision to a previous application which was approved in principle by Council on September 23, 1991. At the time of the original approval, the applicant requested that the public meeting be postponed, to enable the application to be revised.

The revisions to the application include a lower building height of 12 storeys, a slight reduction in the landscaped open space area of 1.75%, and a request to delete the condition requiring condominium development on this property, in favour of leaving tenure flexible, to enable the applicant to build according to market demands. A reduced parking standard, below that contained in the comprehensive by-law for rental or condominiums has also been proposed.

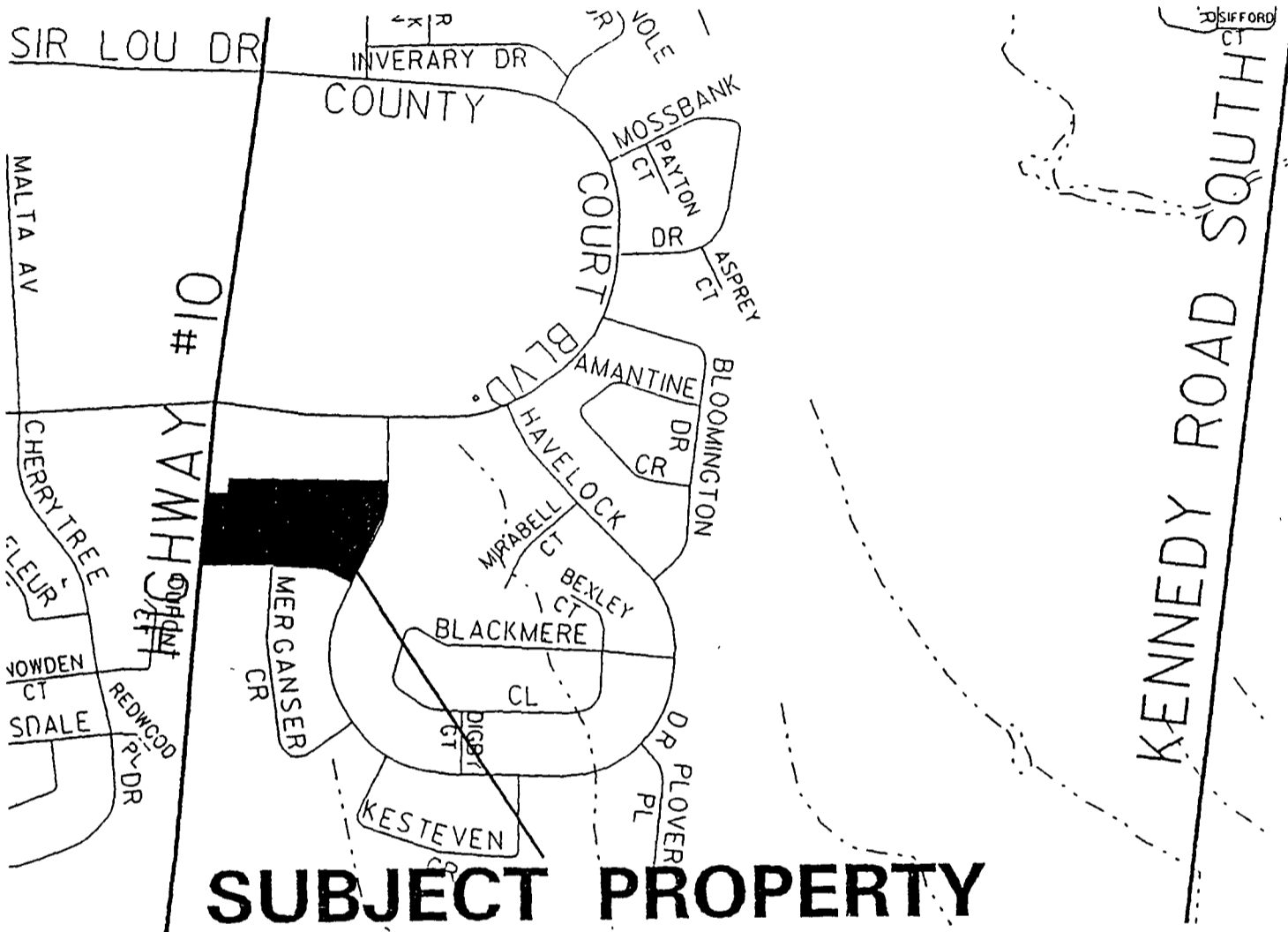
The revised proposal has been analysed with respect to several factors, and the impacts of this development are summarized in Table One - Summary Impact Table.

TABLE 1
SUMMARY IMPACT TABLE

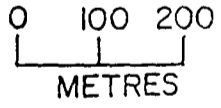
ISSUE	SUMMARY
Official Plan/Secondary Plan	<i>not consistent with current designations, requires amendments to Official Plan and secondary plan.</i>
Strategic Plan	<i>consistent with "Attractive Housing Alternatives" goal stream by providing intensification of infill/redevelopment nature;</i> <i>consistent with "Vibrant and Attractive Place" goal stream in that the proposal provides an urban scale development at a gateway location</i>
Urban Design	<i>in keeping with the height and style of existing high density residential development, such as the Crown West apartment building.</i>
Financial*	<i>net annual operating deficit of negative \$27,100.</i> <i>*see Note next page</i>
Traffic	<i>fewer vehicular trips generated in the peak hours, will result in lower overall impact on the abutting road network;</i>
Access	<i>for residential development as proposed, no access to Highway Number 10 should be permitted;</i> <i>for office purposes, as currently permitted, access to Highway Number 10 would be considered.</i>
Office Development Potential	<i>site has long term potential for regional scale office development, however, potential may only be realized subsequent to the completion of Highway Number 407 to this area.</i>
OVERALL SUMMARY	<i>The financial impact of converting this site to residential uses can potentially</i>

be recouped through the excess of office/commercial designations in the Fletchers Creek South Secondary Plan. The proposal is supportable from a land use planning perspective, and accordingly, it is recommended that Planning Committee confirm the previous approval of this application, subject to the appropriate conditions.

