



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 227-92

To adopt Amendment Number 222
and Amendment Number 222 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 222 and Amendment Number 222 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 222 and Amendment Number 222 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 28th day of September, 1992.

APPROVED
AS TC FORM
LAW DEPT.
BRAMPTON

DATE


PETER ROBERTSON - MAYOR


LEONARD J. MIKULICH - CLERK

OPALAWRENCE

AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to redesignate lands on Schedule 'A' to this amendment from "Industrial" to "Residential" and "Open Space" on Schedule A of the Official Plan and to redesignate land on Schedule 'B' to this amendment from "Light Industrial" to "Low and Medium Density Residential" and "Open Space" on Schedule A of Consolidated Official Plan Amendment #97. Official Plan Amendment #97 depicted Holtby Avenue being extended west to intersect with Chinguacousy Road. The lands to the north of the Holtby Avenue extension were designated "Light Industrial" to buffer the residential subdivision to the south from the Canadian National Railway.

City Council has approved the use of the subject property for residential uses and the extension of Holtby Avenue to Major William Sharpe Boulevard. The purpose of this Official Plan Amendment is to delete references to industrial development on the subject property and to modify policies applying to the extension of Holtby Avenue.

2.0 Location

The lands subject to this amendment are described as Part of Lot 8, Concession 2, W.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands are situated at the south-easterly corner of the intersection of Chinguacousy Road (future Mavis Road under the jurisdiction of the Region of Peel) and the Canadian National Railway.

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 222 :

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

- (1) by changing, on Schedule 'A' GENERAL LAND USE DESIGNATIONS thereto, the land use designation of the lands shown outlined on Schedule 'A' to this amendment from INDUSTRIAL to RESIDENTIAL and OPEN SPACE;
- (2) by adding to the list of amendments pertaining to the Northwood Park Secondary Plan Area, as set out in the first paragraph of section 7.2.7.5, Amendment Number 222 A.

3.2 Amendment Number 222 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Northwood Park Secondary Plan (being subsection B2.3 of Chapter B1 of Section B of Part C and Plate Number 6 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 42, and Amendment Number 97), is hereby further amended:

- (1) by changing, on Plate 57 thereto, the land use designation of the lands shown outlined on Schedule B to this amendment, from LIGHT INDUSTRIAL to LOW AND MEDIUM DENSITY RESIDENTIAL and OPEN SPACE.
- (2) by deleting sections 5.1, 7.1, 7.2, 7.4, 8.1.10 and 8.1.11 of Part C, Section C of the Consolidated Official Plan Chapter C61, and substituting the following:

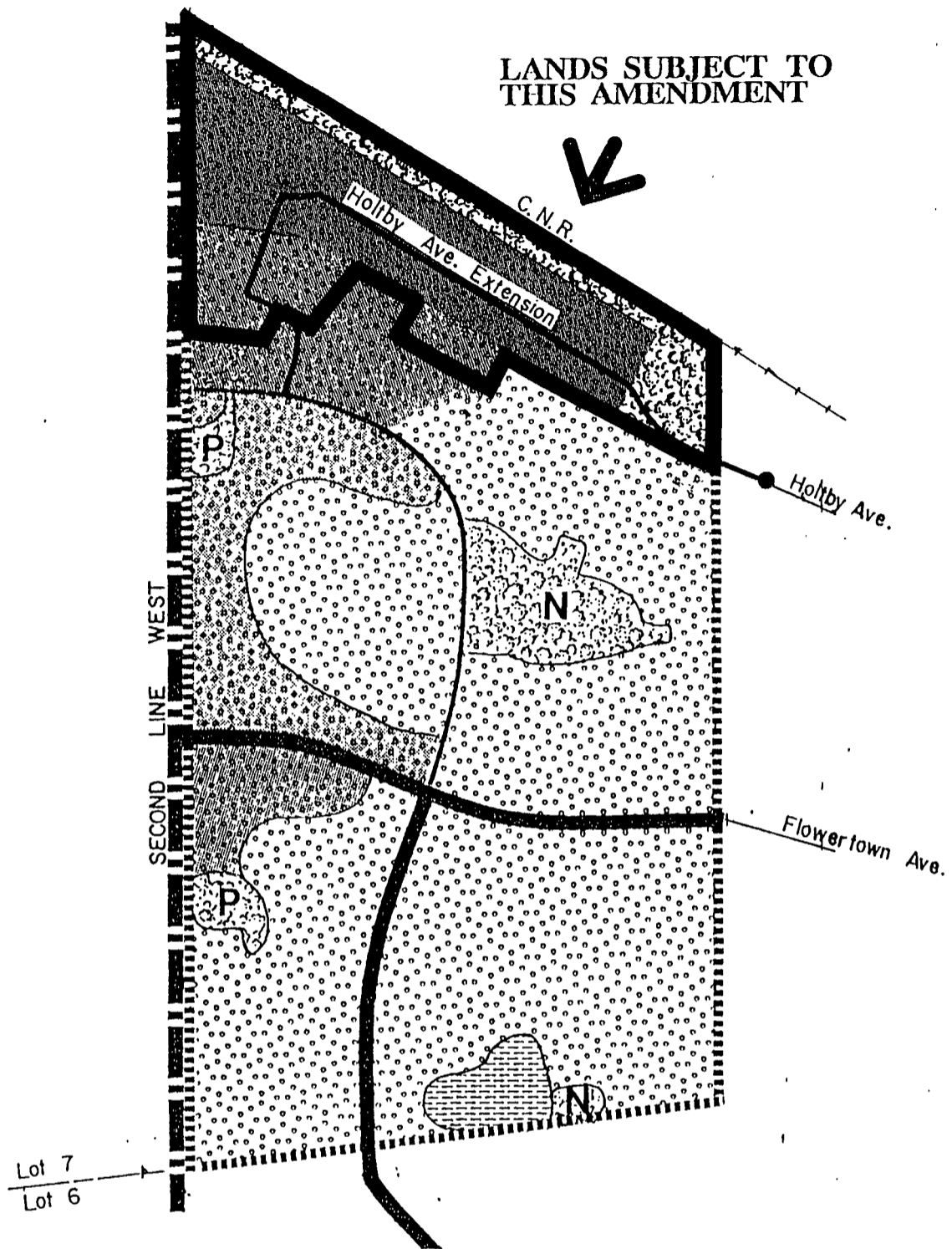
"8.1.10 Holtby Avenue shall be extended westward as a local residential street to intersect with Major William Sharpe Drive. A truck barrier shall be placed at the intersection of the eastern boundary of the subdivision and Holtby Avenue to ensure that industrial truck traffic through the subdivision does not occur."

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A

Attached is a copy of a planning report dated September 10, 1991, a planning report dated May 11, 1992 forwarding the notes of the Public Meeting held on May 6, 1992, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands, and a supplemental planning report dated June 4, 1992.

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

NEW DEVELOPMENT AREA 10













- INDUSTRIAL
- | | | | |
|---|------------------|---|-----------------|
|  | LIGHT INDUSTRIAL |  | INSTITUTIONAL |
| | RESIDENTIAL | | SEPARATE SCHOOL |
- | | |
|---|-----------------------------------|
|  | LOW DENSITY RESIDENTIAL |
|  | LOW TO MEDIUM DENSITY RESIDENTIAL |
- OPEN SPACE
- | | |
|---|--------------------|
|  | NEIGHBOURHOOD PARK |
|  | PARKETTE |
- ROADS
- | | |
|---|----------------------------------|
|  | MAJOR ARTERIAL |
|  | COLLECTOR |
|  | MINOR COLLECTOR |
|  | NEW DEVELOPMENT AREA 10 BOUNDARY |

PLATE NO. **57**

O.P. Amendment No.

222

Schedule 'B'

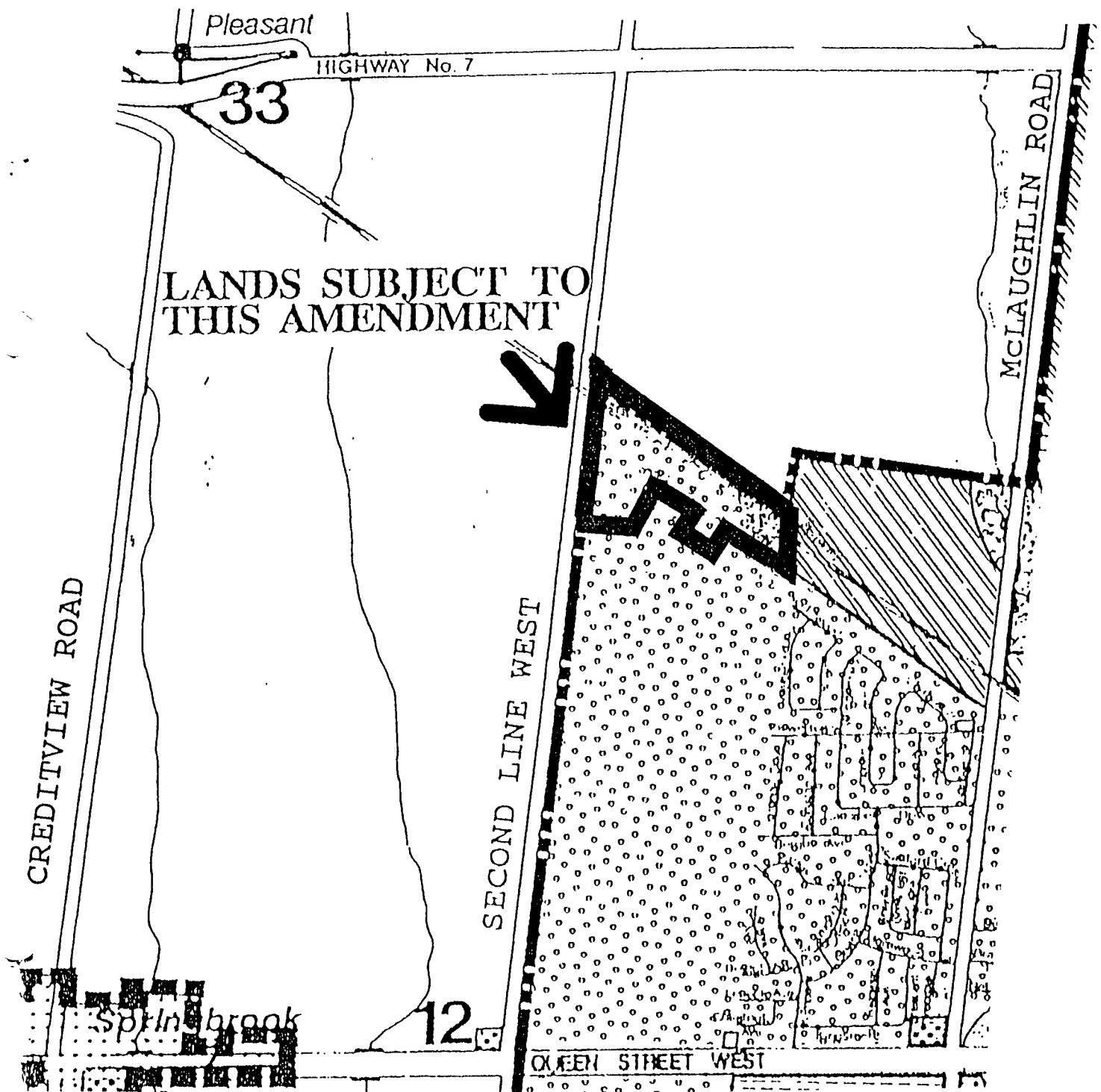
BY-LAW 227-92



CITY OF BRAMPTON
Planning and Development

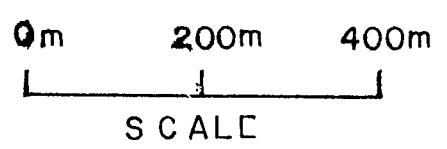
Date: 92 09 09 Drawn By: A.R.

