



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 134-87

To adopt Amendment Number 120 and
Amendment Number 120A A to the Official
Plan of the City of Brampton Planning
Area. _____

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

1. Amendment Number 120 and Amendment Number 120 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 and Housing for approval of Amendment Number 120 and Amendment Number 120 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 8th day of JUNE, 1987.



KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

Bj- hw 134-87

AMENDMENT NUMBER 120

AND

AMENDMENT NUMBER 120A A

TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

21-0P 0031-120 -/



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KENNETH G. WHILLANS - MAYOR

CERTIFIED A TRUE COPY

City Clerk
City of Brampton

JUN 16 1987

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LEONARD J. MIKULICH - CLERK

AMENDMENT NUMBER 120
AND
AMENDMENT NUMBER 120 A
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1. Purpose

The purpose of this amendment is to change the land use designations of the lands shown outlined on Schedule A to this amendment from Low Density Residential - Single Family and Semi Detached and Public Open Space to Low Density Residential - Single Family and Semi Detached in the document known as the Consolidated Official Plan.

2. Location

The lands subject to this amendment are located on the south side of Bovaird Drive, west of Nasmith Street and on the east side of future Highway 410, being part of Lot 10, Concession 3, E.H.S., in the geographic Township of Chinguacousy, in the City of Brampton.

3. Amendments and Policies Relative Thereto:

3.1 Amendment Number 120 :

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

- (1) by adding to the list of amendments pertaining to Secondary Plan Area Number 10 set out in subsection 7.2.7.10, Amendment 120 A.

3.2 Amendment Number 120 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Westgate Secondary Plan (Being Chapter C34 of Section C of Part C, and Plate Number 20, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 10, as amended), is hereby amended:

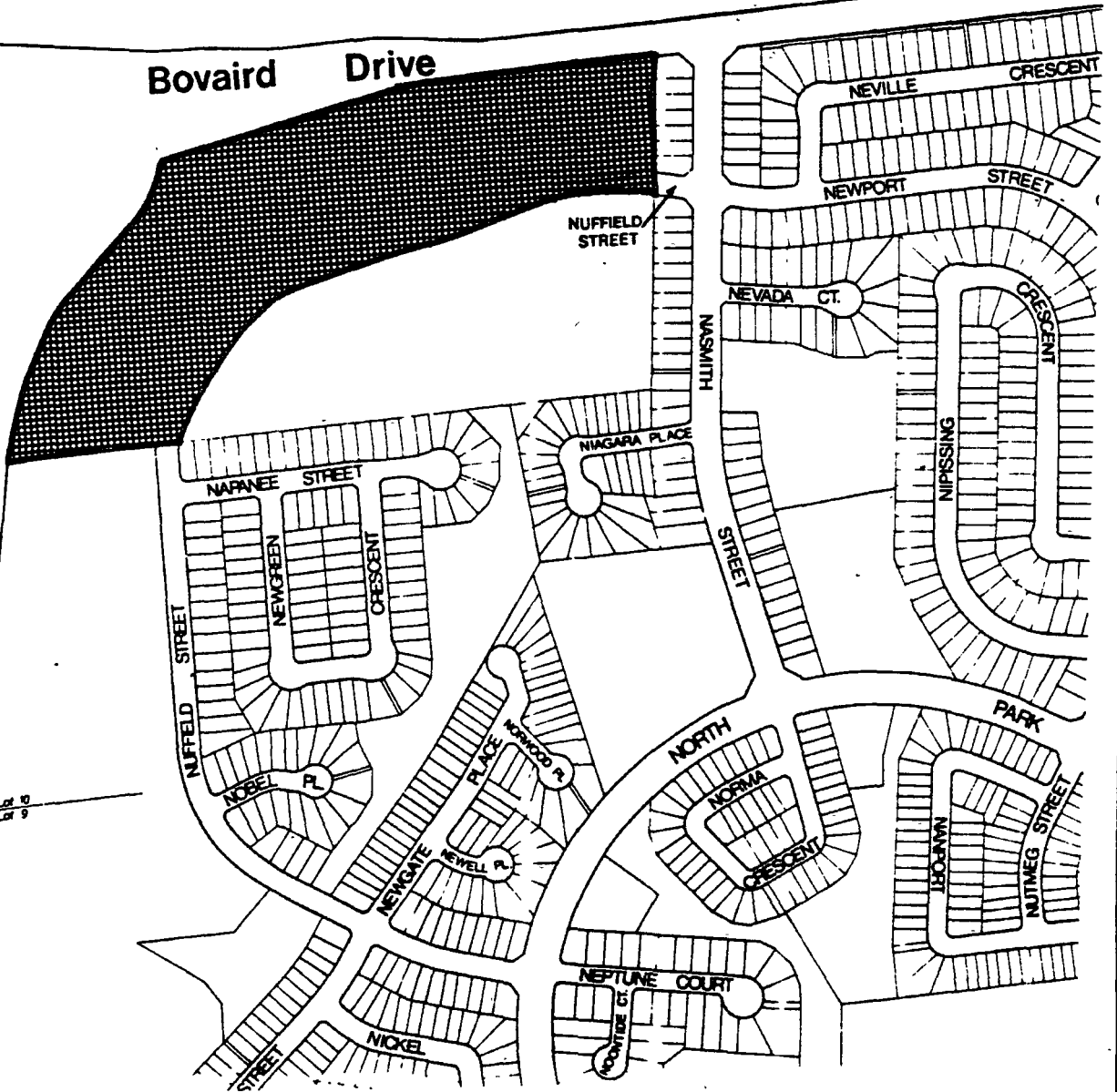
- (1) by changing, on Plate Number 20, the designation of the lands shown outlined on Schedule A to this amendment, from LOW DENSITY RESIDENTIAL - SINGLE FAMILY AND SEMI DETACHED and PUBLIC OPEN SPACE to LOW DENSITY RESIDENTIAL - SINGLE FAMILY AND SEMI-DETACHED;
- (2) by deleting Subsection 2.5.2; Section 2.0, Chapter C34, Section C, Part C, and replacing it with the following:

" The village between Heart Lake Road and Dixie Road to the north of Williams Parkway in Concession 3, E.H.S. is characterized by:

- (i) the East Brampton Reservoir
- (ii) a high school site linked to the open space network."