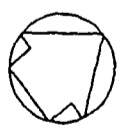
***Note:** *Further calculations have been included to illustrate the potential for commercial development created through recent designations and increased densities on surrounding properties.*



SUBJECT PROPERTY



CITY OF BRAMPTON



LOCATION MAP

Date: 1992 11 20 Drawn By: CIK
 File no. T1E14.15 Map no. 76-31A

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 UPPER NINE PROPERTIES

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

January 13, 1993

To: *The Chairman and Members of Planning Committee*

From: *Planning and Development Department*

Re: *Public Meeting Notes
Application to Amend the Official Plan and
Zoning By-law
Part of Lot 1, Concession 14, E.H.S.
UPPER NINE PROPERTIES LTD.
Our File Number: T1E14.15*

1.0 INTRODUCTION

The notes of the public meeting held Wednesday January 6, 1993, are attached for the information of Council.

Six (6) members of the public were present, and staff received two written letters of objection to the proposal (copies attached for information). Following a presentation in which the proposal was explained to the members of the public, a series of concerns were raised. These concerns and the responses thereto are addressed below.

The main concerns expressed by members of the public, including the authors of the two letters attached, include the following:

- o the possibility of this project becoming affordable/subsidized housing;*
- o the need for soil testing, shadow studies and wind studies to determine any detrimental effects of the development;*
- o the potential of increased traffic on Havelock Drive and Merganzer Crescent;*
- o garbage storage and collection;*
- o the effect on surrounding property values should the project be subsidized/rental assisted housing;*
- o the accommodation of additional students generated within the existing school system (both public and separate);*
- o loss of privacy in surrounding single family housing;*
- o overpopulation of the neighbourhood;*
- o the effect of these buildings on the Gateway streetscape created on Highway Number 10, and;*

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT

o the effects of development on the environment.

2.0 RESPONSE TO CONCERNS EXPRESSED

Affordable/Subsidized Housing

With respect to the potential for this site to develop as affordable or subsidized housing, it is noted that the tenure of the project cannot be controlled through the zoning by-law or official plan. However, as a matter of information, staff have been informed by the applicant that at present, no application has been made to the Ministry of Housing for consideration of this site. The applicant has indicated that the intent for this site is to develop residential condominium apartments, to be sold at market value. There appears to be no current intention to develop this site for affordable/assisted housing.

Soil, Shadow and Wind Studies

At the public meeting, the concern arose with respect to the need for soil tests, shadow studies and wind studies. Mr. Andrew Bugauskas, architect for the project, indicated that soils tests will be done once the development proceeds as part of the engineering work on the project. Any measures necessary to provide the required support for the structures will be implemented at the time of development. Mr. Bugauskas also indicated that shadow studies were prepared for a previous proposal which included two 15 storey buildings (the buildings proposed currently are 12 stories), and that study indicated that the predominant shadow effects were directed north and west toward the plaza and Highway Number 10. It is not expected that shadowing will be a problem for the houses to the south and east. Some increase in shadow is expected in the late evening of the mid-summer months (June, July), but the effect will be minimal.

With respect to wind studies, Mr. Bugauskas confirmed that this had not been done. Staff are of the opinion that a wind study is not necessary for this development, as the separation distance between the buildings and the existing single family dwellings and the building's orientations will sufficiently mitigate any wind related impacts.

Traffic Impact

With respect to the potential for increased traffic, staff note that the current zoning permits the development of a maximum twelve storey, 140,000 (approximately) square foot office building, which would generate a significantly larger number of trips per day than would the residential development proposed. In addition to this, the surrounding road network is capable of supporting the additional traffic volume of the residential development. In light of this, from a traffic perspective the residential development may have less of an impact on the road network than would the currently permitted office development. Therefore, traffic impact is not a significant issue affecting the merits of this proposal.

Garbage Collection/Removal

The garbage collection facility for the apartment buildings is intended to be indoor in a garbage collection room, containing sufficient bins to allow for the storage of compacted garbage indoors, which would then be moved outdoors on garbage collection days. This will eliminate the potential for loose pieces of garbage to litter the neighbourhood. In addition, the applicant is considering a number of options with respect to installing recycling systems within the buildings.

In terms of garbage removal, staff note that the aisle widths proposed for the loading/garbage area are sufficient to allow the trucks to pick up the garbage and exit the site.

Effect on Property Values

A number of residents have voiced a concern with regard to the impact of this development on surrounding property values, specifically should the project become subsidized housing. In addition, some concern was expressed over the potential impact of this development on assessment values for surrounding single family houses.

Staff would first note that property value and assessment rates are two different variables, with property value being partially determined by the market conditions. Assessment rates will not be impacted by the development of this property regardless of tenure. This property will be required to carry its own municipal tax burden, with no tax impact on the surrounding homes. Staff cannot comment with respect to property value impacts as there is no quantitative data available in this regard.

Student Accommodation

At the time of circulation, this proposal was reviewed by both the Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board. Each board indicated that potential new students generated from this development could be accommodated, through the use of busing, in the existing schools located within Fletchers Creek South and Peel Village.

Loss of Privacy and Overpopulation

Staff acknowledge that the introduction of two twelve storey apartment buildings into this neighbourhood will increase the population in the area. However, the necessary infrastructure (roads, transit and schools) are available in this area to support the additional residential development. Specifically, as noted previously, the traffic impact of this development is less than that expected from the

currently permitted office development. Both school boards have indicated that they can accommodate the expected student yields within existing schools. Transit has commented that a bus stop is required to be installed on Highway Number 10, and this is included in the conditions of approval for this application.