File No. C2W8.3 Map No. 41-3I



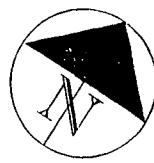
GENERAL LAND USE DESIGNATIONS
SCHEDULE 'A'

- URBAN BOUNDARY
- [Stippled] RESIDENTIAL
- [Dotted] OPEN SPACE
- [Cross-hatched] COMMERCIAL
- [Diagonal lines] INDUSTRIAL
- [Grid] INSTITUTIONAL
- [Checkered] PRIVATE COMMERCIAL RECREATION
- [White] AGRICULTURAL
- [Dotted] RURAL SETTLEMENTS (EXPANSION)
- [Stippled] RURAL SETTLEMENTS (INFILLING)
- [Dotted] RURAL SETTLEMENTS (MAINTENANCE)
- [Cross-hatched] PARKWAY BELT WEST
- [White] PROVINCIAL FREEWAY (HIWY 410)
- [Grid] RURAL ESTATE
- [Grid] RURAL ESTATE EXPANSION
- [Cross-hatched] RURAL-COMMERCIAL
- [Grid] OPEN SPACE - CEMETERIES
- [Diagonal lines] SPECIAL STUDY AREA
- [Horizontal lines] SPECIALTY AGRICULTURAL



OFFICIAL PLAN AMENDMENT No. 222

SCHEDULE A BY-LAW 227-92

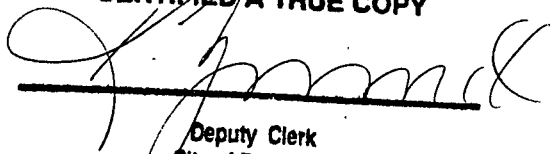


CITY OF BRAMPTON
Planning and Development

Date: 1992 09 24 Drawn by: CJK
File no. C2W8.3 Map no. 41-3H

ORIGINAL

CERTIFIED A TRUE COPY


Deputy Clerk
City of Brampton
October 29 1992

AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A
to the Official Plan of the
City of Brampton Planning Area

21 - OP 0031 - 222

AMENDMENT NO. 222 AND 222A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON PLANNING AREA

Amendments No. 222 and 222A 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 pursuant to Section 17 of the Planning Act, R.S.O. 1990, c.P.13 as follows:

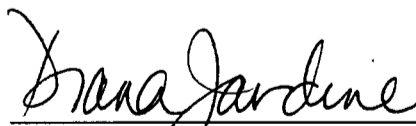
1. Subsection (2) of Amendment No. 222A is hereby modified by adding the following subsections:
 - "8.1.11 Schedule 'B' of this Official Plan Amendment identifies a proposed grade separation at the intersection of future Mavis Road and the Canadian National Rail line. Sufficient lands shall be reserved for such a grade separation prior to draft plan approval of affected plans of subdivision.
 - 8.1.12 A noise and vibration control feasibility study shall be prepared by the development proponent to the satisfaction of the City of Brampton, the Region of Peel, and the Ministry of Environment and Energy prior to recommending draft approval of any draft plan of subdivision abutting the future Mavis Road or the Canadian National Rail Line, and further that such studies shall consider any ultimate grade separations as may be identified.
 - 8.1.13 Prior to registration of any plan of subdivision, the development proponent shall prepare a detailed noise and vibration control study to the satisfaction of the City of Brampton, the Region of Peel, and the Ministry of Environment and Energy.
 - 8.1.14 Prior to registration of any plan of subdivision, the development proponent shall also agree to implement the noise attenuation measures which are recommended in the noise and vibration control study and to convey to the adjacent railway or road authority any lands which are located between the noise attenuation wall and the adjacent railway or road allowance.
 - 8.1.15 All proposed development adjacent to the railway right-of-way shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railways.

8.1.16 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."
2. Schedule "B" to Amendment No. 222 is hereby deleted and replaced with the attached new Schedule "B" which adds a symbol for the proposed future grade separation.

As thus modified, this amendment is hereby approved pursuant to Sections 17 and 21 of the Planning Act, R.S.O. 1990, c.P.13.

Date: 1993-08-13



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

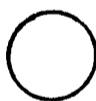
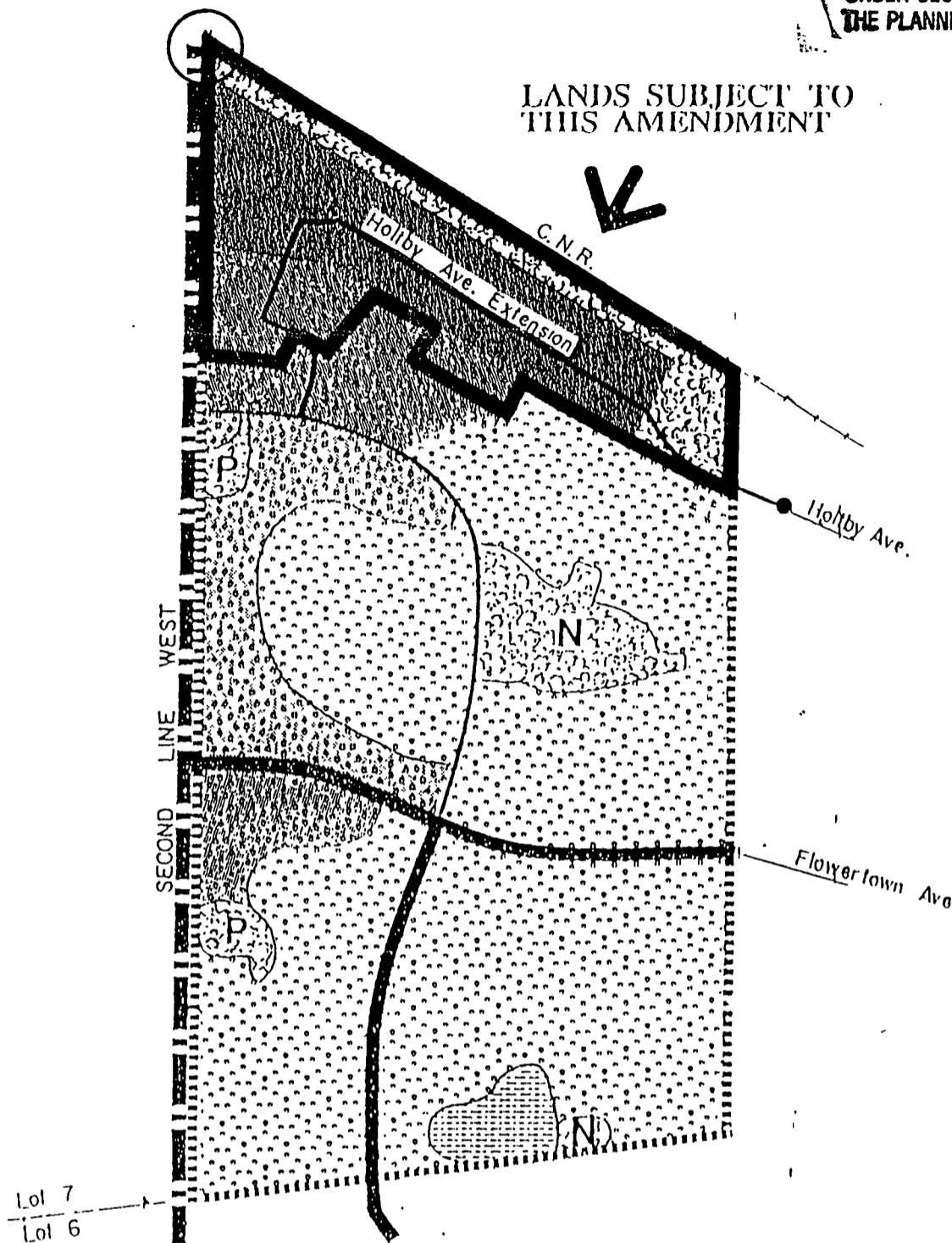
NEW DEVELOPMENT AREA 10

MODIFICATION

2

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

LANDS SUBJECT TO THIS AMENDMENT



PROPOSED FUTURE GRADE SEPARATION



INDUSTRIAL



LIGHT INDUSTRIAL



RESIDENTIAL



LOW DENSITY RESIDENTIAL



LOW TO MEDIUM DENSITY RESIDENTIAL



OPEN SPACE



NEIGHBOURHOOD PARK

PARKETTE



ROADS



MAJOR ARTERIAL



COLLECTOR



MINOR COLLECTOR



NEW DEVELOPMENT AREA 10 BOUNDARY



INSTITUTIONAL



SEPARATE SCHOOL

PLATE NO. 57

O.P. Amendment No.

222

Schedule 'B'

BY-LAW 227-92



CITY OF BRAMPTON

Planning and Development

Date: 92 09 09 Drawn By: A.R.

File No. C2WB.3 Map No. 41-31



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 227-92

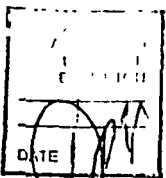
To adopt Amendment Number 222
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to the Official Plan of the City
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1. Amendment Number 222 and Amendment Number 222 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 222 and Amendment Number 222 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 28th day of September, 1992.




PETER ROBERTSON - MAYOR


LEONARD J. MIKULICH - CLERK

OPALAWRENCE

AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to redesignate lands on Schedule 'A' to this amendment from "Industrial" to "Residential" and "Open Space" on Schedule A of the Official Plan and to redesignate land on Schedule 'B' to this amendment from "Light Industrial" to "Low and Medium Density Residential" and "Open Space" on Schedule A of Consolidated Official Plan Amendment #97. Official Plan Amendment #97 depicted Holtby Avenue being extended west to intersect with Chinguacousy Road. The lands to the north of the Holtby Avenue extension were designated "Light Industrial" to buffer the residential subdivision to the south from the Canadian National Railway.

City Council has approved the use of the subject property for residential uses and the extension of Holtby Avenue to Major William Sharpe Boulevard. The purpose of this Official Plan Amendment is to delete references to industrial development on the subject property and to modify policies applying to the extension of Holtby Avenue.

2.0 Location

The lands subject to this amendment are described as Part of Lot 8, Concession 2, W.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands are situated at the south-easterly corner of the intersection of Chinguacousy Road (future Mavis Road under the jurisdiction of the Region of Peel) and the Canadian National Railway.

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 222 :

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

- (1) by changing, on Schedule 'A' GENERAL LAND USE DESIGNATIONS thereto, the land use designation of the lands shown outlined on Schedule 'A' to this amendment from INDUSTRIAL to RESIDENTIAL and OPEN SPACE;
- (2) by adding to the list of amendments pertaining to the Northwood Park Secondary Plan Area, as set out in the first paragraph of section 7.2.7.5, Amendment Number 222 A.

3.2 Amendment Number 222 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Northwood Park Secondary Plan (being subsection B2.3 of Chapter B1 of Section B of Part C and Plate Number 6 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 42, and Amendment Number 97), is hereby further amended:

- (1) by changing, on Plate 57 thereto, the land use designation of the lands shown outlined on Schedule B to this amendment, from LIGHT INDUSTRIAL to LOW AND MEDIUM DENSITY RESIDENTIAL and OPEN SPACE.
- (2) by deleting sections 5.1, 7.1, 7.2, 7.4, 8.1.10 and 8.1.11 of Part C, Section C of the Consolidated Official Plan Chapter C61, and substituting the following:

"8.1.10 Holtby Avenue shall be extended westward as a local residential street to intersect with Major William Sharpe Drive. A truck barrier shall be placed at the intersection of the eastern boundary of the subdivision and Holtby Avenue to ensure that industrial truck traffic through the subdivision does not occur."

MODIFICATION

No. 1
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 222
AND
AMENDMENT NUMBER 222 A

Attached is a copy of a planning report dated September 10, 1991, a planning report dated May 11, 1992 forwarding the notes of the Public Meeting held on May 6, 1992, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands, and a supplemental planning report dated June 4, 1992.

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

1. Extracts of "Impact Meeting" held October 5, 1990
2. Inter-Office Memorandum - Region of Peel, January 31, 1991
3. Inter-Office Memorandum - Region of Peel, February 5, 1991
4. Letter dated March 23, 1992 from Brampton Hydro
5. Inter-Office Memorandum - Region of Peel, March 24, 1992
6. Letter dated April 10, 1992 from Brampton Hydro
7. Letter dated October 21, 1991 from Ministry of the Environment, Technical Assessment Section

IMPACT MEETING

October 5, 1990
Page 1

| | | | |
|-----------------|---------------|---|-----------------------------|
| <u>Present:</u> | I. Peressenyi | - | Planning |
| | R. Bacque | - | Planning |
| | P. Crockett | - | Operations |
| | D.J. Kiteley | - | Public Works |
| | A.O. Dalseth | - | Public Works |
| | Len Laine | - | City of Brampton (Planning) |
| | Neal Grady | - | City of Brampton (Planning) |
| | Al Rezoski | - | City of Brampton (Planning) |

BRAMPTON/CALEDON

3076

1. 21T-88075B (Peter Crockett to attend)
Review of land uses, road pattern and access points to Second Line West

PUBLIC WORKS

San: Servicing is available in a 250mm dia. sewer on Muirland Crescent and Castlehill Road. Note that depth may be limited and special attention is to be paid to the design.

Water: The subject parcel is in Zone 6. Water is available in a 400mm dia. main on Highway #7 at Van Kirk Drive. Extension of the system would be at the developer(s) cost.

Roads)
Traffic)

The Region prefers no future intersection on the Second Line West (future Mavis Road) between Major Sharpe Road and CNR. Any intersection would have to be minimum 250m south of the CNR crossing to allow for future underpass. Further the Region has concerns with the resulting close proximity (200m ±) of the existing Major Sharpe Road intersection.

2

2. Site Plan Approval (SPA 90-23)
Husky Industrial Automation and Training Centre
R42 6A56C Part Lot 6, Concession 6, (Albion)

P.W.)
Trans. No objections
Plans)

✓✓ MEMORANDUM

cc. *CofB.*

Region of Peel

January 31, 1991

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

From R. Bacquie, Senior Planner
Transportation Policy

Subject Draft Plan of Subdivision
21T-88076B
Lawrence Avenue Group
City of Brampton

We have reviewed the above noted draft plan of subdivision and have no objections to the proposed development. The A.M. Peak Hour auto trips generated will be about 110, but there will be no impact on Regional roads. Further, the revised plan addresses staff concerns by excluding intersections on the Second Line West between Major Sharpe Road and CNR, and showing the extent of land dedication as required for future grade separation of the CNR crossing.