Highway No. 410

Bovaird Drive



 LAND SUBJECT TO THESE AMENDMENTS

OFFICIAL PLAN AMENDMENT NO. 120
OFFICIAL PLAN AMENDMENT NO. 120A
Schedule A



1:6100

CITY OF BRAMPTON
Planning and Development

Date: 87 01 06 Drawn by: K.L.
File no. C3E10.6 Map no. 45-29D

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 120
AND
AMENDMENT NUMBER 120 A

Attached is a copy of a report from the Planning and Development Department, dated February 25, 1987 and a copy of a report from the Planning and Development Department, dated April 9, 1987 forwarding the notes of a public meeting held on April 8, 1987.

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INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

February 25, 1987

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Proposed Plan of Subdivision and
Application to Amend the Official Plan
and the Zoning By-law
Part of Lot 10, Concession 3, E.H.S.
Nuffield Street
Ward Number 7
BRAMALEA LIMITED
Region of Peel File Number: 21T-82018B(Revised)
Our File Number: C3E10.6

1.0 Introduction

A draft plan of subdivision has been formally circulated by the Region of Peel in accordance with normal procedures for processing draft plans of subdivision. An application to amend the Official Plan and the Zoning By-law to implement the draft plan of subdivision has been filed with the City Clerk and has been referred to staff for a report and recommendation.

2.0 Site Description

The subject property has an area of 8.96 hectares (22.14 acres) and is located on the south side of Bovaird Drive between Highway Number 410 and Nasmith Street. The property has a frontage of approximately 450 metres (1476 feet) on Bovaird Drive and 344 metres (1128 feet) on future Highway Number 410.

The subject property is presently vacant. Surrounding the property are the following uses:

- . to the north, on the opposite side of Bovaird Drive, lands are being used for agricultural purposes.
- . to the west is the right-of-way of Highway Number 410, which is currently under construction. Further west, on the opposite side of future Highway Number 410, lands are occupied by a sand and gravel extraction operation.
- . lands to the east and south, also owned by the applicant, are currently vacant and are indicated by the applicant to be developed at a future date. Further east and south, lands are being developed for open space and residential purposes, in the form of detached dwellings fronting on Nasmith Street, Napanee Street, Nuffield Street and Niagara Place.

3.0 Official Plan and Zoning Status

The subject lands are designated in the Official Plan as "Residential" and "Regional Commercial". This "Regional Commercial" designation is symbolic and is located on the east side of the intersection of Bovaird Drive and future Highway Number 410, extending to the north and south of Bovaird Drive.

The secondary plan, which in the case of the subject lands consists of Chapter C34 and Plate Number 20 of the document known as the Consolidated Official Plan, designates the subject lands as "Low Density Residential - Single Family and Semi-Detached" with a narrow "Public Open Space" designation along Bovaird Drive and future Highway Number 410.

By-law 861, as amended, zones the subject lands Agricultural Class 1 (A1).

4.0 Proposal

The subject application proposes to subdivide the lands into 132 single family detached dwelling lots ranging in frontages from 9 metres to 11 metres. The major feature of the plan involves the extension of Nuffield Street, where it currently terminates at the southerly boundary of the plan to where it currently terminates at the easterly boundary of the plan. Three of the lots are proposed to front directly on Nuffield Street, while the balance are proposed to front on a series of six culs-de-sac from Nuffield Street towards the north and west boundaries of the plan.

To facilitate the proposed development, the applicant has submitted an application to amend both the Official Plan and the zoning by-law. In this respect, the applicant is requesting that the site be designated "Low Density Residential - Single Family and Semi-Detached" in the Official Plan and be zoned to permit single family detached dwellings with the following requirements:

	Lots 1 to 43 and Lots 47 to 118	Lots 44 to 46 and Lots 119 to 132
MINIMUM LOT AREA		
Interior -	288 m ²	352 m ²
Corner -	384 m ²	448 m ²
MINIMUM LOT FRONTAGE		
Interior -	9.0 m	11.0 m
Corner -	12.0 m	14.0 m
MINIMUM FRONT YARD DEPTH		
Garage Door facing Front Yard -		6.0 m
Other -		4.5 m
MINIMUM SIDE YARD WIDTH		
Flanking Road Allowance -	3.0 m	when a dwelling and garage face the front lot line and 6.0 m for a garage when it faces a side lot line.

Flanking Public Walkway -	1.2m for the first storey plus 0.6m for each additional storey.
Other Sideyards -	0 (1.8 m between walls of two dwellings) and total side yards on a lot to be 1.8m or greater.
MINIMUM LOT DEPTH	32.0 m
MINIMUM REAR YARD DEPTH	7.6 m
MAXIMUM BUILDING HEIGHT	2 storeys
MINIMUM LANDSCAPED OPEN SPACE	- 40 percent of the front yard of an interior lot, 50 percent of the front yard of a corner lot and 30 percent of the front yard where the side lot lines converge towards the front lot line.

In support of the subject proposal, the applicant has submitted a preliminary noise report, which concludes that satisfactory noise attenuation can be achieved within the plan as proposed.

5.0 Comments from Other Agencies and Departments

Public Works and Building Department

The Development and Engineering Services Section has provided the following comments:

1. a storm water management report must be prepared and approved prior to approval of the plan.

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2. the driveway locations are satisfactory as illustrated by the applicant provided a minimum separation at the curb of 0.5 metres is achieved.
3. no rear to front drainage is allowed unless a minimum separation of 2.4 metres is achieved.
4. the grade difference between the units on lots 126 to 132 inclusive and the existing lots to the east shall be minimized in accordance with City of Brampton engineering design standards.
5. this plan is to be circulated to Canada Post for comment on the location of the superboxes. Perhaps the lots at the entrance to the culs-de-sac (right side only) will have to be re-oriented to attain flankage for the installation of the superboxes.
6. cash-in-lieu for sidewalks shall be provided for the plan abutting Bovaird Drive.

The Community Design Section of the Planning and Development Department advise that the preliminary noise study submitted by the applicant is acceptable and recommend that the proposed road allowance on street C be retained at 20 metres to accommodate the grading necessary abutting Bovaird Drive to facilitate the noise abatement measures proposed.

The Community Services Department

The Parks and Recreation Division

1. Recommend that all noise attenuation walls be of masonry construction.
2. Parkland conveyance requirements to be applied to the bushland area to the south and east of Nuffield Street.

The Transit Division

A walkway from street 'C' in the vicinity of lot 66 to Bovaird Drive is required and a bus pad (or cash-in-lieu) installed on Bovaird Drive.

The Fire Division have no comments.