With respect to loss of privacy, staff note that the separation distance proposed between the closest building face and the single family residential development to the south is approximately 45 metres (148 feet), which is significant. While some activity will be visible to the residents of the apartment building, staff feel that the impact of this will be minimal given the distance between the apartment buildings and the single family housing.

Impact on Gateway Improvements

Some concern has been expressed over the impact of two additional apartment buildings on the gateway area. With respect to the "gateway" structure recently erected on Highway Number 10, staff note that this structure is located a considerable distance from the apartment buildings themselves, and will not be impacted.

The gateway improvement program strives to create an attractive and impressive entrance into the City of Brampton. The erection of the two proposed buildings will assist in this venture, as it will create a somewhat symmetrical skyline, providing balance and vertical definition in concert with the Crown West tower located on the west side of Highway Number 10.

Environmental Aspects

In a letter attached, one resident indicated that this development would cause some detrimental effects to the environment. Staff are unable to discern the exact nature of this concern, however, it is noted that the proposed development is in keeping with the established urban character of the locality.

3.0 **APPLICANT REQUESTED AMENDMENTS**

Subsequent to the approval, in principle, of this application by Council, the applicant identified a number of conditions and requested that they be amended. A letter from the applicant's agent is attached for reference. The conditions to be amended are as follows:

- o Condition C) 2:m); which requires the applicant to construct a pedestrian walkway from the proposed development to Hurontario Street. This is to be removed, as there is an existing walkway immediately south of the proposed development, which connects to Hurontario Street;

- o Condition C) 2.o); which requires the applicant to fence and landscape the walkway located to the south of the applicant's lands to screen the existing residence. This is to be removed as the applicant does not own the lands the walkway is located on, and therefore, can not be responsible for the landscaping and fencing thereof; and,
- o Condition C) 2.p); which requires the applicant to fence the entire perimeter of the existing cemetery with 1.6 metre high black wrought iron fencing. This is to be amended to require the applicant to fence only that portion of the cemetery that is immediately adjacent to the applicant's property.

Staff note that the departments responsible for requesting these conditions of approval have all indicated their agreement with the aforementioned deletions and amendments.

4.0 CONCLUSION AND RECOMMENDATION

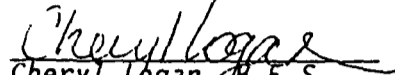
Staff has given a great deal of consideration to the impact of this development on adjacent residents, and to the future planning issues as it pertains to the appropriate documents. It is staff's opinion that the proposal can be supported from a planning perspective subject to the appropriate conditions of development. Accordingly, it is recommended that Planning Committee recommend to City Council that:

- A) the notes of the public meeting be received;
- B) the application to amend the official plan and zoning by-law be approved subject to the conditions approved by City Council at its meeting of December 14, 1992, as amended as follows (copy of the original conditions attached for reference):
 - o Condition C) 2.m) be deleted;
 - o Condition C) 2.o) be deleted; and,
 - o Condition C) 2.p) be amended to read as follows:


"the applicant shall agree to fence that portion of the perimeter of the existing cemetery which abuts the subject property, with 1.6 metre high black wrought iron fencing."; and,


- C) staff be directed to prepare the appropriate documents for the consideration of Council.

Respectfully submitted,


Cheryl Logan, B.E.S.
Development Planner

AGREED:


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


John B. Corbett, M.C.I.P.
Director, Development Services
Division

c1/pmnotesu9

PUBLIC MEETING

A Special Meeting of the Planning Committee was held on Wednesday, January 6, 1993, in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:37 p.m., with respect to an application by UPPER NINE PROPERTIES LIMITED (File: T1E14.15 - Ward 3) to amend the Official Plan and Zoning By-law to permit two residential apartment buildings 12 storeys in height, and two underground parking garages.

Members Present: City Councillor Don McMullen - Chairman
City Councillor Grant Gibson
City Councillor Sandra Hames
City Councillor Bob Hunter
City Councillor Valerie Orr
Regional Councillor Lorna Bissell
Regional Councillor Susan Fennell

Staff Present: J. Corbett - Director, Planning and Development
Services Division
N. Grady - Development Planner
C. Logan - Development Planner
R. Woods - Secretary

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

Mr. Corbett replied in the affirmative.

Approximately six (6) members of the public were present.

Ms. C. Logan circulated a copy of the site plan and outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mrs. Lynda Myers, 153 Havelock Drive, had a number of concerns which she had an interest in.

o Is this proposal going to be affordable housing / non-profit?

Cheryl Logan indicated that there are no implications that it will be, but it cannot be regulated if the decision leans that way.

o Have soil tests been done for the underground garages?

Mr. Andrew Bugauskas, Architect, indicated that there shouldn't be any soil problems. A soil test will be done to ensure that the structure can be supported.

- o Have wind and shadow studies been completed for the area? There are concerns about the filtering of garbage in the area and that extensive shadows will damage plant growth.

Cheryl Logan indicated that a shadow study had already been completed and that the study shows that shadows will be away from the residential area, with the exception of the summer months will show a slight increase. It was also noted that those studies were done for two 15 storey buildings, and would therefore be reduced as the building height has been reduced.

- o Concerns were raised that the traffic would increase along Havelock Drive. Are there any plans for stop lights and/or stop signs?

The current road network is supportive of the increased traffic.

- o How will the garbage be contained in the back of the buildings? Is there sufficient access for garbage removal and traffic flow?

The architect indicated that there will be a garbage room located inside the building. They are presently looking at the possibility of separate garbage shoots in the buildings to support recycling issues.

- o What if the application is subsidized / non-profit, how will it affect our taxes?