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

RP:nb

| | ACTION | INFO | SEEN |
|--------------------------|--------|------|------|
| DIR. DEV. R. & TRANS. P. | ✓ | | |
| DIR. PL. REV. & RSCH. | | | |
| SR TRANS. ADVISOR | | | |
| COM. SECRETARY | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Planning Dept. - RECEIVED

MONTH DAY YEAR

To: D.R. Bullock

Date: February 5, 1991

02 22 91

From: G.J. Savage

File: T-880703
B-23

Re: Lawrence Group Limited
City of Brampton

PART A - SERVICING

1. SANITARY SEWER FACILITIES

- Sanitary sewer facilities are available in a 250mm dia. sewer located on Muirland Crescent at Castle Hill Road.

2. WATER FACILITIES

- The lands are located in Water Pressure Zone 6.
- Water facilities are available in a 400mm dia. watermain on Hwy.7 at Van Kirk Drive.
- Extension of a 400mm and 300mm dia. watermain will be required on Hwy.7 and on the Second Line from Van Kirk Drive to the subject lands.
- Provisions will be required for looping of watermains.
- As the proposed street pattern does not readily accommodate the high zone, a study is required to determine the zone boundary and the impact on the existing system.

3. REGION ROADS

- Region roads are not adversely affected.

4. WASTE MANAGEMENT

Brampton Resident

- There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the end of 1991.
- It is expected that this development will generate approximately 359.3 tonnes of solid waste per year. (0.44 tonnes/capita/year X 816.6 people = 359.3 tonnes/year)
- In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the Ministry of the Environment, the Region of Peel, and the Area Municipality.

PART B - FINANCIAL IMPACT

1. LOT LEVIES

- ° Full residential levies apply.

2. CAPITAL BUDGET

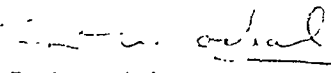
- ° The 400mm dia. watermain on Hwy.7 is eligible for participation by the Region of Peel on the basis of Oversizing, subject to Council approval.

PART C - SPECIFIC DRAFT PLAN CONDITIONS

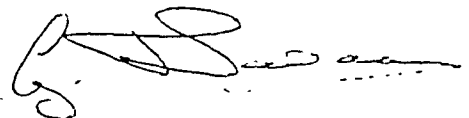
- ° The developer will be required to enter into a Subdivision Agreement with the City and Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services will be in accordance with the latest Region standards and requirements.

- ° Provision will be required in the Subdivision Agreement for the following clause:

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


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





G.J. Savage, P. Eng.
Director
Engineering &
Construction Division



Brampton
Hydro

March 23, 1992

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

City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT

DATE MAR 31 1992 Rec'd

File No. C2W8.3

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

Dear John;

Re: Lawrence Avenue Group File #8806⁷⁶7B

Over a year ago we opened discussions with KLM Planning regarding an access route for our pole line upgrading requirements. This was well received by their committee and a route was selected that would resolve our needs. The route was along the easterly 6 metres of their land holdings as it touches the industrial Block D on Registered Plan 639, which is at the end of Holtby Avenue.

As you are no doubt aware, the power demands placed on our system by the ratepayers has necessitated the additional circuits. The route selected crossing the Lawrence Avenue property has permitted us to avoid some of the spiralling costs associated with C.N.R. occupation.

We understand that recent disclosures have not complimented the proposed residential uses of this property. According to our sources this situation may set-back this development.

Throughout the year different schedules restricted the completion of the connecting circuit link across the Lawrence Avenue property. In order for us to connect the existing circuits we must demonstrate to the owners that any work undertaken by the Utility will not detrimentally affect any future development.

Our work will consist of four concrete poles set extra deep so that any drainage grading or berming of soil will not require any additional work.

A letter from you referring to the presence of the Utility not affecting the normal processing of the development (#88067B) would ensure our works being completed.

Please contact us should you require any additional information.

Yours truly,
BRAMPTON HYDRO-ELECTRIC COMMISSION

Roger A. Albert, P. Eng.
Director of Planning & Design.

c.c. D. Haddock
G. Good
W. Schaefer

AKR
April 1992
Responded to April 8/92



DATE MAR 24 1992 Rec'd.

File No. C248.3

MEMORANDUM

To: V. Zammit

Date: March 24, 1992

From: J.P. Amodco

Subject: Proposed Holtby Avenue
2nd Line West Intersection

File: T-88076

We have reviewed the City of Brampton's proposal to extend Holtby Avenue westerly as an industrial road intersecting with 2nd Line West. In our review, we have assumed ultimate development on the road and railway corridor, i.e., 2nd Line West is a 6 lane divided urban road underpassing the C.N.R. through a 3 track - 2 span grade separation.

The extension of Holtby Avenue will intersect with 2nd Line West, approximately 200m south of the C.N.R. tracks. We anticipate this will be in the cut area for the underpass with future pavement elevation lowered by approximately 1m. There are potential obstructions in this location which would impede crossing sight distance, including retaining walls or embankment slopes, elevated sidewalk and railings, and centre piers of the grade separation.

In order to provide sufficient crossing sight distance, the intersection should be located approximately 300m south of the grade separation. However, this location may conflict with the existing Major William Sharpe/2nd Line West intersection, particularly if traffic signal warrants are met. Accordingly, we recommend that no further road access be permitted to 2nd Line West, between Major William Sharpe and the C.N.R. tracks.

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

JPA/lc

920328



Brampton Hydro

April 10th, 1992

City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT
DATE: APR 14 1992
FILE NO: C2W8.3

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

KLM Planning Partners
222 Sheppard Avenue East
Willowdale, Ontario
M2N 3A9

Our E.P. File #:
E3 - 25

Attention: Mr. R. Mason

Re: Proposed Easement, Holtby Avenue to CNR
Lawrence Avenue Group Limited 21T-88076B

Dear Sir:

In regards to our request to construct upon and occupy a portion of the above noted lands, we submit the attached correspondence prepared by the City of Brampton.

In addition to the above, and to address your concerns regarding final grades, please be advised that Brampton Hydro are prepared to install the proposed Hydro poles, so as not to be affected by a berm or grade cut.

We trust that your concerns have been addressed.

We would also like to note that the installation of our facilities is now paramount, and we respectfully request a consignatory letter of agreement granting the Commission authorization to build upon and occupy the said lands.

Should you have any further comments or questions, please feel free to contact myself at 451-6300, Ext. 270 or Mr. G. Good at Ext. 283.

We thank you for your prompt attention to this matter.

Yours truly,

BRAMPTON HYDRO ELECTRIC-COMMISSION

W. Schaefer, C.E.T.
Engineering Supervisor

WS:sa
Attach.

- c.c. R. Albert - Director of Planning & Design, Brampton Hydro
- D. Haddock - Manager of Engineering, Brampton Hydro
- G. Good - Survey & Records Supervisor, Brampton Hydro
- A. Rezoski - Development Planner, City of Brampton

920418



Ministry
of the
Environment

Ministère
de
l'Environnement

Central
Region

Région du
Centre

1991 10 21

| | |
|---|--|
| 7 Overlea Boulevard 4th Floor Toronto, Ontario M4H 1A8 416/424 3000 Fax 416/963 2935 | 7, boulevard Overlea 4 ^e étage Toronto (Ontario) M4H 1A8 416/424 3000 Fax 416/963 2935 |
|---|--|

City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT

DATE OCT 25 1991 Rec'd

File No. C208.3

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

Dear Sir:

Re: Draft Plan of Subdivision
Lawrence Avenue Group
City of Brampton
File: 21T-88076 (B)

The plan proposes the creation of 236 residential units based on full municipal services. The subject site is located within the west half of Lot 8, Concession 2, west of Hurontario Street and Lots 34 to 46 and 77 to 101, Plan 43M-817 City of Brampton.

We note that the plan constitutes that portion of a plan of subdivision (21T-84028) which was previously circulated to this Ministry. A noise feasibility study prepared by S. S. Wilson Associates dated March 16, 1990, was submitted under file 21T-84028. We have had an opportunity to review that noise report and offer the following comments.

We note that with respect to the impact of the industrial noise source to the east of the proposed subdivision, the report is not acceptable. The excess industrial source noise is proposed to be mitigated through the installation of central air conditioning in adjacent houses and warning clauses to notify purchasers of excess noise from the plant. These recommendations are not in accordance with the Ministry of the Environment guidelines.

For new housing to be located beside industry which produces impulsive sound levels, the maximum sound level limit at the point of reception is 50 dBAI (L_{1M}) from the impulse noise due to metal working. This limit is the lower value specified in Section 5.1 of NPC 105 and is acceptable when the metal working industry precedes a proposed development. Unless the consultant can prove that 50 dBAI (L_{1M}) can be achieved at the closest residence, we will be unable to accept residential lots adjacent to the existing industrial use.

al 9/1.10.25

cont'd ...

Please note that the MOE daytime and nighttime noise criteria will be exceeded for proposed lots 30 to 36 inclusive. MOE nighttime noise criteria will be exceeded for proposed lots 1 & 2, 20 to 25 and 37 to 40 inclusive. The affected lots and the approximate location of the 150 Buffer is shown on the attached sketch.

With respect to the noise feasibility study and the remainder of the subdivision, we find the study to be consistent with Provincial policy on noise. The analytical techniques are consistent with the techniques used or previously used by the Ministry of the Environment as being suitable for analysis of noise impact. The technique or techniques used, the data, calculations and resulting recommendations are the sole responsibility of the consultant.

Furthermore, our guidelines for buffer zones between medium industrial uses and residential uses state that a minimum separation distance between 150 and 300 metres be maintained. A buffer may include a space, a feature, a use or combination thereof, interposed between two conflicting land uses. Where buffer components are combined, the minimum separation distance may be considered. Please note that buffers or barriers which satisfactorily control noise, may not be adequate for dust, odours or gaseous air contaminants.

On this basis, we would have no objection to draft approval of those lots and blocks which are not impacted by the existing industrial use to the east. However, we cannot support creation of residential lots within 150 metres of the nearest industrial building at this time. We would therefore recommend that one of the following occur:

1. A phasing plan be devised which will permit the non affected phase of the plan to proceed to draft approval; or
2. Draft approval be held in abeyance until such time that the noise report can be revised to indicate acceptable noise levels for residential uses can be achieved and alternative uses (open space, recreation centre, etc.) be considered for the lands within 150 m of the boundary of the industrial property.

cont'd ...

At this juncture we recommend that draft approval be held in abeyance. Once the proponent has submitted a revised proposal which includes an updated noise control study, and we have had an opportunity to review same, we will be in a position to comment further.

Yours truly,

original signed by

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

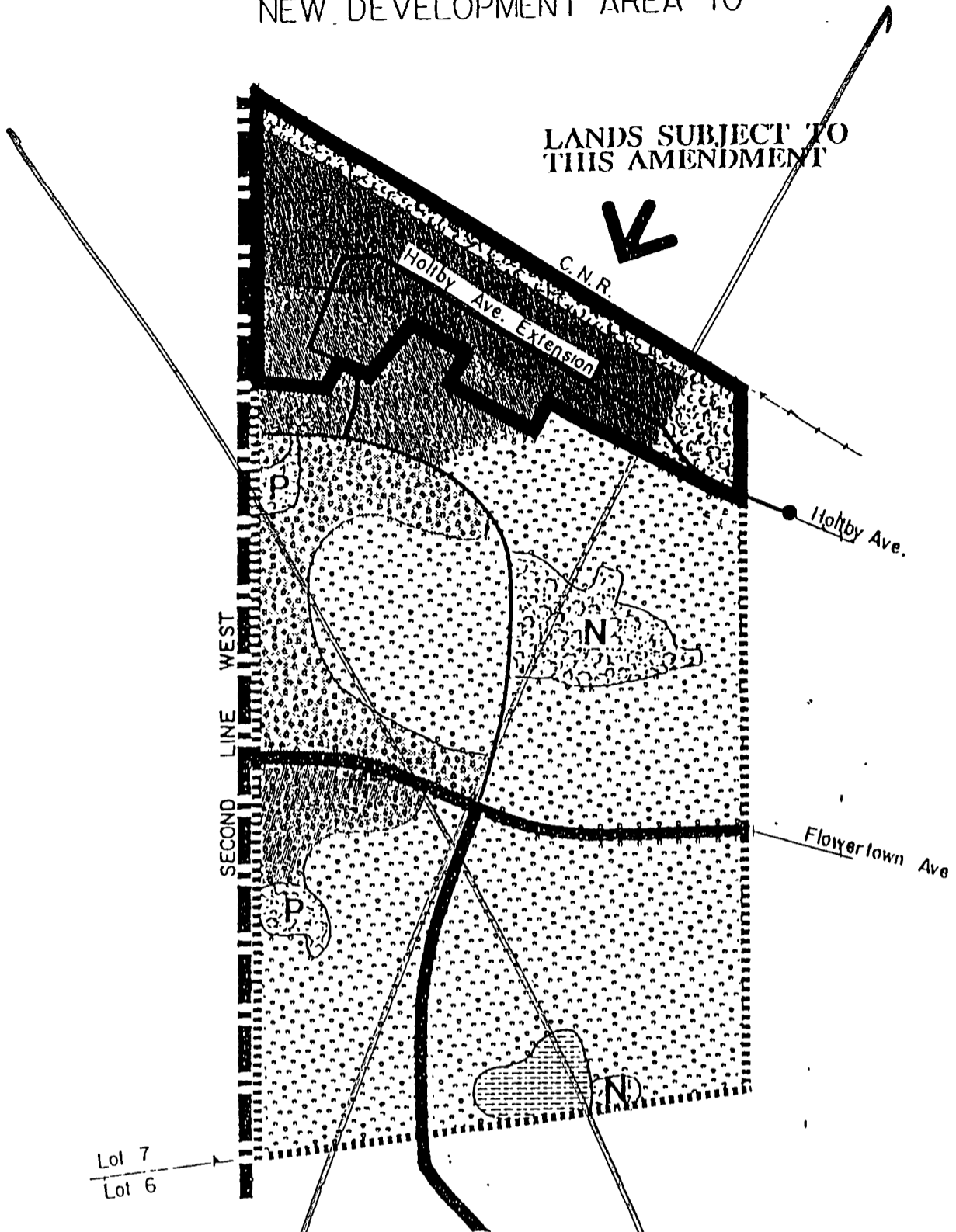
cc: L. Laine, City of Brampton ✓
J. Budz
A & P File