The Regional Public Works Department advise that sanitary sewer facilities and water facilities are available on the east and south legs of Nuffield Street. The department notes that Bovaird Drive is a future Regional Road and the City of Brampton Official Plan and the Region's draft Official Plan designate an overall right-of-way for Bovaird Drive of 45 metres. As the subject plan does not indicate sufficient widening on Bovaird Drive to provide 22.5 metres from the centre line, the department requires that the applicant agree by agreement to deed gratuitously to the appropriate road authority, prior to final approval of the plan, an extra road widening of 2.7 metres on the north side of Bovaird Drive, from lands also owned by the applicant, in addition to the required widening of 12.5 metres to achieve the 45 metre right-of-way on Bovaird Drive.

In addition the department advises there are no waste disposal sites on or adjacent to the subject lands according to current Region of Peel records; there is confirmed solid waste capacity in Peel only until the year 1992; lot levies are subject to a 20% reduction, and watermain frontage charges apply.

The Regional Planning Department advise the preliminary noise report as submitted by the applicant is acceptable.

The Ministry of the Environment advise that the Ministry's only concern pertains to excess noise levels as a result of vehicular traffic movement on Bovaird Drive and Highway Number 410. Based on traffic information obtained from the Ministry of Transportation and Communications and a distance of 85 metres from an assumed centre line of the highway, Ministry staff have predicted an excess of 12 dBA will exist on the lots nearest the roadway. The Ministry staff have recommended therefore that draft approval not be issued until the owner has established that it is indeed feasible to complete development on the site with the inclusion of noise control measures. The Ministry has requested that the feasibility report,

when prepared, should be submitted for the review of Ministry staff. Should the report be found acceptable, conditional draft approval will be recommended.

The preliminary noise report prepared by the applicant has been submitted to the Ministry and to date no further comments have been received.

The Ministry of Transportation and Communications advise that the Ministry has no objection to the draft approval of the proposed plan subject to the submission to the Ministry of a drainage plan and report for the approval of the Ministry and the provision of suitable security fencing abutting Highway Number 410.

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

The anticipated yield from the plan is as follows:

35	K-5
20	6-8
26	9-13

The students generated are presently within the following attendance areas.

Birchbank P.S.	K-5
Balmoral Dr. Sr. P.S.	6-8
North Park S.S.	9-13

These schools have the following enrolments and capacities:

	<u>Enrol.</u>	<u>OME - 10%</u>
Birchbank P.S.	507	608
Balmoral Dr. Sr. P.S.	489	718
North Park S.S.	1585	1328

To ensure that prospective purchasers of homes in this area are aware of the school accommodation situation the Board requires that the following statements be included in the Conditions of Draft Approval as well as the Engineering Agreement:

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

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

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

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

The Dufferin-Peel Roman Catholic Separate School Board advise that it is anticipated that separate school pupils generated as a result of this plan will attend St. Marguerite Bourgeoys separate school on North Park Drive.

Approximately 34 J.K. to Grade 8, and 8 grades 9 - 12 O.A.C. separate school pupils are projected to be the yield from the 132 single family units proposed in this plan.

The Metropolitan Toronto and Region Conservation Authority advise that the Authority has no objection to the draft approval of the proposed plan subject to the following conditions:

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

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

In addition, to expedite the clearance of Condition (2), the Metropolitan Toronto and Region Conservation Authority recommends that a copy of the executed subdivision agreement be forwarded to them.

The following have advised that they have no comments:

City Law Department; Zoning and By-law Enforcement Division of the City Public Works and Building Department; Ministry of Natural Resources; Ontario Hydro; Consumers Gas; Regional Social Services and Housing; Regional Police; Bell Telephone; Brampton Hydro; Ministry of Municipal Affairs; City Traffic Division; Planning Policy and Research Division;

Comments have not been received to date from the Regional Transportation Policy Division.

6.0 Discussion

As noted earlier, the majority of the subject lands are designated in the Official Plan as "Residential" with a symbolic "Regional Commercial" designation at the north-west corner of the site. Concerning this symbolic "Regional Commercial" designation, staff note that it has become clear through the detailed design of the Highway Number 410 and Bovaird Drive interchange that the only feasible location for this regional commercial development is to the north of Bovaird Drive. This symbolic designation, in the opinion of staff, affords sufficient flexibility to interpret the designation of the subject lands as "Residential".

With respect to the narrow "Public Open Space" designation as shown on the secondary plan for the area along Bovaird Drive and future Highway Number 410, it is noted that this designation in the secondary plan was intended to facilitate a landscaped buffer between Bovaird Drive and future Highway Number 410, and any residential development. The purpose of this landscape buffer was to minimize any adverse impact these roads may have on any residential development. Staff note that a significant impact of such a major road deals with noise. Since it has been determined that the provision of narrow landscaped buffers will not

achieve acceptable levels of noise attenuation, this method of providing landscaped buffers along major roads was abandoned for the residential development to the south in favour of more effective noise attenuation methods. Considering this, staff are of the opinion that the proposed amendment to the Official Plan to remove the narrow "Public Open Space" designation on the subject lands can be supported from a planning perspective provided that satisfactory indoor and outdoor noise levels can be achieved for the dwellings proposed.

Concerning the details of the subject proposal, the applicant has requested an amendment to the zoning by-law to facilitate the development of the lands for single family detached dwellings in accordance with the proposed plan.

With regard to these single family detached dwellings, the applicant has requested two separate single family zoning categories. The first involves 17 lots, which front on the proposed extension of Nuffield Street and the most easterly cul-de-sac shown as Street F. For these lots the applicant is requesting a single family zoning, which would permit lots having a minimum frontage of 11 metres (36 feet). The second involves the balance of the lots, for which a single family zoning permitting lots with a minimum frontage of 9.0 metres (30 feet) is requested. In both of these single family zoning categories, the applicant has requested specific setback provisions including a request that side yards may be reduced to 0 metres provided 1.8 metres is maintained between dwellings.

In considering the proposed zoning, staff note that the existing residential development to the south and east consists primarily of single family detached dwellings. These single family detached dwelling lots range in size from 9 metres on Niagara Place to 14 metres on Nuffield Street. Staff are of the opinion that the size and scale of the dwellings which will result from the two single family zoning categories requested will not have a detrimental

effect on the surrounding residential area and that the proposed single family development will be compatible with the existing and approved development in the area. It is noted that the provision of maintenance easements will be necessary for all lots where less than 1.2 metres (4 feet) side yards are being provided.

Also concerning zoning, the Ministry of Transportation and Communications has noted that a 13.7 metre minimum building setback is required from future Highway Number 410. The Region of Peel has also requested a 13.7 metre minimum building setback from the widened limit of Bovaird Drive. Considering these requirements of both the Region and the Ministry, it is recommended that any amending zoning by-law for the subject lands include the provision that no building or structure shall be located within 13.7 metres of, future Highway Number 410 or the widened limit of Bovaird Drive. Since the plan has been designed to accommodate such setback requirements no revisions to the proposed plan are necessary.