The property will carry its own tax burden. In general, a specific building site will not impact the neighbouring residents.

Mr. Cesario Pacheco, 159 Havelock Drive had concerns as to whether the units were going to be rental or condominium? Cheryl Logan notified him that they are considering condominiums presently, but again, that cannot be regulated.

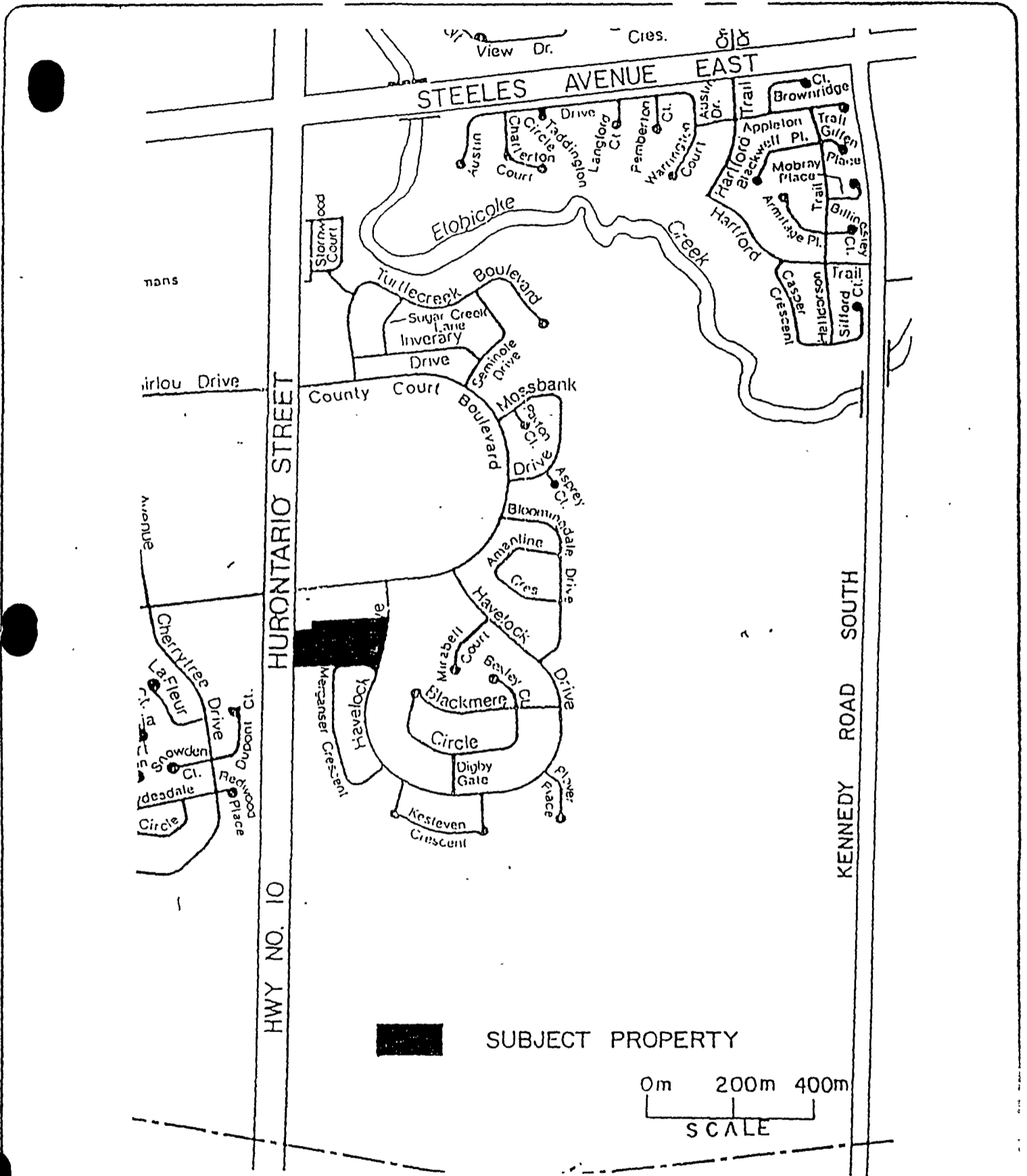
Mr. Pacheco also questioned whether his residential assessment would be effected by this development.

Mr. Lewis Muscat, 58 Blackmere Circle, asked if his property value would be effected, and whether there will be enough schools in the areas.

Mr. Corbett addressed the issue of property value and also indicated that student yields could be facilitated within the area.

Councillor Valerie Orr asked if the parking allowance is reflected in the maximum density.

There were no further questions or comments and the meeting adjourned at 8:05 p.m.