Attachment

encl 145 14

NEW DEVELOPMENT AREA 10

LANDS SUBJECT TO THIS AMENDMENT



Lot 7
Lot 6

MODIFICATION

No. 2
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

- INDUSTRIAL
- LIGHT INDUSTRIAL
- RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- LOW TO MEDIUM DENSITY RESIDENTIAL
- OPEN SPACE
- NEIGHBOURHOOD PARK
- PARKETTE
- ROADS
- MAJOR ARTERIAL
- COLLECTOR
- MINOR COLLECTOR
- NEW DEVELOPMENT AREA 10 BOUNDARY
- INSTITUTIONAL
- SEPARATE SCHOOL

PLATE NO. 57

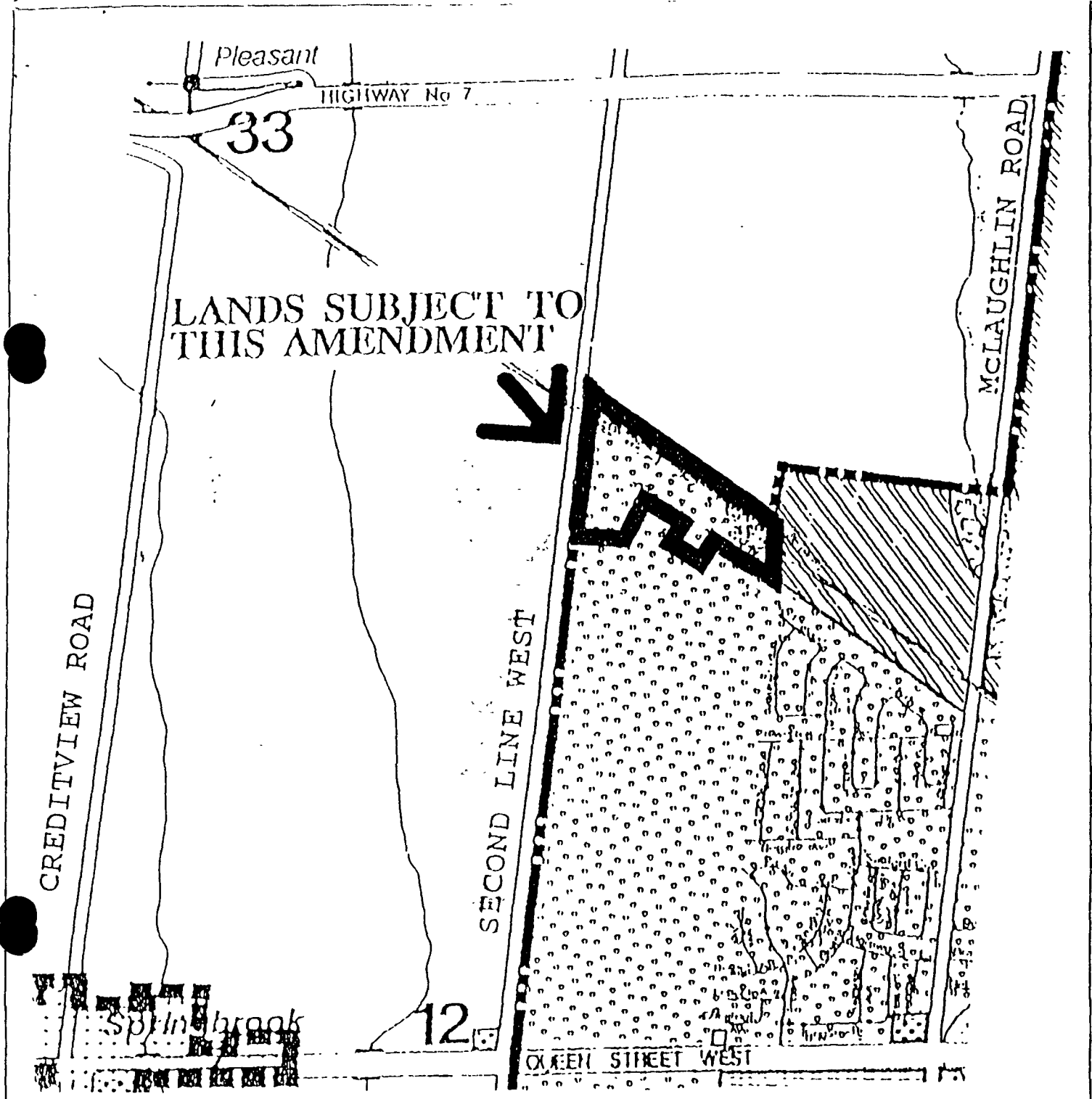
O.P. Amendment No.
Schedule 'B'

222
BY-LAW 227-92



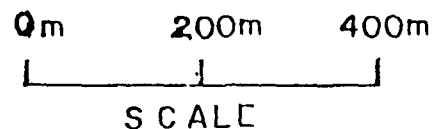
CITY OF BRAMPTON
Planning and Development

Date: 92 09 09 Drawn By: A.R.
File No. C2WB.3 Map No. 41-31



GENERAL LAND USE DESIGNATIONS
SCHEDULE 'A'

- URBAN BOUNDARY
- [Grid Pattern] RESIDENTIAL
- [Dotted Pattern] OPEN SPACE
- [White Box] COMMERCIAL
- [Diagonal Lines] INDUSTRIAL
- [Horizontal Lines] INSTITUTIONAL
- [Cross-hatch] PRIVATE COMMERCIAL RECREATION
- [White Box] AGRICULTURAL
- [Dotted Pattern] RURAL SETTLEMENTS (EXPANSION)
- [Grid Pattern] RURAL SETTLEMENTS (BUILDING)
- [Dotted Pattern] RURAL SETTLEMENTS (MAINTENANCE)
- [Grid Pattern] PARKWAY BELT WEST
- [White Box] PROVINCIAL FULFWAY (HWY 410)
- [Grid Pattern] RURAL ESTATE
- [Cross-hatch] RURAL ESTATE EXPANSION
- [Grid Pattern] RURAL - COMMERCIAL
- [Dotted Pattern] OPEN SPACE - CEMETRIES
- [Diagonal Lines] SPECIAL STUDY AREA
- [Horizontal Lines] SPECIALTY AGRICULTURAL



OFFICIAL PLAN AMENDMENT No. 222

SCHEDULE A BY-LAW 227-92



CITY OF BRAMPTON
Planning and Development

Date: 1992 09 24

Drawn by: CJK

File no: C2W8.3

Map no: 41-311

F7-4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 10, 1991

To: The Chairman and Members of the Development Team

From: Planning and Development Department

RE: Draft Plan of Proposed Subdivision and
Application to Amend the Official Plan
and Zoning By-law
Part of Lot 8, Concession 2, W.H.S.
Lots 41 to 46, 77 to 82, and 98 to 101, Plan 43M-817
Ward Number 5
LAWRENCE AVENUE GROUP LIMITED
Region of Peel File Number: 21T-88076B
Our file: C2W8.3

1.0 INTRODUCTION

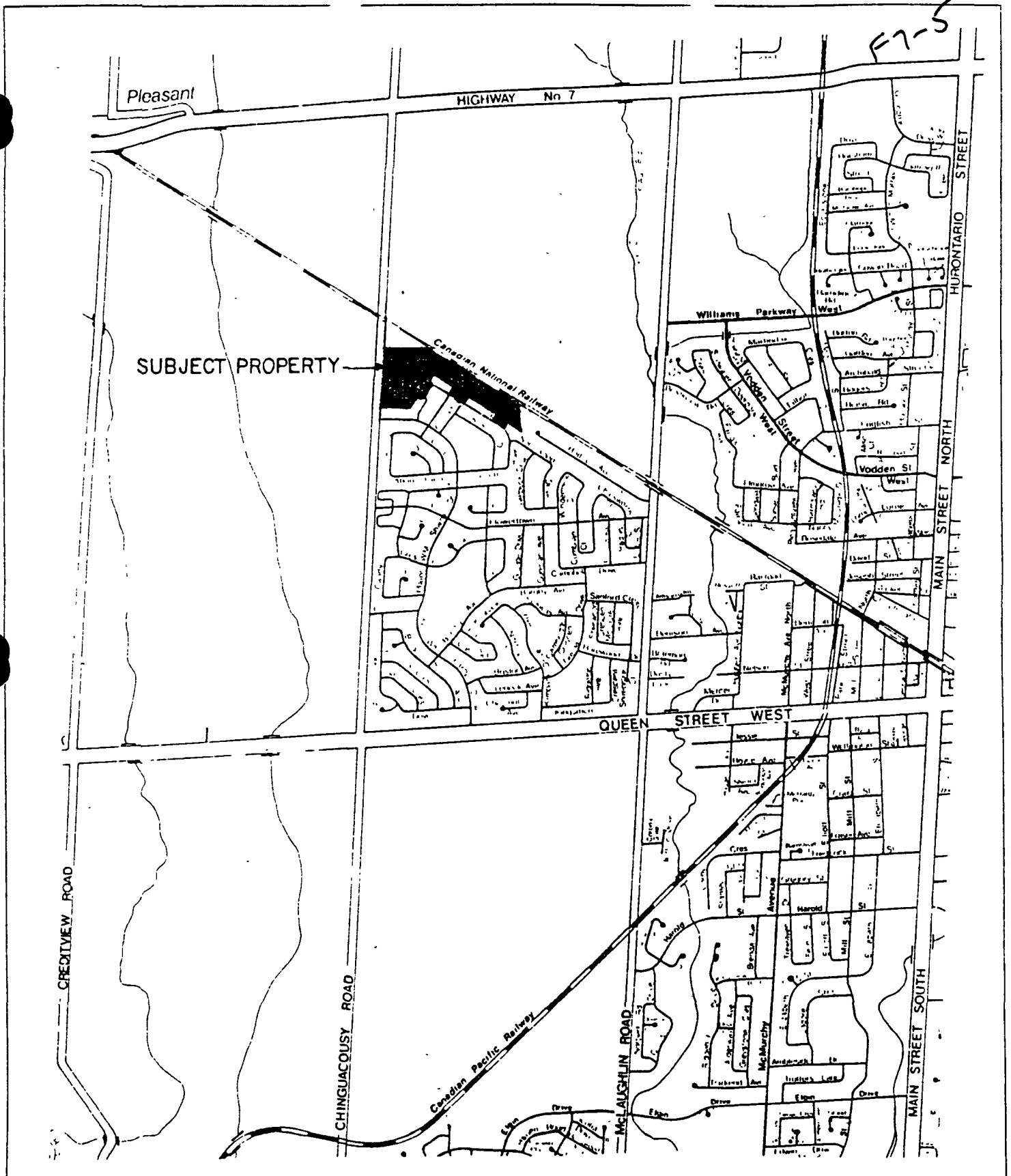
The above referenced application was referred to staff for a report and recommendation by City Council on January 23, 1989. The Regional Municipality of Peel circulated a draft plan of proposed subdivision on January 4, 1991.

2.0 PROPERTY DESCRIPTION

The subject property:

- o is located on the east side of Chinguacousy Road (future Mavis Road under the jurisdiction of the Regional Municipality of Peel) approximately 50 metres (164.0 feet) north of the intersection of Chinguacousy Road and Major William Sharpe Drive;
- o has an area of 11.9 hectares (29.4 acres);
- o has a frontage of 218.1 metres (715.5 feet) along Chinguacousy Road;
- o has a depth of 150. metres (492 feet) to 669 metres (2194.8 feet);
- o is currently vacant except for a 4.51 metre (14.7 foot) to 5.52 metre (18.1 foot) high earth berm which is located to the south of the Canadian National Railway; and
- o is flat and has no significant drainage or vegetation features.