The design of the proposed draft plan has been primarily determined by the requirement to complete Nuffield Street through the subject lands and the need to provide a design which facilitates satisfactory noise attenuation measures due to the proximity of future Highway Number 410 and Bovaird Drive. As a result, solar orientation is not a prominent feature of the plan. However, the constraints to the development of the site should not preclude other energy saving techniques. It is therefore recommended that prior to the sale of any dwelling units or the issuance of any building permits, that the applicant obtain the approval of the Commissioner of Planning and Development regarding the provision of features to be included in the design of buildings to minimize energy consumption.

As indicated the impact of noise from Bovaird Drive and future Highway Number 410, has been a major consideration in the design of

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the subject proposal. Recognizing the potential impact from these noise sources, the plan has been designed to minimize the number of properties which will abut either of these roads. Where lots will abut these roads, increased depth, or widths as the case may be, have been provided. These increased lot depths and widths not only meet the spatial separation between the residential units and these roads, as required by the Ministry of Transportation and Communications and the Region of Peel, but provides sufficient space to accommodate a suitable noise attenuation treatment along these roads.

After reviewing the preliminary noise analysis submitted by the applicant, it is the opinion of staff that satisfactory indoor and outdoor noise levels can be achieved within the proposal. A combination acoustical wall and earth berm will be necessary where lots abut Bovaird Drive or future Highway Number 410, as well as specific construction aspects for the dwellings on the lots adjacent to these roads. In addition, the applicant has indicated their intention to continue the wall and berm treatment along the west and north sides of proposed Street 'C' where it will abut Bovaird Drive or future Highway Number 410.

The details of the abatement measures will be dealt with through the final noise report required prior to the registration of the plan. It is also noted that it will be necessary for any portion of the proposed lots between the acoustical wall and any road allowance, in excess of the standard one foot setback of the wall, to be deeded to the applicable road authority.

From an engineering perspective, it is noted that the plan proposes to extend Nuffield Street from its present limits at the south and east boundaries of the site. As a result, it will be necessary for the applicant to obtain the 0.3 metre reserves at both ends of Nuffield Street and include the reserves as part of the Nuffield Street extension.

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Although the Public Works Division has indicated that the proposed plan meets with their approval, they have raised concerns regarding detailed aspects of the proposal involving grading, drainage, and sidewalks. It is recommended that the appropriate conditions be imposed to address these concerns.

Considering the proposed lotting pattern, it is noted that due to the alignment of Street 'C', the front yard of lot 53 will be flanked by a significant portion of the rear yard of lot 59. As a result the use of the rear yard of lot 59 could have a significant impact on the quality of the front yard of lot 53. In view of this, it is recommended that the applicant be required to provide a 1.8 metre high wooden screen fence to screen the rear yard of lot 59 from both Street 'C' and lot 53, of a design and in locations satisfactory to the City.

As with other developments of this nature, it is recommended that an Architectural Control Committee be established to review and approve the external design of buildings within the subdivision.

Although there is not a significant amount of vegetation on the subject site, the extension of Nuffield Street may require the removal of several trees which shall be subject to City approval.

The abutting lands to the south also owned by the applicant and shown on the plan as 'lands for future development' contain a designated Class II woodlot. A tree inventory and priority assessment plan for this woodlot has been submitted by the applicant. After reviewing this material, staff recommend that to ensure it will be possible to preserve the desirable portions of the woodlot through any future development application on the abutting lands to the south, prior to the commencement of any grading or servicing of the proposed plan, the applicant shall submit for the approval of the City an engineering report of the site servicing, illustrating how the proposed servicing of the site will facilitate the retention of the woodlot.

7.0 Recommendation

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

- A. A Public Meeting be held in accordance with City Council's procedures, and
- B. Subject to the results of the Public Meeting, staff be directed to prepare the appropriate amendments to the Official Plan and the zoning by-law and that draft approval of the proposed plan of subdivision be subject to the following conditions:
 1. The approval be based on the draft plan, dated October 28, 1986, prepared by Johnson, Sustronk, Weinstein and Associates.
 2. The applicant shall agree to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies with respect to the subdivision.
 3. The applicant shall agree to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.
 4. The applicant shall agree to support the appropriate amendment to the Official Plan and the zoning by-law.
 5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
 6. Development of the plan shall be staged to the satisfaction of the City.

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7. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel and begin with the letter "N".
8. The maximum number of lots permitted shall be 132.
9. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metre (4 foot) side yards are being provided.
10. The road widening, namely Block 133, shall be conveyed to the City.
11. The applicant and the City shall agree that the required parkland dedication for the proposed plan shall be provided, to the satisfaction of the City, as part of the development of the lands to the south shown on the plan as 'lands for future development.'
12. 0.3 metre reserves shall be conveyed to the appropriate road authority or the City along all residential lots and street C where they abut future Highway Number 410 or Bovaird Drive and along the south and east sides of the proposed extension of Nuffield Street.
13. The applicant shall make satisfactory arrangements with the City to obtain the 0.3 metre reserves at the ends of Nuffield Street and include them as part of the Nuffield Street extension.
14. Where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted unless agreed to by the Commissioner of Public Works and Building, and that the applicant, at his expense, shall provide an alternative method of rear yard drainage

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to the satisfaction of the Commissioner of Public Works and Building.

15. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.
16. The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.
17. The applicant shall agree that where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.
18. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Region of Peel, the Ministry of the Environment and the City of Brampton.
19. Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivision agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment, the Region of Peel and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.

20. The applicant shall agree that the noise control measures recommended by the acoustical report, as in condition number 18 above, shall be implemented to the satisfaction of the Region of Peel, the Ministry of the Environment and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clause shall be included in a registered portion of the subdivider's agreement and in all subsequent offers of Purchase and Sale for the affected lots:
 - (a) "Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants."
21. Those portions of lots located between a road allowance for which the lot does not obtain access, and any noise attenuation wall, required pursuant to condition number 18, in excess of the standard 0.3 metre setback, shall be shown on the plan to be registered as a separate block, and shall be deeded to the applicable road authority.
22. The applicant shall agree that the noise attenuation treatment along future Highway Number 410 and Bovaird Drive shall be continued along the north and west sides of 'Street C' where it abuts these roads to the satisfaction of the City and the Region of Peel.
23. The applicant shall agree, prior of offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:

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- a) those lots or blocks in a colour coded form that have existing and potential noise environmental problems;
- b) where sidewalks, walkways, fencing and noise attenuation barriers are located;
- c) the type of fencing and noise attenuation features;
- d) the following information must also be shown in Bold type:

"For further information on proposed and existing land use, please call the City of Brampton, Planning and Development Department, 150 Central Park Drive, 3rd Floor, between 8:30 a.m. and 4:30 p.m., telephone number 793-4110".