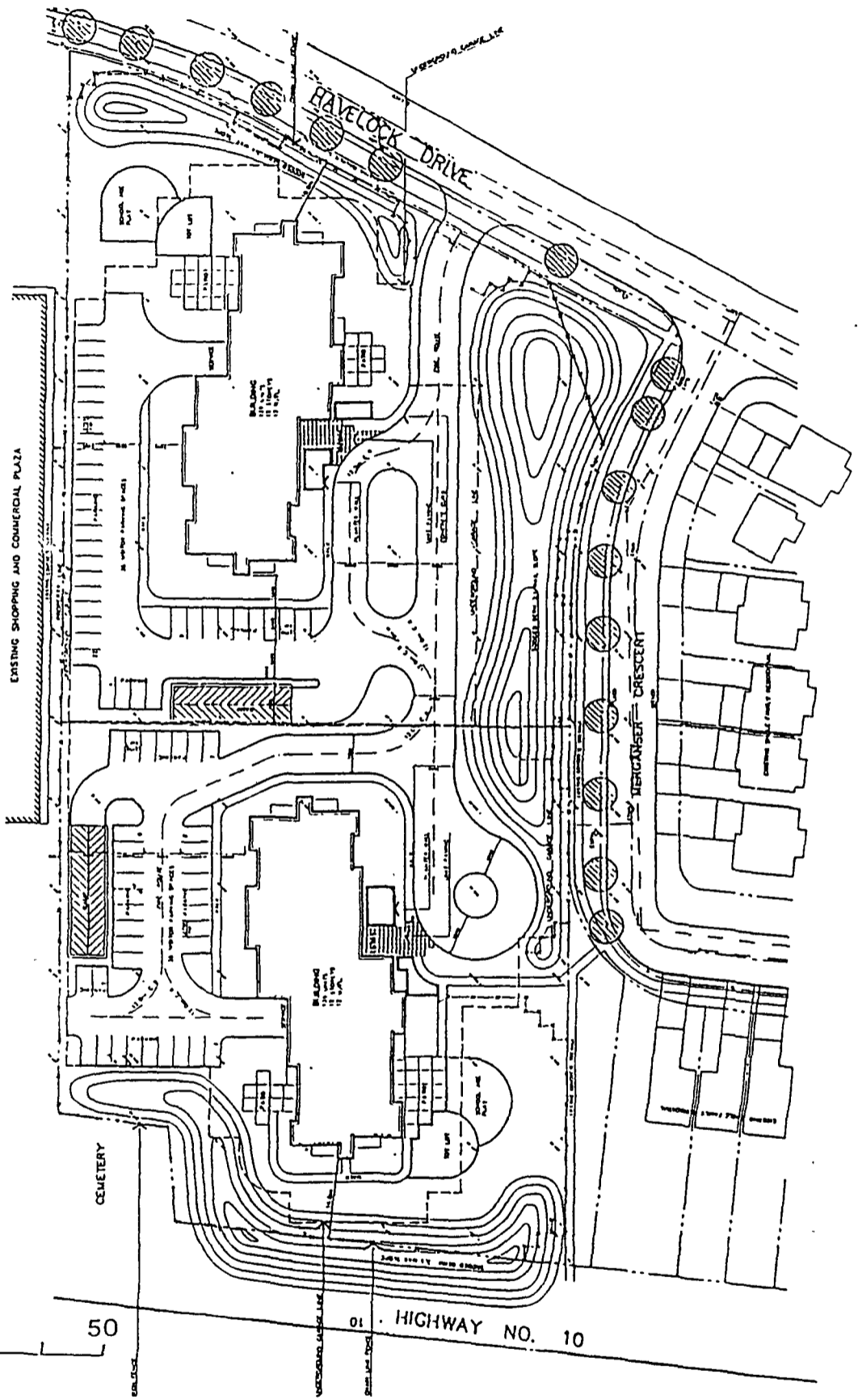
CITY OF BRAMPTON



LOCATION MAP

Date: 1992 03 23 Drawn by: CJK
 File no. T1B14.15 Map no. 76-31A

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 UPPER NINE PROPERTIES



CITY OF BRAMPTON

Date: 1992 03 23 Drawn by: CJK
 File no. T1E14.15 Map no. 76-31E



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 TIPPER NINE PROPERTIES

CONCEPT SITE PLAN

GLEN SCHNARR ASSOCIATES

December 15, 1992

Refer to File: 044-010

City of Brampton
Planning & Development Dept.
2 Wellington Street West
Brampton, Ontario
L6Y 4R3

City of Brampton PLANNING AND DEVELOPMENT DEPARTMENT	
DATE	DEC 18 1992 Rec'd
File No.	T1E14.15

Attention: Ms. Cheryl Logan

Dear Cheryl,

RE: Upper Nine Properties Ltd.
Block 182, R.P. 43M-615
Your File: T1E14.15

This is further to our various telephone conversations regarding the proposed conditions of approval for the above noted project. We have discussed the appropriate conditions with the appropriate commenting agencies/departments, and we believe we have achieved a level of understanding or agreement regarding those conditions with which we had some concern.

Concerning Conditions C) 1. and C) 1.g) which would have the effect of placing the zoning for this property in a "Holding" category, please refer to the attached letter from this office to Mr. W. Winterhalt dated December 8, 1992, wherein we have requested that this property be exempt from the Residential Phasing Policy. We will continue to pursue an exemption for this property based on the reasons outlined therein.

With respect to Condition C) 2.m) we have been in contact with Messrs. Glen Marshall and Kevin Gorman of the Transit Department to request that this condition be deleted. To this end we provided Messrs. Marshall and Gorman information concerning the location of an existing walkway and our proposed walkway and they have agreed that this condition is unnecessary.

Regarding Condition C) 2. o) we have discussed this requirement with Mr. Karl Walsh of the Parks & Recreation Department. Mr. Walsh clarified that his intention was only to have the opportunity to "Piggyback" on any contracts our client may be letting with respect to site landscaping in order to complete the works on the City-owned walkway. Mr. Walsh also confirmed that the required works are not the responsibility of our client. Consequently, we request the removal of Condition c) 2. o).

J.H.C.	DEC 18 1992
D.R.	
<input type="checkbox"/> K.A.2
<input type="checkbox"/> I.N.G.	
<input type="checkbox"/> G.L.	
<input type="checkbox"/> R.N.	
<input type="checkbox"/> M.P.	
<input type="checkbox"/> A.P.	
<input type="checkbox"/> R.W.	
<input type="checkbox"/> FILE	

SUITE 700, 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO L5R 3K6
(416) 568-8888 • Fax (416) 568-8894

GLEN
SCHNARR & ASSOCIATES

Page 2

Finally, Condition C) 2.q) requires that Upper Nine Properties Limited fence the entire perimeter of the existing pioneer cemetery with wrought iron fencing. We have also discussed this condition with Mr. Walsh, and it has been determined that Upper Nine Properties shall be responsible for fencing only that portion of the cemetery that abuts the subject property. We would appreciate the appropriate modification to this condition following the required Public Meeting.