E7-5



LAWRENCE AVENUE GROUP LTD.

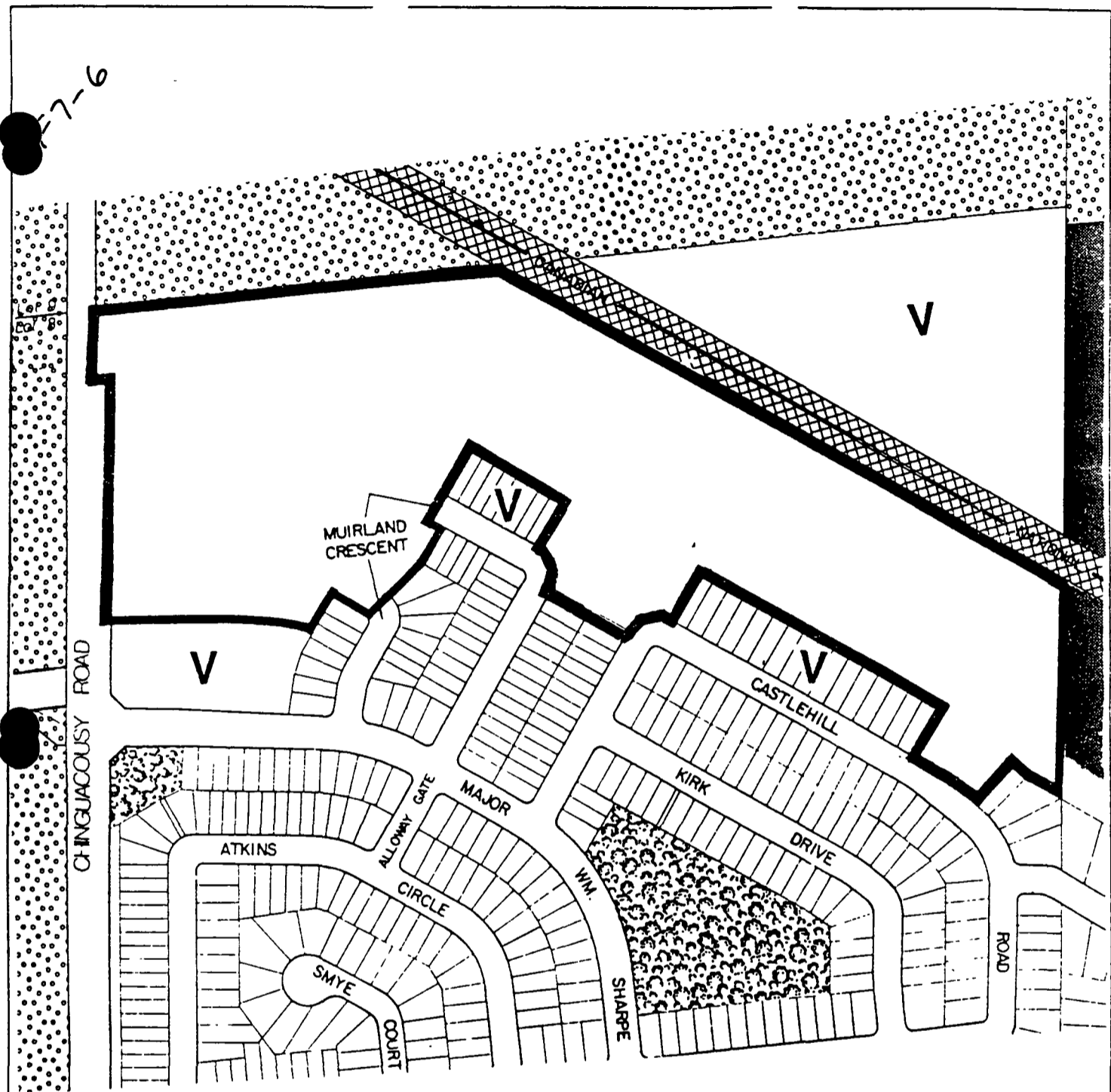


CITY OF BRAMPTON
Planning and Development




Location Map





1:25000

Date: 1990 06 25 Drawn by: CJK
File no. C2W8.3 Map no. 41-15A



LEGEND

-  SUBJECT PROPERTY BOUNDARY
-  SINGLE FAMILY RESIDENTIAL
-  INDUSTRIAL

-  TRANSPORTATION
-  AGRICULTURAL
-  OPEN SPACE
-  VACANT

LAWRENCE AVENUE GROUP LTD.

Land Use Map



1:4000

CITY OF BRAMPTON
 Planning and Development

Date: 1990 06 25 Drawn by: CJK
 File no. C2W8.3 Map no. 41-15B

E7-7

Surrounding Land Use:

- NORTH: Agricultural land and the Canadian National Railway, beyond which is vacant and agricultural land;
- SOUTH: Registered subdivision 43M-817 which has single family dwellings under construction, and a vacant parcel of land located at the north-east corner of Chinguacousy Road and Major William Sharpe Drive which is subject to a development application for commercial use (833445 Ontario Limited, Our file: C2W8.6);
- EAST: Industrial with outdoor storage and residential;
- WEST: Chinguacousy Road (future Mavis Road), beyond which is agricultural and single family residential.

3.0 OFFICIAL PLAN AND ZONING STATUS

The southern section of the subject property is designated "Residential" and the northern section is designated "Industrial" by Schedule 'A', General Land Use Designations in the Official Plan. The Northwood Park Secondary Plan designates the northern section of the subject property "Industrial" and southern portion "Low to Medium Density Residential". Official Plan Amendment Number 97 which was enacted by Council in April, 1982, applies to the subject property. The amendment depicts the existing Holtby Avenue being extended west to intersect with Chinguacousy Road. The land north of Holtby Avenue was designated industrial to provide a noise and visual buffer area for the proposed low density and low to medium density residential area to the south of Holtby Avenue. The attached Plate Number 57 depicts the approved road and land use configurations.

The subject property is zoned "Agricultural (A)" under Zoning By-law 151-88.

4.0 PROPOSAL

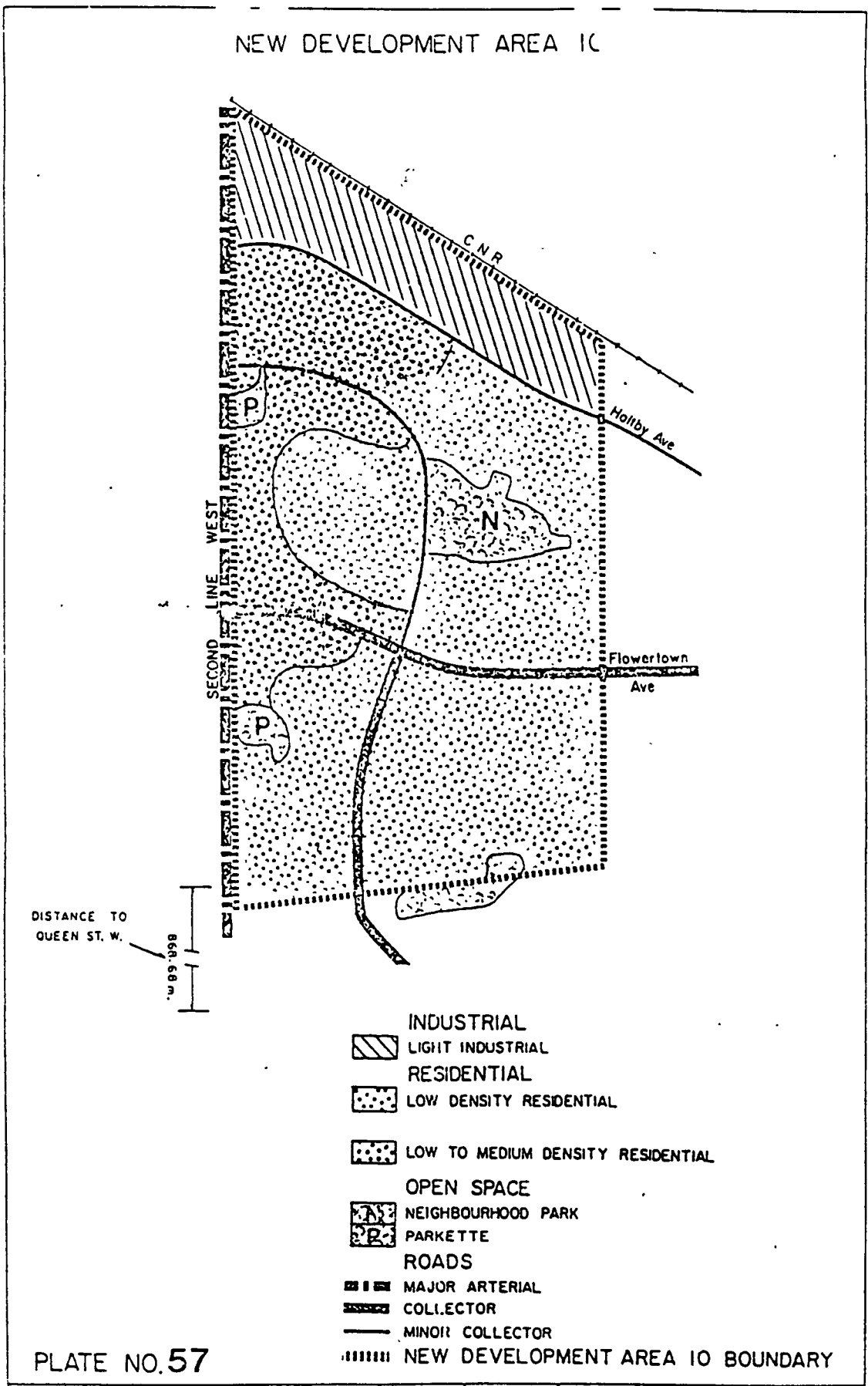
The applicant proposes to create 104 residential lots and 216 dwelling units consisting of the following:

SINGLE FAMILY DWELLINGS

- o 3 lots with minimum frontages of 12.2 metres and minimum areas of 390.4 square metres;
- o 43 lots with minimum frontages of 10.7 metres and minimum areas of 329.3 square metres; and
- o 10 lots with minimum frontages of 9.2 metres and minimum lot areas of 280.6 square metres.

F7-8

NEW DEVELOPMENT AREA 10



- INDUSTRIAL
- LIGHT INDUSTRIAL
- RESIDENTIAL
- LOW DENSITY RESIDENTIAL
- LOW TO MEDIUM DENSITY RESIDENTIAL
- OPEN SPACE
- NEIGHBOURHOOD PARK
- PARKETTE
- ROADS
- MAJOR ARTERIAL
- COLLECTOR
- MINOR COLLECTOR
- NEW DEVELOPMENT AREA 10 BOUNDARY

PLATE NO. 57

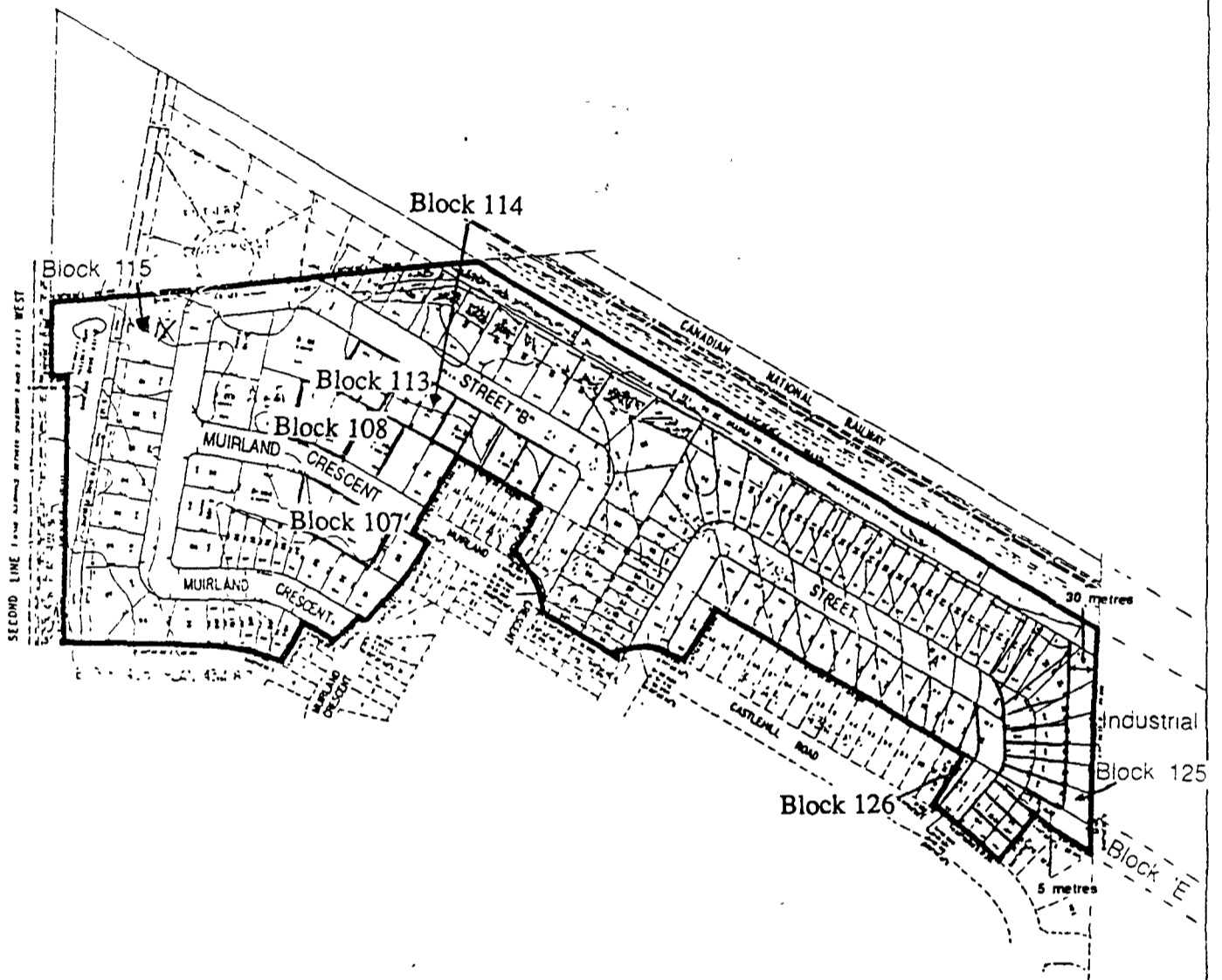
O.P. Amendment No. 97
 Schedule 'A'



CITY OF BRAMPTON
 Planning and Development

Date: 81. 03 25 Drawn by: J.K.
 File no. C2W71 Map no. 41-38
 C2W82

F7-9



LAWRENCE AVENUE GROUP LTD.