- 24. The map required in condition 23, above, shall be approved by the City's Commissioner of Planning and Development prior to the applicant either offering dwelling units for sale or to the registration of the plan and further staff shall be permitted to monitor the sales office to ensure compliance.
- 25. The applicant shall agree by agreement to erect a 1.8 metre high wooden screen fence on lot 59 to screen the rear yard of lot 59 from both Street C and lot 53, in a location and of a quality satisfactory to the City.
- 26. The applicant shall, prior to the initiation of any grading or servicing and prior to the registration of this plan or any phase thereof, submit for the review and approval of the City an engineering report of the site servicing illustrating how the proposed servicing of the plan will facilitate the retention of the woodlot on the lands to the south shown on the plan as 'lands for future development'.
- 27. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of

utilities required by the development of the subject lands, to be undertaken at the developer's expense.

28. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Buildings.
29. The applicant shall deed gratuitously to the appropriate road authority, prior to final approval of the plan, an extra road widening of 2.7 metres on the north side of Bovaird Drive, from lands also owned by the applicant, in addition to the required widening of 12.5 metres to achieve the 45 metre right-of-way on Bovaird Drive.
30. The applicant shall agree to remove any trees and any vegetation on the subject lands so designated for removal by the City.
31. Prior to registration arrangements shall be made to the satisfaction of the Commissioner of Public Works and Building for a suitable construction traffic route.
32. The applicant shall:
 - (a) Prior to the initiation of any grading and prior to the registration of this plan or any phase thereof, submit for the approval of the City, the Metropolitan Toronto and Region Conservation Authority and the Ministry of Transportation and Communications, the following:
 - (i) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of

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storm water drainage from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

(b) Agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority; the City and the Ministry of Transportation and Communications;

(i) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the City, and the Ministry of Transportation and Communications, the recommendations referred to in the report(s) as required in condition 32(a) above.

33. The grade difference between the existing lots on Nasmith Street and the proposed lots on Street F shall be in accordance with the City of Brampton engineering design standards.

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

35. The applicant shall agree to place in any agreement of purchase and sale entered into with respect to any lots on the plan, within a period of five years from the date of registration of the subdivision agreement, the following statement:

"Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all

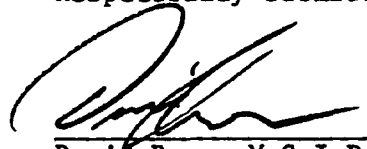
anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel Board of Education to determine the exact schools."

36. The applicant shall, prior to registration of the plan, pay to the City an amount equal to the estimated cost of constructing a sidewalk along Bovaird Drive where it abuts the subject lands.
37. The applicant shall make satisfactory arrangements with the City for the provision of street trees on Bovaird Drive where it abuts the subject lands.
38. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of the Canada Post superboxes.
39. The applicant shall make satisfactory arrangements with the Ministry of Transportation and Communications for the provision of security fencing abutting Highway Number 410.
40. The applicant shall provide a bus stop pad on Bovaird Drive in a location and of a design satisfactory to the Commissioner of Community Services or shall pay in the amount of \$1800.00 cash-in-lieu as determined by the Commissioner of Community Services.

C3-24

41. The applicant shall construct a walkway from Street C in the vicinity of Lot 66 to Bovaird Drive if determined feasible with respect to the noise abatement requirements and the design of Bovaird Drive in this location.

Respectfully submitted,



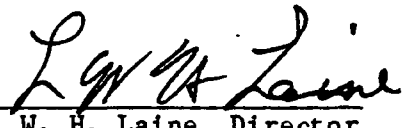
David Ross, M.C.I.P.
Development Planner

AGREED:



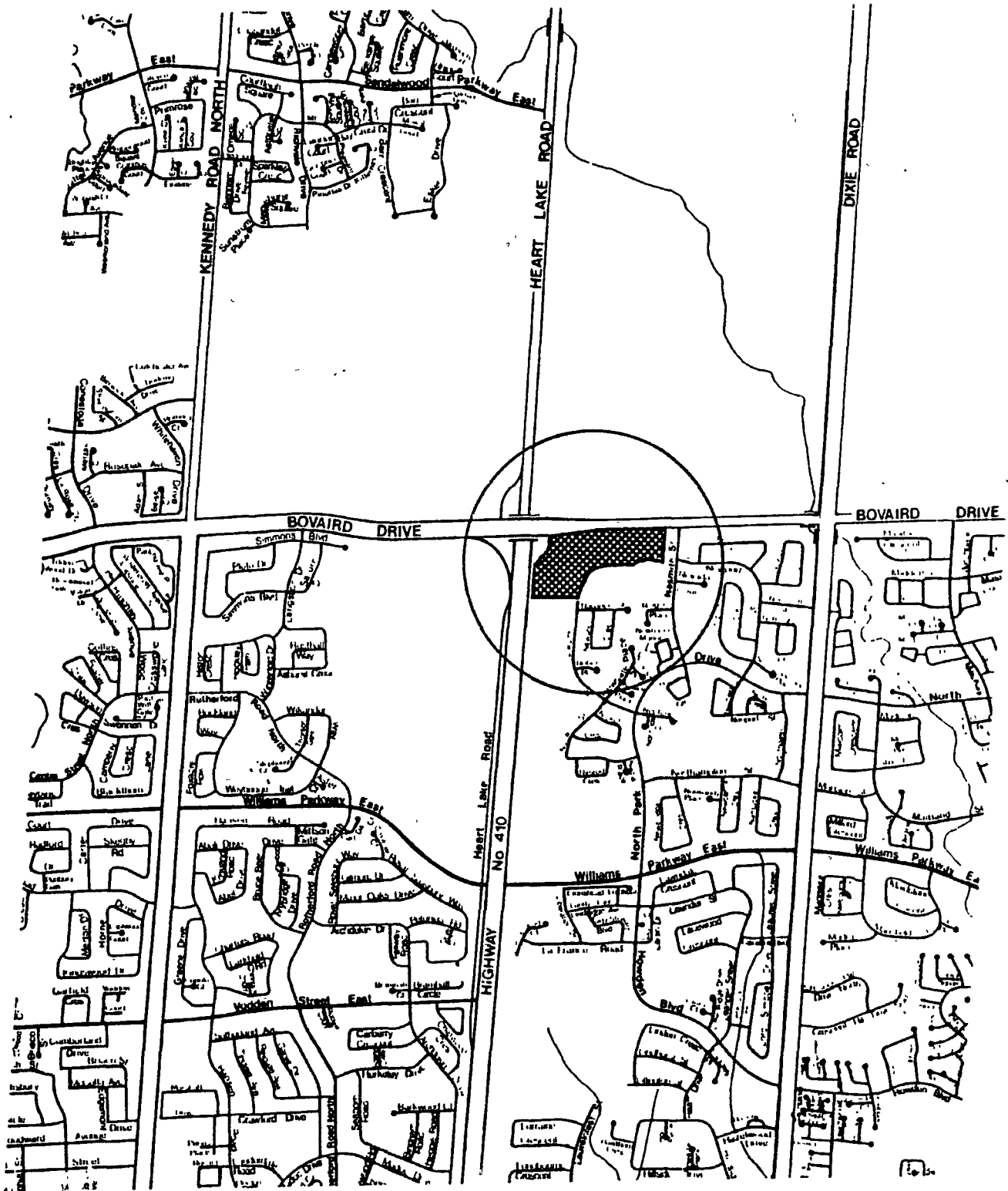
F. R. Dalzell, Commissioner of
Planning and Development