We trust you will find the foregoing to be acceptable. Should you have any questions, or should you require any further information, please contact the undersigned at your convenience.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



John Armstrong, M.C.I.P.

JA:lh

encl.

copy G. Kizoff
K. Walsh
G. Marshall
K. Gorman

GLEN
SCHNARR ASSOCIATES

December 8, 1992

Refer to File: 044-010

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mr. William Winterhalt

Dear Bill,

Re: Residential Phasing Strategy and
Proposal to Amend the Official Plan & Zoning By-law
Havelock Drive and Merganser Crescent
Upper Nine Properties Limited

We are the Planning Consultants on behalf of Upper Nine Properties Limited with respect to the above noted application to amend the Official Plan and zoning by-law which would permit the development of the subject property for high density residential purposes. The development of this site for the uses proposed was approved in principle by City Council on December 7, 1992, however staff recommended that the amending zoning by-law to be prepared to implement this proposal include a Holding (H) symbol. The Holding provision will be lifted when City Council is satisfied that certain "essential" services within the City such as schools, hospitals, and roads have been provided.

Our reason for writing to you at this time is to request that the property noted above be deemed exempt from the Residential Phasing Strategy. We make this request for the following reasons:

1. It is our opinion that although the reasons for implementing Residential Phasing Strategy were appropriate at the time of its inception, we no longer believe that the Strategy is achieving what it was set out to do. In this regard, we believe that the prohibition of residential development in Brampton has not served to relieve pressures on schools, hospitals and roads within the municipality. Moreover, we are concerned that the phasing program has served to deter development initiatives in an already depressed economy.
2. We believe that if a phasing policy is required, the allocation of dwellings by the sub-areas defined by the City is inequitable. In this regard, development initiatives in sub-areas where the allocations are depleted are placed on hold while allocations remain unused in other sub-areas in the City.

SUITE 700, 10 KINGSBRIDGE GARDEN CIRCLE,
MISSISSAUGA, ONTARIO L5R 3K6
(416) 568-8888 • Fax (416) 568-8894

LEN
SCHNARR ASSOCIATES

3. Dwelling unit allocations are also inequitable in that units built in one area of the City may have less impact on the provision of essential services than units built in other areas. For example, the units proposed by the subject application benefit from the excellent locational attributes of the City South area in terms of proximity to existing transportation infrastructure, yet the development is not permitted to proceed because of phasing.
4. Finally, we believe that the subject property should be given consideration for exemption from the phasing strategy based on the length of time that this proposal has been in the development approval process. The original application submitted on behalf of Upper Nine Properties Limited was deposited with the City in July of 1990.

We trust that you find the foregoing satisfactory, and we respectfully request that the subject property be released from the Residential Phasing Strategy.

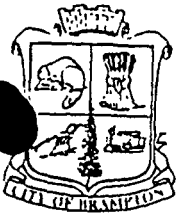
Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



John Armstrong, M.C.I.P.

copy G. Kizoff
Councillor G. Miles, Chair, Residential Phasing Committee



The Corporation of the City of Brampton

Office of the City Clerk

L.J. Mikulich, A.M.C.T., C.M.O., C.M.C.
City Clerk

2 Wellington Street West
Brampton, Ontario
L6Y 4R2
416/874-2100
416/874-2119

CITY OF BRAMPTON
PLANNING AND DEVELOPMENT DEPARTMENT

DATE DEC 22 1992 Rec'd

File No. T1E-14.15

December 21, 1992

Glen Schnarr and Associates Inc.
10 Kingsbridge Garden Circle
Suite 700
Mississauga, Ontario
L5R 3K6

Attention: Mr. G. Schnarr,

RE: UPPER NINE PROPERTIES LIMITED
Our File: T1E14.15

The following recommendation of the Planning Committee on December 7, 1992 was approved as amended, by The Council of the Corporation of the City of Brampton on December 14, 1992:

P128-92 THAT the reports dated December 2, 1992 to the Planning Committee meeting of December 7, 1992 re: UPPER NINE PROPERTIES LIMITED - Part of Lot 1, Concession 14, E.H.S., - Block 182, Plan 43M-615 - Ward 3 - Application to Amend the Official Plan and Zoning By-law, T1E14.15, be received, and that;

- A) Prior approval in principle (subject to a Public Meeting) of this application, be confirmed;
- B) A Public meeting be held in accordance with City Council procedures; and,
- C) Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the Official Plan and Zoning By-law subject to the following conditions:
 - 1. The site shall be placed in a holding "H" category, and the site specific zoning by-law shall contain the following provisions:
 - a) the site shall be used only for the following purposes:
 - 1) apartment dwellings;
 - 2) purposes accessory to the other permitted purposes.