Redline Revised
Draft Plan of Subdivision



1:2040

CITY OF BRAMPTON
Planning and Development

Date: 1990 06 25 Drawn by: CJK
File no. C2WB.3 Map no. 41-15C

SEMI-DETACHED DWELLINGS

- o 30 lots with minimum frontages of 18.4 metres and minimum lot areas of 561.2 square metres; and
- o 18 lots with minimum frontages of 21.4 metres and minimum lot areas of 652.7 square metres

STREET TOWNHOUSES

- o 11 blocks with a total of 64 units.

In total the subdivision would consist of 56 single family dwelling units, 96 semi-detached dwelling units, and 64 street townhouses.

The proposal includes the following additional blocks:

- o 6 blocks for future single family lot development;
- o a block 17 metres (55.7 feet) wide and approximately 464.5 metres (1523.9 feet) long containing half of an earth berm and to be deeded to the Canadian National Railway;
- o a 7 metre (22.9 foot) wide reserve with earth berm along Chinguacousy Road;
- o road widening varying from approximately 4 metres (13.1 feet) to 43 metres (141.0 feet) along Chinguacousy Road to allow for a future grade separation at the Canadian National Railway; and
- o a 0.3 metre (1 foot) reserve along western boundary of the property abutting Muirland Crescent.

The applicant proposes to extend the existing Muirland Crescent and construct 2 local streets with 20 metre (65.6 foot) wide right-of-ways. The applicant requests a residential zoning and residential Official Plan land use designation.

5.0 COMMENTS

External agency comments are located in Appendix 1. The following departments have no comments: Law Department; Community Services Department, Transit Division; and Public Works and Building Department, Building and By-law Enforcement Division.

Community Services Department, Parks and Recreation Division advise:

- "a) That the applicant pay cash-in-lieu of parkland in accordance with the City's Capital Contribution policy

for the required dedication of 0.606 hectares (1.498 acres) (plus park development costs) calculated as follows:

Total Area minus townhouses:
25.710 acres (10.405 hectares) X .05 = 1.285 acres
(0.520 hectares)

Townhouses:
64 units / 300 = 0.213 acres (0.086 hectares)

TOTAL = 1.498 acres (0.606 hectares)

- b) That the applicant supply and install in accordance with City specifications street trees on Streets A and B and extensions to Muirland Cres.
- c) That a solid masonry fence be installed in accordance with the City's fencing policy along the rear of lots 62 to 69 and 21 to 44 backing onto the Canadian National Railway.
- d) That a solid masonry noise attenuation wall be installed in accordance with the City's fencing policy along the rear of lots 91 to 97 and Block 115 (incorrectly labelled 114 on the plan) and be densely landscaped on the Second Line West frontage.
- e) That Block 124 be fine graded and sodded to acceptable parks and recreation standards and landscaped until such time as the road widening is required for Second Line West.
- f) The applicant shall agree to convey gratuitously to the City a 30 metre wide densely landscaped buffer between the subdivision and abutting industry to the east.
- g) The applicant shall agree to prepare a drainage and landscaping plan for the 30 metre buffer abutting the industrial area to the east and install a 1.8 metre high solid masonry screen wall abutting the existing industry to the east.
- h) The applicant shall agree to provide a pedestrian walkway with a minimum width of 5 metres and in accordance with City specifications between Street 'A' and Block E which abuts the draft plan of proposed subdivision to the east.
- i) The applicant shall agree to extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm shall be allowed to be feathered down in the buffer block."

F7-11

Community Services Department, Fire Division advise:

"This department has no objection to the proposed amendment to the Zoning By-law. The subdivision agreement should include the following designated fire-break lots:

Muirland Cres: Lots 62, 84, 94, 101
Street A: Lots 7, 20, 27, 34, 41, 48

Building and Public Works Department, Traffic Engineering Services Division advise:

"1. Review/approval by the Canadian National Railway will be required as the subject parcel abuts lands under this authority to the north.

Building and Public Works Department, Development and Engineering Services Division advise:

- "1. Since Second Line West will eventually become Mavis Road and will be Regional, the comments of the Region of Peel Transportation Section must be obtained to confirm the widening for the road and for the future grade separation at the CN Rail tracks.
2. This development is in the Brampton West storm water management study area and should contribute towards the cost thereof. This area drains into the Brampton West Detention Facility and its proportionate cost must be forwarded to Lakeview Developments.
3. Sidewalks must be provided on Second Line West for the frontage.
4. The applicant shall provide cash-in-lieu for the reconstruction of Second Line West to a 2 lane cross section with 50mm of hot mix asphalt plus boulevard grading and sodding.

Planning and Development Department, Urban Design and Zoning Division advise:

Division staff have reviewed the Noise Control Feasibility Study and Railway Vibration document submitted by the applicant in connection with the above noted draft plan. The technical aspects of the consultant's work are acceptable and staff are satisfied that road noise from Chinguacousy Road can be satisfactorily mitigated.

6.0 DISCUSSION

6.1 Conformity with Land Use Designations

The southern section of the subject property is designated "Residential" and the northern section is designated

F7-13

"Industrial" by Schedule 'A', General Land Use Designations in the Official Plan. The Northwood Park Secondary Plan, as amended by Official Plan Amendment Number 97, designates the northern section of the subject property "Industrial" and southern portion "Low to Medium Density Residential". Official Plan Amendment Number 97 depicts the existing Holtby Avenue being extended west to intersect with Chinguacousy Road. The land north of Holtby Avenue was designated industrial to provide a noise and visual buffer area for the proposed low density and low to medium density residential area to the south of Holtby Avenue.

The Official Plan Amendment was adopted after the approval of the Tanana Investment Ltd. and Glen Hope Developments applications (Our Files: C2W7.1 and C2W8.2). At the public meeting, several residents expressed concern that the extension of Holtby Avenue and associated industrial uses were not appropriate in the area. As a result of concerns expressed at the public meeting, Planning Committee directed staff to prepare a supplemental planning report which evaluated alternative land uses for the property abutting the Canadian National Railway. The report emphasized that from a planning perspective, the most suitable land use was light industrial.

While the extension of Holtby Avenue and creation of a 125 metre (410 foot) wide industrial buffer between low and medium density housing and the Canadian National Railway mainline is desirable from a planning perspective, this is not feasible for several reasons. The Region of Peel does not support the creation of an additional intersection between the Canadian National Railway and Major William Sharpe Drive on Chinguacousy Road (future Mavis Road). The Region of Peel has plans to create a grade separation at Chinguacousy Road and the Canadian National Railway. The grade difference does not make it feasible to extend Holtby Avenue to Chinguacousy Road. Other options include extending Holtby Avenue to the west and connecting it with Major William Sharpe Drive. Staff do not support this option because it would result in heavy trucks using a residential collector street. The other option would be to extend Holtby Avenue approximately 660 metres (2165 feet) to the west and create a cul-de-sac. Staff do not support this option because an excessively long (1.3 kilometre (0.8 mile)) cul-de-sac would be created.

The Canadian National Railway, Planning and Development Department, and Public Works and Building Department can support the subject property being used for residential purposes only if the adequate measures are taken to buffer the residential lots from the Canadian National Railway. The applicant has submitted a noise study which recommends the following measures:

F7-14

- o a berm and/or wall barrier 12 metres (39 feet) in height along the Canadian National Railway and 6.2 metres (20 feet) in height along Chinguacousy Road thereby achieving 55 dBA in the outdoor living area;
- o a 30 metre (98.4 foot) setback for the dwelling units from the railway;
- o central air conditioning and forced air heating system for the units backing onto the railway; and
- o all windows stripped and wall sealed for the dwelling units backing onto the railway.

Staff can support residential development on the subject property if the noise mitigation measures recommended in the noise control study are implemented.

The draft plan of proposed subdivision is consistent with the recommended density targets contained in Official Plan Amendment Number 97. Policy 5.2 of the amendment recommends a target density of 18.3 units per hectare (7.4 units per acre) of gross residential area. The subject development would result in a gross residential density of 18.1 units per hectare (7.2 units per acre).

6.2 Proposed Street and Lotting Pattern

Regarding the actual lot widths and lot areas proposed, most of the lots correspond to the standard zoning categories contained in By-law 151-88. The proposed single family lots conform to the Residential Single Family D (R1D) zone, the semi-detached lots conform to the Residential Two Family A(2) (R2A(2)) zone, and the street townhouses conform to the Residential Street Townhouse B (R3B(1)) zone. Special sections will have to be created for single family lots #21 to 44 and semi-detached lots #62 to 69 which abut the Canadian National Railway. These lots will have a minimum rear yard setback of 30 metres as required by the Canadian National Railway. The applicant has designed these lots to be a minimum of 45 metres in depth to compensate for the rear yard setback requirement.

Staff note that given the proposed lot widths and sizes, the subject development would be suitable for affordable housing in accordance with the Provincial Policy Statement on Housing.

The applicant has provided a concept plan for the development of the abutting lands to the north-east. Like many plans of subdivision, a number of reserve blocks are shown on the plan for development in conjunction with abutting lands not in the applicant's ownership. Blocks 116 to 120 should be reserved

F7-15

for future residential development. These lots should be developed in a comprehensive way to address noise attenuation features and not on a piecemeal basis. The applicant has also shown a cul-de-sac and pie shaped lotting pattern on the abutting lot to the north-east of the subject property. Staff do not support the proposed lotting pattern because the extension of the noise barrier west along the Canadian National Railway will result in lots with insufficient depths. Staff recommend that the cul-de-sac be reduced in length and the number of lots be reduced in this area.

The proposed street layout and widths are acceptable. Staff note that Street 'B' should be labelled Muirland Crescent and the portion of Muirland Street closest to the Canadian National Railway be labelled Street 'B'. The proposed road widening along Chinguacousy Road is acceptable to allow for a future grade separation at the Canadian National Railway. The draft plan shows required 0.3 metre reserves where Muirland Crescent abuts the western property boundary. Also a 7.0 metre reserve and sound barrier wall along Chinguacousy Road have been shown. The Canadian National Railway has agreed to accept a 17.0 metre wide strip of land which is on the railway side of the noise barrier.

6.3 Comments From Other Agencies

Regarding the lots that abut the Canadian National Railway, the railway has provided conditions of draft approval. A 30 metre setback from the railway's existing right-of-way is required for all buildings. The applicant has shown on the plan the location of a 35 metre wide berm and setback area. Although this generous setback creates a separation between rail and residential activities, additional noise attenuation measures must be taken. Canadian National Railway requires that a 5.5 high noise barrier be erected, and warning clauses for purchase and sales agreements for all properties within 300 metres of the rail right-of-way advising of the railway's activities.

The Development and Engineering Services Division and the Traffic Engineering Services Division have commented that the plan meets with their approval. Standard development conditions regarding road alignments, sidewalks, and municipal services have been recommended.

The plan includes measures to address noise from Chinguacousy Road. A 7.0 metre wide reserve with a noise wall is proposed along Chinguacousy Road.

Comments received from Canada Post indicate that Community Mail Box sites must be located and that the builder/developer provide central mail facility. In keeping with Council's current policy regarding mail delivery, it is recommended that the applicant make satisfactory arrangements with the City and Canada Post for the provision of suitable sites for the installation of supermailboxes.