DR/hg/25



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

C3-25



BRAMALEA LIMITED

Location Map

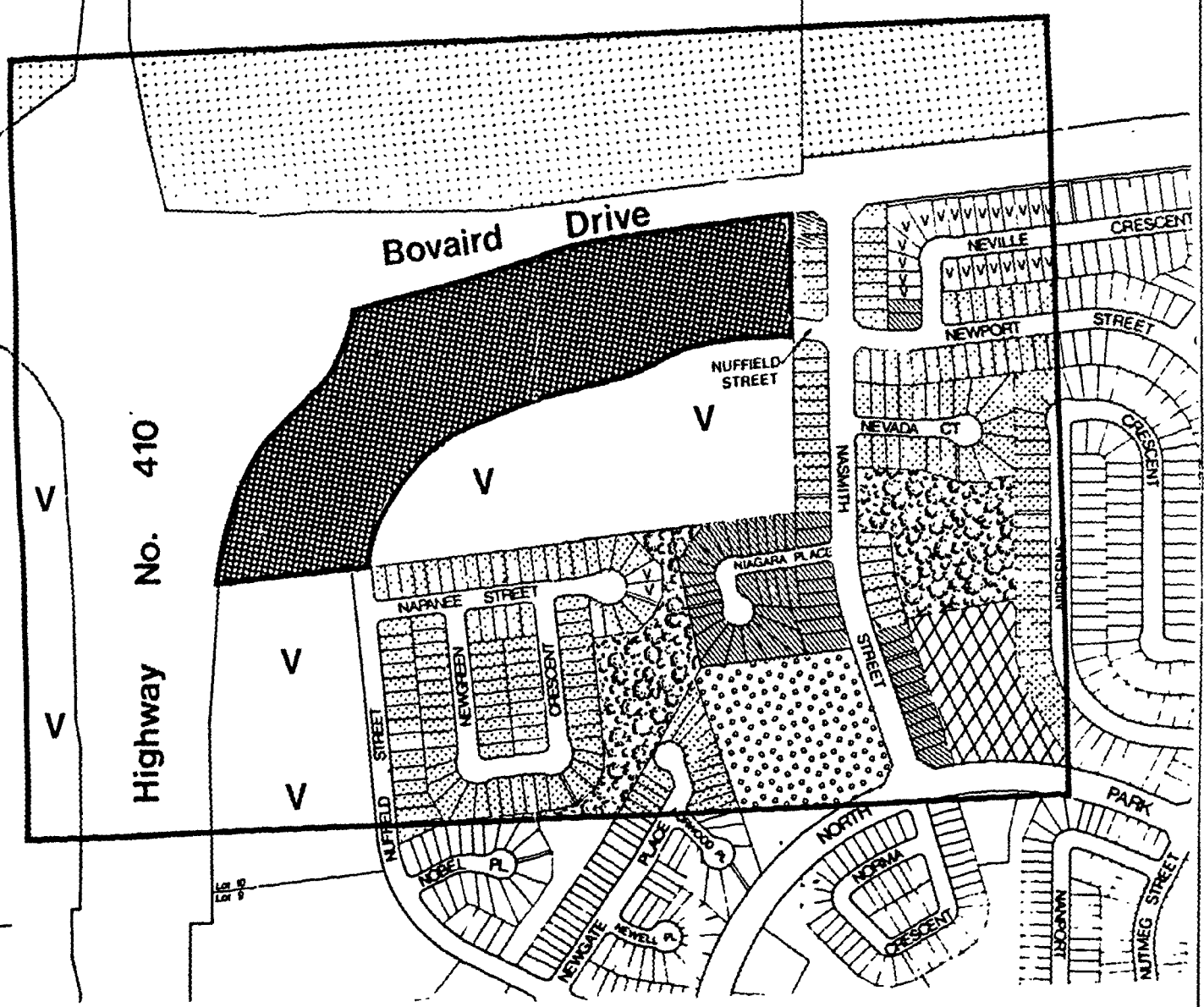


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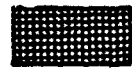






CITY OF BRAMPTON
Planning and Development

Date: 86 12 30 Drawn by: K.L.
File no. C3E10.6 Map no. 45-29A

C3-26



LEGEND

- | | | | |
|--|---------------------------|---|--------------------|
|  | SUBJECT PROPERTY |  | OPEN SPACE |
|  | RESIDENTIAL-SINGLE FAMILY |  | UNDER CONSTRUCTION |
|  | RESIDENTIAL-APARTMENTS |  | VACANT |
|  | INSTITUTIONAL | | |