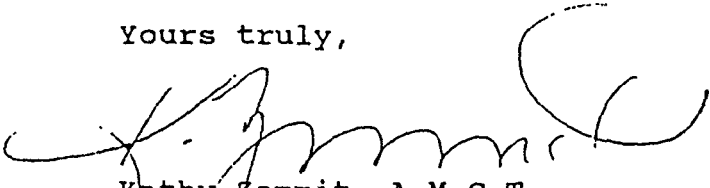
- b) maximum building height - 12 storeys;
 - c) maximum floor space index - 1.7;
 - d) the maximum number of units for high rise apartment buildings shall be 278 or 162 units per hectare, whichever is the lesser;
 - e) minimum landscaped open space - 58.25% of the lot area;
 - f) maximum number of buildings permitted on the site - 2;
 - g) the Holding (H) symbol shall not be removed until the Council of the City of Brampton is satisfied that the City wide transportation system has sufficient committed capacity to accommodate this residential development
 - h) shall be subject to the requirements and regulations of the Residential Apartment B zone and the general provisions of By-law 139-84, as amended, not in conflict with the requirements and regulations set out above.
2. This development will be subject to a development agreement, and the agreement shall include the following conditions;
- a) the applicant shall agree that the property shall be zoned for apartment purposes and shall be placed in a Holding category until such time as the appropriate City wide transportation network improvements to support the proposed residential development have been committed to the satisfaction of the City;
 - b) that the applicant submit design guidelines to address the design and massing of the proposed buildings, to be approved by the Commissioner of Planning and Development prior to the passing of the amending by-law;

- c) prior to the issuance of a building permit, a site development plan showing accesses, a landscape and fencing plan, elevation and cross-section drawings, a grading and drainage plan, an engineering and servicing plan and a fire protection plan shall be approved by the City, and securities shall be deposited with the City to ensure the implementation of the plans in accordance with the City's site plan review process;
- d) prior to the issuance of any building permits, grading and drainage plans and storm water management study shall be approved by the City, the Region of Peel and the Ministry of Transportation (Ontario), and appropriate securities shall be deposited with the City to ensure implementation of these plans;
- e) the applicant shall agree to contribute on a fair share, equitable basis to the total costs for streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue;
- f) the applicant shall agree that all lighting on the site shall be designed and oriented so as to minimize glare on abutting properties and streets;
- g) the applicant agrees to convey to the City a 0.3 metre reserve across Hurontario Street abutting the subject property and across Merganser Crescent where it abuts the property;
- h) the applicant agrees that no access will be permitted to Hurontario Street, or Merganser Crescent;
- i) the applicant shall agree to provide street tree planting along Hurontario Street in accordance with City specifications;

- j) the applicant shall agree to pay cash-in-lieu of parkland in accordance with the Planning Act and City Policy less an allowance for previous conveyances;
- k) the applicant shall agree to enter into an agreement to pay all applicable City and Regional development charges in accordance with their Development Charges By-laws;
- l) the applicant shall agree to have the acoustical consultant update the approved noise study to reflect the most recent site plan, and to implement the recommendations of the approved noise study through the site plan approval procedure;
- ~~m)~~ the applicant shall agree to construct a pedestrian walkway to Hurontario Street from the proposed development, in a location and design satisfactory to the City;
- n) the applicant shall agree to install a bus stop pad on Hurontario Street in a location and of a design satisfactory to the Commissioner of Community Services;
- ~~o)~~ the applicant shall agree to remove the existing chain link fence on the concrete walkway and install a new 1.2 metre high black vinyl chain link fence along the property limit of the single family lot on the south side of the existing concrete walkway, and provide dense landscaping between the new fence and walk to screen the existing residence;
- p) the applicant shall agree to fence the entire perimeter of the existing cemetery with 1.6 metre high black wrought iron fencing.
- q) the applicant shall agree to provide all necessary rights-of-way and easements as required for maintenance, services and access.

The Public Meeting is scheduled for January 6, 1993.

Yours truly,



Kathy Zammit, A.M.C.T.
Deputy City Clerk
(Ext. 2115)

c: A. Solski
 J. Marshall J. Metras
 Regional Councillor S. Fennell
 City Councillor D. McMullen

KZ/plan.dec7
(11.15)

The Regional Municipality of Peel

Planning Department

August 2, 1990

Date	Rec'd
File No.	T1E14.15

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

Attention: Ms. Cheryl Logan
Development Planner

Re: Official Plan Amendment and Rezoning
Upper Nine Properties Limited
Your File: T1E14.15
Our File: R42 1E98B

Dear Ms. Logan:

In reply to your letter of July 25, 1990, concerning the above noted application, please be advised that our Public Works Department has examined the proposal and offers the following comments:

SEWER: A 300 mm sewer available on Havelock Drive.

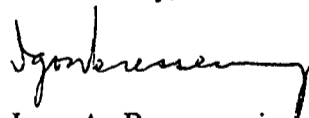
WATER: Available on Havelock (200 mm) and Merganser (150 mm).

ROADS: No comment.

In addition, the applicant must enter into agreement for the payment of Regional development levies.

We trust that this information is of assistance.

Yours truly,



Igor A. Peressenyi
Senior Planner
Development Review

VZ/mc

900407

The Regional Municipality of Peel

Planning Department

January 30, 1991

City of Brampton PLANNING DEPT.	
Date	FEB 05 1991
File No.	T1E14.15

PEEL

890-1221

in PT.
↑ Rec'd
15

City of Brampton
Planning Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Ms. Cheryl Logan
Development Planner

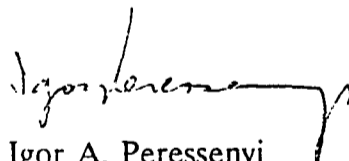
Re: Official Plan Amendment and
Rezoning Application
Upper Nine Properties
Revised Plan Dated January 15, 1991
Your File: T1E14.15
Our File: R42 1E98B

Dear Ms. Logan:

In reply to your letter dated January 24, 1991 concerning the above noted revised plan, please be advised that the Region of Peel has no objections or further comments than previously forwarded to you, dated August 2, 1990.

We trust that this information is satisfactory.