F7-16

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

6.4 Staff Concerns

Staff have the following concerns about the draft plan of proposed subdivision layout:

1. Buffering between proposed lots 15 and 21 and the industrial property to the east.
2. Distribution of Townhouse Blocks

The applicant has not shown adequate buffering between proposed lots 15 and 21 and the industrial property to the east. The industry of concern is the S.K.D. automobile accessory plant at 40 Holtby Road which operates 24 hours per day, 5 days a week. The Feasibility Noise Control Study recommends that the lots backing onto the industrial area have the following:

- o air conditioning;
- o non-openable windows directly opposite the noise source and openable windows in a shielded area that will attenuate sound levels from the industrial complex; and
- o warning clauses.

Ministry of Environment distance separation guidelines for light industry suggest that there be a 60 metre separation distance between industrial and residential buildings. The Planning and Development Department and Community Services Department require a densely landscaped buffer area with a minimum width of 30 metres separating residential lots and industry. It is recommended that the land be conveyed gratuitously to the City and be densely landscaped. Drainage and landscaping plans should be provided for this block. In addition, staff recommend that the applicant extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm could be feathered down in this area. Community Services require a 1.8 metre high solid masonry screen wall along the subject property where it abuts the existing industry. Community Services also require a pedestrian walkway connecting Street 'A' and the abutting City owned Block 'E'. The walkway should have a minimum width of 5 metres. The walkway will provide a pedestrian connection from the subject property to McLaughlin Road Park and Chris Gibson Recreation Centre via Holtby Avenue.

Staff note that there will be a minimum separation distance of 52.5 metres (172.24 feet) between the rear wall of the

proposed dwelling units and the rear wall of the existing industry. The existing industry is zoned Industrial One - Section 124 (M1 - Section 124) and is required to have a 15 metre (49.2 foot) rear yard setback. The proposed dwelling units would have a rear yard setback of 7.5 metres (24.6 feet). Staff note that the proposed subdivision requires an Official Plan Amendment and the Ministry of Environment may require a larger distance separation. The 52.5 metre distance separation may be acceptable in conjunction with a noise wall and heavy landscaping in the buffer area. E7-17

The creation of a 30 metre wide buffer between residential lots and the abutting industry will require several red line revisions. It is recommended that the most easterly portion of Street 'A' which is positioned in a north to south direction, be shifted approximately 15 metres to the west. Lots 10 to 25 would be deleted and replaced with lots 10 to 23. Lot 12 would become a single family dwelling lot instead of a semi-detached lot. A block of land (Block 126) would be added to lot 97 of registered plan 43M-817. The 30 metre buffer and minimum 5 metre wide pedestrian walkway would be labelled Block 125.

Staff have been contacted by residents of Muirland Crescent. Concerns have been expressed about the location of the townhouse blocks and semi-detached lots on Muirland Crescent and Street 'B'. The draft plan includes townhouse blocks backing onto single family lots. The applicant has indicated that the distribution of housing types has been influenced by drainage concerns. Townhouse blocks have not been placed abutting the berm along the Canadian National Railway because of drainage requirements. Townhouses abutting the berms would act as barriers to the backyard to frontyard flow routes resulting in too much water being diverted between the end units of the townhouse blocks. The applicant has spaced out the townhouse blocks and semi-detached lots to allow for proper overland flow routes.

Staff recommend that the draft plan of proposed subdivision be redlined revised to require the townhouse blocks 107, 108, 113, 114 and 107 to be relocated to the north-west corner of the plan. The applicant has also indicated that some of the semi-detached lots in this area of the plan may be divided into single family lots with 9.2 metre widths. At the time of the printing of this report, the applicant submitted a revised draft plan of proposed subdivision which addresses staff and the neighbouring residents concerns. The revised plan has been included with this report and will be addressed as part of the notes of the Public Meeting.

Regarding the abutting land to the north-west, bounded by the applicant's land, Canadian National Railway, and Chinguacousy Road, it is recommended that the Official Plan Amendment should include this area to eliminate the potential of land use conflicts. This land is currently designated industrial in the Secondary Plan and should be designated residential.

F7-18

The Public Meeting notice shall include these additional lands. It is also noted that the City owned Block 'E', plan 639 should be designated open space as part of the Official Plan Amendment for the subject property. The block should also be zoned Open Space to ensure that the property remains as a buffer between the industry to the north and dwelling units to the south.

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 North Brampton Sub-area was exceeded by a total of 1882 dwelling units. It is also noted that the City approved dwelling units includes 1832 draft approved dwelling units on the Brampton Brick site. Though it is likely that a significant portion of these units will not be developed in the near future, 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.

6.5 Summary

In summary, staff can support the requested Official Plan and zoning by-law amendments, and draft plan of proposed subdivision subject to applicable redline revisions and draft plan conditions. Because the property will be subject to the requirements of the Residential Development Phasing Strategy, the property 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.

7.0 RECOMMENDATION

IT IS RECOMMENDED THAT Planning Committee recommend to City Council that:

- A. A Public Meeting addressing the subject property, abutting land to the north-west (bounded by the subject property on the east, Canadian National Railway on the north, and Chinguacousy Road on the west), and City owned Block 'E', Plan 639, be held in accordance with City Council procedures;

F 7-20

B. Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the Official Plan which address the following:

1. Intended residential uses;
2. The maximum number of units shall be as follows:

| | |
|----------------------------------|-----|
| Single Family and Semi-Detached: | 152 |
| Street Townhouses: | 64 |

3. Development criteria for minimizing the adverse impact of road traffic, railway and industry;

C. Zoning By-law restrictions and requirements shall include, but not be limited to the following:

1. Single family lots shall have minimum widths of 9.2 metres and minimum areas of 280.6 square metres;
2. Semi-Detached lots shall have minimum widths of 18.4 metres and minimum areas of 561.2 square metres;
3. Street Townhouses shall have a minimum unit frontage of 6.0 metres; and
4. Lots abutting the Canadian National Railway shall have dwelling units no closer than 30 metres from the existing Canadian National Railway right-of-way.
5. The buffer block 125 shall be zoned Open Space.

D. The draft plan of proposed subdivision and development agreement shall be subject to the following conditions:

1. The approval be based on the draft plan, dated May 21, 1991 prepared by KLM Planning Partners Inc. redlined revised as follows:
 - (a) City owned Block 'E' and industrial land abutting the plan on the east be labelled.
 - (b) The most easterly portion of Street 'A' which is positioned in a north to south direction, be shifted approximately 15 metres to the west.
 - (c) Lots 10 to 25 be deleted and replaced with Lots 10 to 23 which will front on the relocated Street 'A'.
 - (d) Lot 12 be designated a single family dwelling lot instead of a semi-detached lot.

F7-21

- (e) A 30 metre buffer between the new Lots 16 and 22 and the industry to the east and a pedestrian walkway with a minimum width of 5 metres be labelled Block 125.
 - (f) The proposed noise barrier along the Canadian National Railway be extended south from Lot 22 into buffer Block 125 for a distance of approximately 40 metres.
 - (g) Proposed Block 114 abutting Chinguacousy Road be relabelled Block 115.
 - (h) The townhouse Blocks 114 and 107 be relocated closer to the north-west corner of the subject property.
 - (i) The parcel of land located between the shifted portion of Street 'A' and registered Lot 97 of Plan 43M-817 shall be labelled Block 126.
 - (j) Street 'B' be labelled Muirland Crescent and the portion of Muirland Crescent closest to the Canadian National Railway be labelled Street 'B'.
 - (k) The statistical data be deleted.
3. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel including the payment of Regional and City levies and Capital Contributions with respect to the subdivision.
 4. The applicant shall agree that the proposed streets be named to the satisfaction of the City of Brampton and the Region of Peel.
 5. The applicant shall agree to grant easements, as may be required, for the installation of utilities and services, to the appropriate authorities.
 6. The applicant shall agree that all proposed road allowances be 20 metres in width.
 7. The applicant shall agree to convey to the appropriate road authority sufficient road widening to provide for a future grade separation at the intersection of Chinguacousy Road (future Region of Peel Mavis Road) and the Canadian National Railway.
 8. The applicant shall agree to construct sidewalks along the entire frontage of Chinguacousy Road.

9. The applicant shall agree to provide cash-in-lieu for the reconstruction of Chinguacousy Road to a 2 lane cross section with 50 mm of hot mix asphalt plus boulevard grading and sodding.
10. The applicant shall agree that the area drains into the Brampton West Detention Facility and its proportionate cost shall be forwarded to Lakeview Developments.
11. The applicant shall agree:
- (a) that prior to the initiation of any grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
 - (b) to remove any material, which is determined in the soil investigation referred to in the above referenced condition as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.
12. The applicant shall agree that where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
13. The applicant shall agree that where double car garages are provided on lots having widths of less than 11.0 metres, a minimum separation of 6.0 metres shall be provided between driveways where garages are not adjacent to one another.
14. The applicant shall agree that all lots with reverse frontage on arterial roads shall be graded such that:
- (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in the rear yard where the slope is within the range of 2% to 3%;
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and

(c) that the remaining portion of rear yard be graded at no steeper than 3:1.

15. The applicant shall agree to convey to the City of Brampton a 7.0 metre wide reserve along Chinguacousy Road, and a 0.3 metre reserve along Muirland Crescent where it abuts the western property line.
16. The applicant shall agree to pay cash-in-lieu of parkland in accordance with the City's Capital Contribution policy for the required dedication of 0.606 hectares (1,498 acres) (plus park development costs) calculated as follows:
- Total Area Minus Townhouses:
25.710 acres (10.405 hectares) X .05=1.285 acres
(0.520 hectares)
- Townhouses:
64 units / 300= .213 acres (.086 hectares)
- TOTAL = 1.498 acres (.606 hectares)
17. The applicant shall agree to supply and install in accordance with City specifications street trees on Streets A and B, and extensions to Muirland Crescent.
18. The applicant shall agree that a solid masonry fence be installed in accordance with the City's fencing policy along the rear of Lots 62 to 69 and 21 to 44 backing onto the Canadian National Railway.
19. The applicant shall agree that a solid masonry noise attenuation wall be installed in accordance with the City's fencing policy along the rear of Lots 91 to 97 and Block 115 (incorrectly labelled 114 on the plan) and be densely landscaped on the Chinguacousy Road Frontage.
20. The applicant shall agree that Block 124 be fine graded and sodded to acceptable parks and recreation standards and landscaped until such time as the road widening is required for Chinguacousy Road.
21. The applicant shall agree to convey gratuitously to the City a 30 metre wide densely landscaped buffer between the subdivision and abutting industry to the east.
22. The applicant shall agree to prepare a drainage and landscaping plan for the 30 metre buffer abutting the industrial area to the east and install a 1.8 metre high solid masonry screen wall abutting the existing industry to the east.

#7-24

- F7-25
23. The applicant shall agree to provide a pedestrian walkway with a minimum width of 5 metres and in accordance with City specifications between Street 'A' and Block E which abuts the draft plan of proposed subdivision to the east.
 24. The applicant shall agree to extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm shall be allowed to be feathered down in the buffer block.
 25. The applicant shall agree that Lots 7, 20, 27, 34, 41, 48, 62, 84, 94, and 101 shall be designated as fire break lots.
 26. The applicant shall agree to meet Canadian National Railway's requirements for a noise berm, or combination berm and acoustic fence, adjoining and parallel to the railway right of way and having returns at the ends:
 - (i) Minimum total height 5.5 metres above top-of-rail with the berm portion having a minimum height of 2.5 metres above top-of-rail.
 - (ii) Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre (4 pounds per square foot) of surface area.
 27. The applicant shall agree that the following clause shall be inserted in all offers to purchase, agreements of sale and purchase or lease and in the title deed or lease of each dwelling:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

- F7-26
28. The applicant shall agree to verify that the utilization of maximum Canadian National Railway subdivision speeds will not affect the out come of the vibration report.
 29. The applicant shall agree to sign an agreement with Canadian National Railway deeding the 17 metre wide Block 121 which represents the railway side of the safety berm to Canadian National Railway.
 30. The applicant shall agree that any proposed alterations to the existing drainage patterns affecting railway property must receive prior concurrence from the Canadian National Railway and be substantiated by a drainage report to the satisfaction of the Railway.
 31. The applicant shall agree to engage, at no cost to Ontario Hydro, the services of a professional engineer qualified in acoustics to complete a noise feasibility study addressing noise from the Pleasant Transformer Station.
 32. The applicant shall agree to transmit to Canada Post three above ground service maps prior to the registration of the Plan so they may locate Community Mailbox sites.
 33. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
 34. The applicant shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
 35. The applicant shall agree by agreement that all construction traffic shall enter the subdivision at location(s) as determined by the City. In this respect, arrangements shall have been made, to the satisfaction of the City and the Region, as necessary prior to the installation of services, for such access. Satisfactory arrangements shall involve the maintenance of the entrance in a good condition, reinstatement of the area when construction is completed and the clean-up of all materials traced onto the roadway by vehicles used in conjunction with building operations.

F7-27

36. The applicant shall agree that the following clause be inserted in English and French in the Subdivision Agreement and in all offers of purchase and sale of residential lots until the permanent school for the area has been completed:

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

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

37. The applicant shall agree to erect information signs in English and French at all major entrances to the proposed development advising that:

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bused to alternate facilities."