BRAMALEA LIMITED
and Use Map

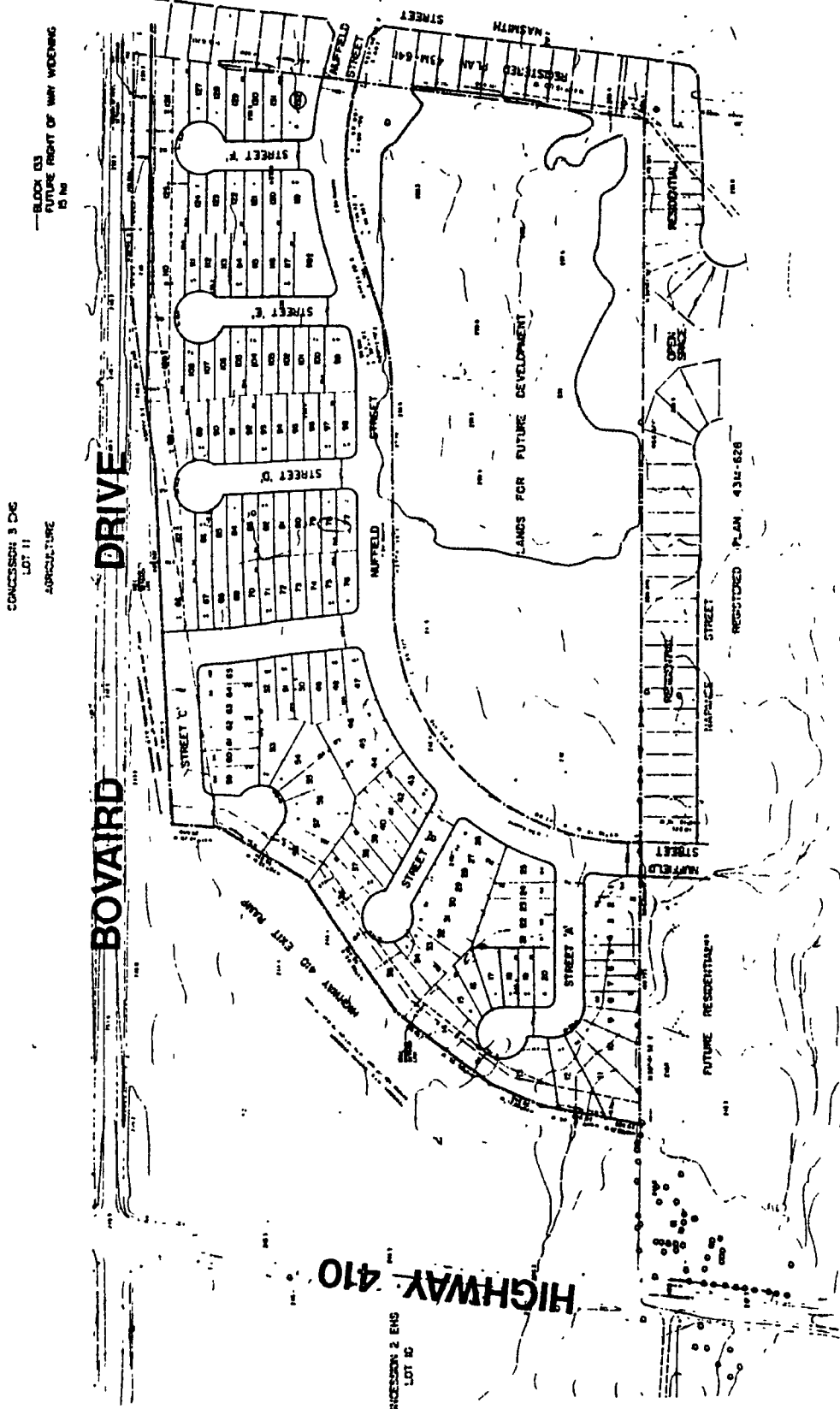


1:6000

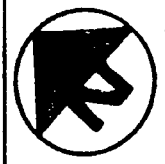
CITY OF BRAMPTON
Planning and Development

Date: 86 12 30 Drawn by: KL.
File no. C3E10.6 Map no. 45-29B

0327



BRAMALEA LIMITED
 Proposed Plan of Subdivision



1:8600

CITY OF BRAMPTON
 Planning and Development

Date: 86 12 30 Drawn by: K.L.
 File no. C3E10.6 Map no. 45-29C

C10

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1987 05 12

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Proposed Plan of Subdivision and
Application to Amend the Official Plan
and the Zoning By-law
Part of Lot 10, Concession 3, E.H.S.
Nuffield Street
Ward 7
BRAMALEA LIMITED
Region of Peel File: 21T-82018B (Revised)
Our File: C3E10.6

At the March 16, 1987 meeting of Planning Committee, a request was made that a Peel Board of Education condition of draft plan approval of a proposed subdivision should be re-examined by the Board for further clarification. The particular statement to be included in the Conditions of Draft Approval is quoted herein.

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

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

- cont'd. -


C10-2

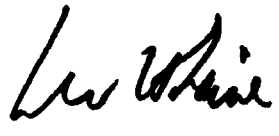
A response has been received from staff of the Peel Board of Education, which is attached.

Mr. Stephen Hare, Planning Officer, of the Board, has noted that the main purpose of the sign is to stimulate awareness of the school facilities and to encourage prospective residents to seek out additional information.

IT IS RECOMMENDED THAT this report be received for information.

AGREED


F. R. Dalzell
Commissioner of Planning
and Development


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

LWHL/ec
attachments

C10-3

City of Brampton
 PLANNING DEPT.
 Date APR 29 1987 Rec'd
 File No.



April 15, 1987

TRUSTEES

- Margaret McKee
(Chairman)
- Gary Heighington
(Vice-Chairman)
- Judee Beer
- George Carlson
- Karen Carstensen
- Beryl Ford
- Gail Green
- Dr Ralph Greene
- L Cliff Gyles
- William Kent
- Pierre Klein
- Robert Lagerquist
- Scott Macpherson
- Thomas McAuliffe
- Carolyn Parrish
- Ruth Thompson

Mr. L.W.H. Laine
 Director, Planning and Development Services
 The Corporation of the City of Brampton
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Re: Peel Board of Education
 Subdivision Signs

- Director of Education
and Secretary
J.A. Fraser, B.A., MEd
- Associate Director
of Education
RN Chalmers, B.A., MEd.
- Associate Director of
Education/Business
and Treasurer
MD Roy, CA

Dear Mr. Laine:

I am writing in response to your letter to J. Greeniaus dated March 31, 1987.

The Board feels the word "may" is more appropriate than the word "will" in terms of the information expressed on notice signs in new subdivisions.

I am appending a copy of Board Resolution #80/81-272 which outlines the requirement relative to the condition imposed by the Board.

The main purpose of the sign is to stimulate awareness of the lack of public school(s) and to precipitate a telephone call to the Board for the accommodation information available from the Planning and Resources Department.

The sign addresses all divisions of accommodation, junior public, senior public and secondary schools.