Yours truly,



Igor A. Peressenyi
Senior Planner
Development Review

900205

VZ/mc



Ministry of Transportation
Ministère des Transports

Telephone No. 235-3657

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

City of Brampton PLANNING DEPT.	
Date	FEB 21 1991 Rec'd
File No.	T1E14.15

February 6, 1991

File No. T-1-E-14-15

Ms. Cheryl Logan
Development Planner
Planning & Development Department
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Ms. Logan:

Re: Proposed Official Plan and Zoning By-law Amendment
Lot 14, Concession 1 E.H.S.
City of Brampton
Use: Residential Apartment Building
Proposed Highway No. 407, District No. 6
Your File: T1E14.15 (Upper Nine Properties Limited)

As the subject property is located within the proposed Highway No. 407 study area, a stormwater management plan must be submitted to this Ministry for review to ensure that drainage is not directed towards the Hurontario Street System which will eventually drain to the proposed Highway No. 407 right-of-way.

This Ministry has no further comments to offer. Should you have any comments, please do not hesitate to contact me.

Yours truly,

Brenda Stan

Brenda Stan
Planner
Land Development Review

cc: R. Coons, District 4
D. Archer, Central Region

BS:ch

*Cheryl
9/10/91*



February 19, 1991

City of Brampton
PLANNING DEPT.
Date FEB 25 1991 Rec'd
File No. TIE14.15

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

Dear Ms. Logan:

Re: Application to Amend the Official Plan
and Zoning By-Law - Block 182, M-615
Part of Lot 1, Con. 1 E.H.S.
Upper Nine Properties TIE14.15

The Peel Board of Education has no objection to the further processing of the above noted application.

The anticipated yield from this plan is as follows:

44	JK-6
11	7-8
28	9-OAC

The students generated are presently within the following attendance areas:

		Project. Sept. 1991 Enrolment	OME -10%
Parkway P.S.	JK-6	485	404
H.G. Davis SR. P.S.	7-8	542	485
J.A. Turner S.S.	9-OAC	1590	1174

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
PLANNCPD:3148

c. J. Watts

Ontario Academic Credit
9/02/20

TRUSTEES
William Kent
(Chair)
Gary Heighington
(Vice-Chair)

Roger Barrett
Cathrine Campbell
George Carlson
Karen Carstensen
Beryl Ford
Gail Green
Dr. Ralph Greene
L. Cliff Gyles
Alex Jupp
Robert Lagerquist
Thomas McAuliffe
Janet McDougald
Elaine Moore
Marolyn Morrison
Carolyn Parrish
Sandy Ransom
Rosemary Taylor
Ruth Thompson
Carolyn Wedgbury

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

Associate Director
of Education
Z. Wayne Hulley, B.A., M.Ed.

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

The Regional Municipality of Peel

Planning Department

February 21, 1992

Planning Department
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT

DATE FEB 24 1992 Rec'd

File No. T1E14.15

Attention: Ms. Cheryl Logan
Development Planner


Re: Revised Application to Amend the
Official Plan and Zoning By-law
Block 182, Plan 43M - 615
Pt. Lot 14, Con. 1, E.H.S.
Upper Nine Properties Ltd.
Your File No: T1E14.15

Dear Ms. Logan:

In response to your correspondence of February 13, 1992 regarding the above noted applications, please be advised that in accordance with our previous comments of August 2, 1990, we have no objections to this application. The servicing comments outlined in our previous correspondence are still applicable to the current applications.

We trust you will find this information of assistance.

Yours truly


Vince Zammit
Senior Planner
Development Review

920225

BW:jk

CITY OF BRAMPTON
PLANNING AND DEVELOPMENT DEPARTMENT

DATE DEC 21 1992 Rec'd

KEN BELCH
20 - 1606 Cherrytree Dr.
Brampton
Ontario L6Y 3V1
Dec 16 '92

TJE 14.15

J A Marshall,
Commissioner of Planning and Development,
City of Brampton,
2 Wellington St W
Brampton
Ontario L6Y 4R2

Re your Letter Dec 11 '92
Upper Nine Properties Ltd (TJE14.15)

Dear Sir,

The amendment requested to the Official Plan and Zoning By-law, in respect to the above should not be permitted.

The request, changes the character of the area as originally proposed, by suggesting high density, high rise apartment buildings.

It will interfere with the free enjoyment of the easterly view from our property, due to the intent to erect two twelve storey buildings. De facto, this a form of environmental pollution. It does away with a gift of nature, that cannot be replaced, once the buildings are erected.

The original zoning makes no reference to height. The omission, of such a critical issue, infers that it was not contemplated at the time of planning that high rise would be perceived as a possibility. Current day concerns regarding the misuse of the environment, must surely propose that the area be held to two/three storey, which is the general norm for properties in that area, conforming to the original regulation.

There is no benefit to the people living in the area, for this proposal to proceed.

Yours truly,

KEN BELCH



46 Blackmere Circle
Brampton, Ontario
L6W 4B5

January 5, 1993

Planning & Development Dept.
John A. Marshall - MCP, MCIP, Commissioner
2 Wellington Street W.
Brampton, Ontario
L6Y 4R2

Subject: Re-Zoning request made by Upper Nine
Properties Ltd. File TIE 14.5 Ward 3

Dear Mr. Marshall:

I would like to advise you that both my husband and I strongly object to the request made by Upper Nine Properties for re-zoning on the northwest corner of Havelock Drive and Merganzer Crescent from commercial to residential.

Our reasons for such a strong objection are as follows:

1. Two 12 storey apartment buildings would definitely increase the traffic in our area.
2. All privacy would be lost.
3. This would definitely decrease the value of houses in our neighborhood.
3. Over-populate our neighborhood.
4. The City of Brampton has spent a great deal of tax payers money to enhance the appearance of the Hwy 10 entrance to Brampton. The building of two 12 storey apartment buildings would take away from the beauty of this entrance.

We feel these are four very good reasons for **NOT** allowing Upper Nine Properties to change the zoning. We are very concerned Brampton tax payers and would like to know that outcome of this meeting.

Looking forward to hearing from you!


Lori Roskaft


Brian Roskaft