.../2

C10-4

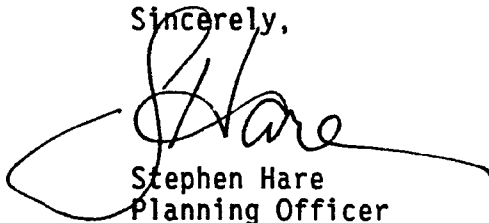
- 2 -

In the case of the Residential 9 area of Bramalea, junior and senior students attended Birchbank P.S. and Balmoral P.S. respectively which are outside of the community. Secondary students attend North Park S.S. which is in the community.

Therefore some of the students do attend a school inside the community.

If you require further clarification please call.

Sincerely,



Stephen Hare
Planning Officer

SH:jm

ID:886

C10-5

THE PEEL BOARD OF EDUCATION

Pursuant to Resolution # 80/81 - 272,

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

For draft plans of subdivision where there is insufficient permanent accommodation in area school(s), the applicant is required to erect signs in accordance with the following conditions.

- 1) The applicant shall erect and maintain in a structurally sound condition, the required sign or signs.
- 2) The sign shall read as follows:

Notice to Parents/ Lack of schools may require students to be located in facilities outside this community.

- 3) Sign specifications

Size: 1.2m (4 ft.) wide x 1.2m (4 ft.) high; 0.6m (2 ft.) ground clearance; 1.2m (4 ft.) in the ground.

Materials: 1.9cm (3/4 in.) exterior grade plywood panel, vertical structural members to be 10cm (4 in.) x 10cm (4 in.) fir; 5cm (2 in.) x 5cm (2 in.) horizontal fir stringers to be located behind the top, bottom and centre of the sign panel, as shown on the attached sketch.

Paint: Sign panels and all structural members shall be painted on all sides and edges with two coats of exterior type matte finish alkyd paint over a suitable primer.

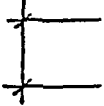
Lettering: Lettering to be black inscribed on a white background. The sign to be professionally lettered or silk screened using upper case Franklin Gothic Extra Condensed typeface or similar san serif size 50mm and 100mm.

The sign will display the Peel Board of Education logo as shown on the attached sketch.

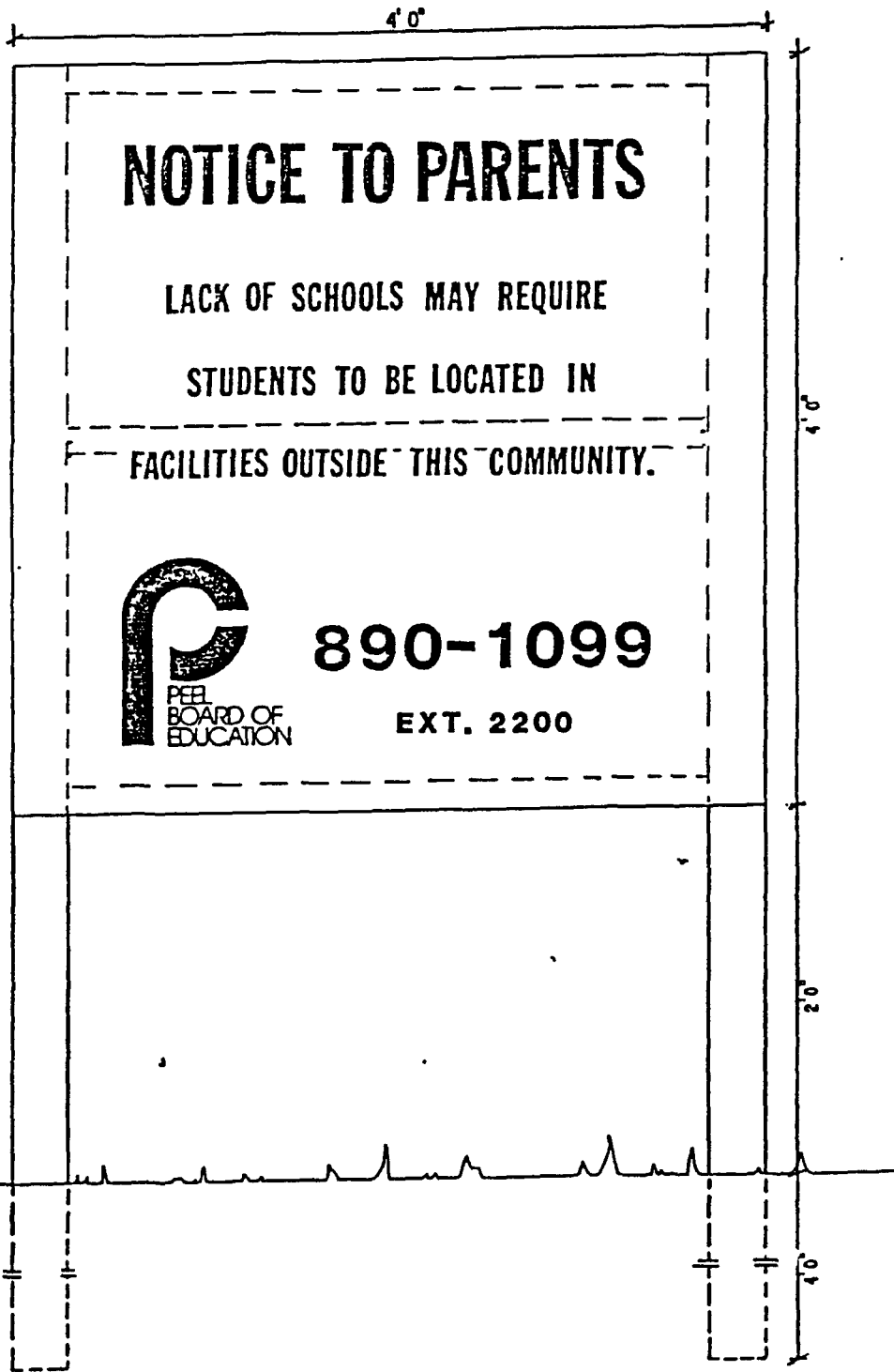
Location: Sign(s) shall be erected at the entrances to the subdivision where designated by the Peel Board of Education in compliance with municipality by-laws.

C.10-6

100 mm.



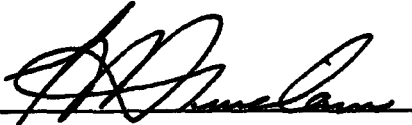
50 mm.



Amendment No. 120
and Amendment No. 120A
to the
Official Plan for the
City of Brampton
Planning Area

Amendment No. 120 and No. 120A to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved under Sections 17 and 21 of the Planning Act, 1983, as Amendment No. 120 and No. 120A to the Official Plan for the City of Brampton Planning Area.

Date .. *Aug 20, 1987*


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