"A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

The applicants are required to contact The Dufferin-Peel Roman Catholic Separate School Board's Planning Department for sign specifications.

38. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and structures.
39. The applicant shall agree that prior to registration, the applicant shall submit a streetscape improvement guidelines study for the approval of the Planning and Development Department. The approved guidelines will include guidelines for architectural control aspects.

F7-28

The applicant shall further agree that all buildings within the subdivision shall be designed in accordance with the guidelines. Further, prior to the developer entering into sales agreements, 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.

40. 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.
41. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
- (a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
 - (b) where parks, open space, pedestrian/cycling trails and sidewalks are located;
 - (c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:

'playground equipment or active sports fields';
 - (d) the type and location of fencing and noise attenuation features;
 - (e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
 - (f) the location of lots designated by the Fire Department as fire break lots; and
 - (g) the following information must also be shown in **BOLD CAPITAL TYPE**:

FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USE, PLEASE CALL THE CITY OF BRAMPTON, PLANNING AND DEVELOPMENT DEPARTMENT, 2 WELLINGTON STREET WEST, 3RD FLOOR, BETWEEN 8:30 a.m. and 4:30 p.m., TELEPHONE NUMBER 874-2050".

F7-29

42. The map required in the above referenced condition 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.
43. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, the Region of Peel and the Ministry of the Environment.
44. The applicant shall agree that the noise control measures recommended by the acoustical report, as required in the above referenced condition 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 bold type, in all offers of purchase and sale for the affected lots:

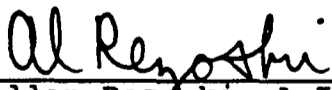
"Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be a concern, occasionally interfering with some activities of the dwelling occupants."

In this regard, revisions to the plan may be necessary to achieve acceptable rear yard areas in conjunction with satisfactory noise attenuation measures.
45. 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 and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
46. The applicant shall agree that dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
47. The applicant shall agree to remove any trees or any vegetation on the subject lands as required by the City.

F7-23

48. The applicant shall agree to not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
49. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
50. The applicant shall agree that Blocks 116 to 120 only be developed in conjunction with adjacent lands. In this regard, the applicant shall agree to place these blocks in condition satisfactory to the City and erect signs prohibiting trespassing and dumping, to the satisfaction of the City, within one year of issuance of any building permit for any dwelling on the plan.
51. The applicant shall agree by agreement to support an appropriate amendment to the Official Plan to permit residential and open space development.
52. The applicant shall agree that the property be placed in a Holding zone category until such time as the appropriate roadway and traffic improvements to support the proposed residential development have been completed to the satisfaction of the City.
53. Development of the subject lands shall be staged to the satisfaction of the City. In this regard, staging of the development of the plan shall be based on, among other things, the timing of road improvements, both within, and outside of the plan, the timing of the provision of schools to serve this plan, the timing of the development of a second hospital in the City, and the timing of the provision of other essential services and facilities for this plan; and the applicant shall agree to enter into a phasing agreement if and when required by the City.
54. The applicant shall agree that Block 126 be added to Lot 97, of Plan 43M-817.

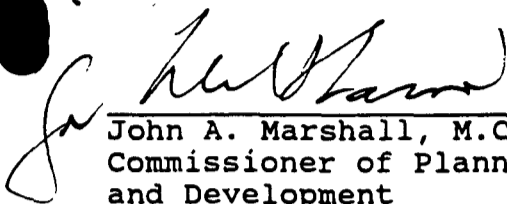
Respectfully submitted,



Allan Rezoski, A.I.C.P.
Development Planner

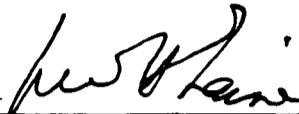
ET-30

AGREED:



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

AR/Lawrence



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

F7-31

APPENDIX 1

The following external agencies have no comments: Consumers Gas, the Ministry of Transportation, Brampton Hydro, and Peel Regional Police.

The Regional Municipality of Peel, Public Works Department advise:

Sanitary Sewer:

Servicing is available in a 250mm dia. sewer on Muirland Crescent and Castlehill Road. Note that depth may be limited and special attention is to be paid to the design.

Water:

The subject parcel is in Zone 6. Water is available in a 400mm dia. main on Highway Number 7 at VanKirk Drive. Extension of the system would be at the developer(s) cost.

Roads - Traffic:

The Region prefers no future intersection on the Second Line West (future Mavis Road) between Major William Sharpe Road and CNR. Any intersection would have to be minimum 250 metres south of the Canadian National Railway crossing to allow for future underpass. Further the Region has concerns with the resulting close proximity (200 metres +) of the existing Major William Sharpe Road intersection.

Solid Waste:

There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990.

It is expected that this development will generate approximately 359.3 tonnes of solid waste per year. (.43 tonnes/resident/year X 816.6 residents = 359.3 tonnes/year)

In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.

Should the subject property be found to contain an old waste disposal site or hazardous wastes, then the developer shall take appropriate measures to clear up the subject property satisfaction of the Ministry of the Environment, the Region of Peel and the Area Municipality.

7-32
The Regional Municipality of Peel, Housing Department advise:

The proposal incorporates various densities in sufficient proportions to meet, potentially at least, the provisions of the Provincial Land Use Planning for Housing Policy Statement. The proposal includes housing in the form of townhouses and semi-detached dwellings however, there is no indication as to how the actual affordability requirements of the statement will be met.

Staff would be prepared to meet with the Developer, Regional or City Planners to discuss means which might be employed in this regard.

The Regional Municipality of Peel, Transportation Policy Division advise:

We have reviewed the above noted draft plan of subdivision and have no objections to the proposed development. The A.M. Peak Hour auto trips generated will be about 110, but there will be no impact on Regional roads. Further, the revised plan addresses staff concerns by excluding intersections on the Second Line West between Major William Sharpe Road and CNR, and showing the extent of land dedication as required for future grade separation of the CNR crossing.

The Ministry of Culture and Communications have reviewed the plan of subdivision and find that it has a low potential for the discovery of archaeological remains. They recommend that no archaeological condition of approval be applied to the plan.

Canada Post advise:

Canada Post Corporation has no comment on this plan at this time, but would request that we receive three above ground service maps prior to registration so that we may locate our Community Mailbox sites.

Our multi-unit policy will be in effect for buildings or complexes, with a common municipal address, containing 3 or more units. It will be the responsibility of the builder/developer to provide a central mail facility at their expense.

Bell Canada advise:

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

F7-33

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

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

Canadian National Railway advise:

The Railway objects to the locating of any new residential development adjacent to our operated right-of-way.

The proposed development being adjacent to the Halton Subdivision, a Principal Mainline must comply with the attached conditions and the conditions of subdivision approval in accordance with our standard noise, vibration and safety measures before the Railway will withdraw its objection.

S.S. Wilson and Associates Noise Report W90-007 dated 16 March 1990, indicates that a noise barrier of 6.2 metres in minimum height, would be required to meet the Ontario Ministry of the Environment's recommended 55dBA noise level for outdoor living areas. The report does however, indicate that the outdoor living area noise level of 60 dBA may be attained with smaller berm or berm noise barrier combination.

S.S. Wilson and Associates Vibration report W90-007V dated June 4, 1990, does not recommend vibration isolation measures. However, the speed of the trains which were measured were below the allowable subdivision speeds. The vibration levels are sufficiently below the criterion that subdivision speeds may not affect the consultants recommendations.

Provided that the noise barrier is constructed to the heights shown in table 2 of the noise report with a minimum height of 5.5 metres and S.S. Wilson and Associates confirm that subdivision speeds will not affect the outcome of the vibration report the recommendations of the reports are acceptable to the Railway.

E7-34

If any of the above recommended conditions are not to be imposed by Regional Council or its Appointed Officer in its Approval CN formally requests by this letter that the Draft Plan of Subdivision not be approved but be referred to the Ontario Municipal Board pursuant to Section 4(1), 5(1) and 50(15) of the Planning Act, 1983, S.O. 1983 c1.

The railway is prepared, after reviewing the revised site plan of subdivision to accept title to the block of lands formed by the railway side of the safety berm adjacent to its present lands. However, the acceptance of these lands is subject to certain conditions, as well as the proponent entering into a private agreement with the railway.

The Dufferin-Peel Roman Catholic Separate School Board advise:

"The Board is not in a position to indicate that there are or will be pupil places available when required due to the conditions which presently prevail. In light of the growing enrolment we have been experiencing in Peel in the past few years and with the increasing future development expected, The Dufferin-Peel Roman Catholic Separate School Board is in the process of closely monitoring the availability of pupil accommodation. This is both as a result of this growth and as a result of a lack of capital allocation for new schools from the Ministry of Education.

The above noted application is located in the elementary catchment area of Our Lady of Peace and proposes a total of 236 units, yielding approximately 52 Junior Kindergarten to Grade 8 separate school students. Our Lady of Peace has a capacity of 409 pupil places with a current enrolment of 599 students, and five (5) portables on site. The above noted application will require the addition of two (2) portables in order to accommodate students generated by this application.

The application specifically noted above will yield approximately 21 Grade 9 to 12/OAC separate school students. This application is located in the secondary catchment area of St. Augustine, which has a capacity of 502 pupil places with a current enrolment of 855 students, and 17 portables on site. The above noted application will necessitate the placement of one (1) additional portable in order to accommodate students generated by this application.

This application will necessitate the placement of temporary accommodation facilities such as portables on the above mentioned school sites. In addition, municipal fire and building departments, as well as local elected representatives, have expressed serious concerns about temporary accommodation and resulting overcrowding at specific school sites.

F1-35

The Board has been faced with rapid residential development, the provision of schools for French speaking students and the provision of secondary school funding. With these added responsibilities, the Board must request that the development applications be staged (delayed) until the Board and others have sufficient time to make preparation for the expected student growth which will naturally follow the release of these residential development applications. Due to these circumstances, The Dufferin-Peel Roman Catholic Separate School Board cannot support the above noted development application until such time as the Ministry of Education provides this Board with suitable funding to relieve the overcrowding and accommodate new pupil places in the above referenced development application.

Notwithstanding the strong opposition of the Board to the release of this development application, we recognize that the practice which is followed by both the Region of Peel and the Ontario Municipal Board requires that we include the following conditions of draft approval if the subject development application is granted approval.

The Dufferin-Peel Roman Catholic Separate School Board requires that the following conditions be fulfilled prior to registration of the plan:

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

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

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

F7-36

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

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bussed to alternate facilities."

"A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

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

The Peel Board of Education advise:

The Peel Board of Education has no objection to the further processing of draft plan of subdivision c21T-88076B.

The anticipated yield from this plan is as follows:

| | |
|----|-------|
| 62 | JK-5 |
| 35 | 6-8 |
| 47 | 9-OAC |

The students generated are presently within the following attendance areas:

| | | Project. Sept. 1991 Enrolment | OME -10% |
|---------------------|-------|----------------------------------|-------------|
| Northwood P.S. | JK-5 | 519 | 392 |
| Beatty Fleming Sr. | 6-8 | 436 | 533 |
| Brampton Centennial | 9-OAC | 1503 | 1484 |

Ontario Hydro advise:

Ontario Hydro staff have reviewed the subject application and have identified a possible noise problem due to the proximity of the proposed development to Ontario Hydro's Pleasant Transformer Station. Therefore, we request that, prior to draft approval, the applicant engage at no cost to Ontario Hydro, the services of a professional engineer qualified in acoustics to complete a noise feasibility study. The study should be completed to the satisfaction of Ontario Hydro, the Ministry of the Environment and the City of Brampton.

E7-37

Finalization of the lot configuration and layout of the proposed subdivision will be conditional upon prior approval by Ontario Hydro of the submitted noise feasibility study. Residential lots may require relocation and/or resiting in such a manner as to reduce the possible noise problem. Noise attenuation features should be implemented to the satisfaction of and at no cost to Ontario Hydro.

Specific conditions for draft approval regarding the noise concern will be forwarded to the Regional Municipality of Peel after the study is submitted to and reviewed by Ontario Hydro.

INTER-OFFICE MEMORANDUM
Office of the Commissioner of Planning & Development

RECEIVED
CLERKS DEPT

MAY 15 1992

Date: May 11, 1992

To: The Chairman and Members of Planning Committee

REG. No. C219392
FILE No. C2W8.3

From: Planning and Development Department

RE: Draft Plan of Proposed Subdivision and
Application to Amend the Official Plan
and Zoning By-law
Part of Lot 8, Concession 2, W.H.S.
Lots 41 to 46, 77 to 82, and 103, Plan 43M-817 and Part of Part 1,
Reference Plan 43R-14786
Ward Number 5
LAWRENCE AVENUE GROUP LIMITED
Region of Peel File Number: 21T-88076B
Our file: C2W8.3

The notes of the Public Meeting held on May 6, 1992, with respect to the above noted application are attached for the information of City Council.

There were approximately ten members of the public present, four persons which spoke to the application, and one letter that was submitted by a speaker. Outside of the public meeting staff has received no letters of objection. Staff has spoken by telephone to three residents in the notification area.

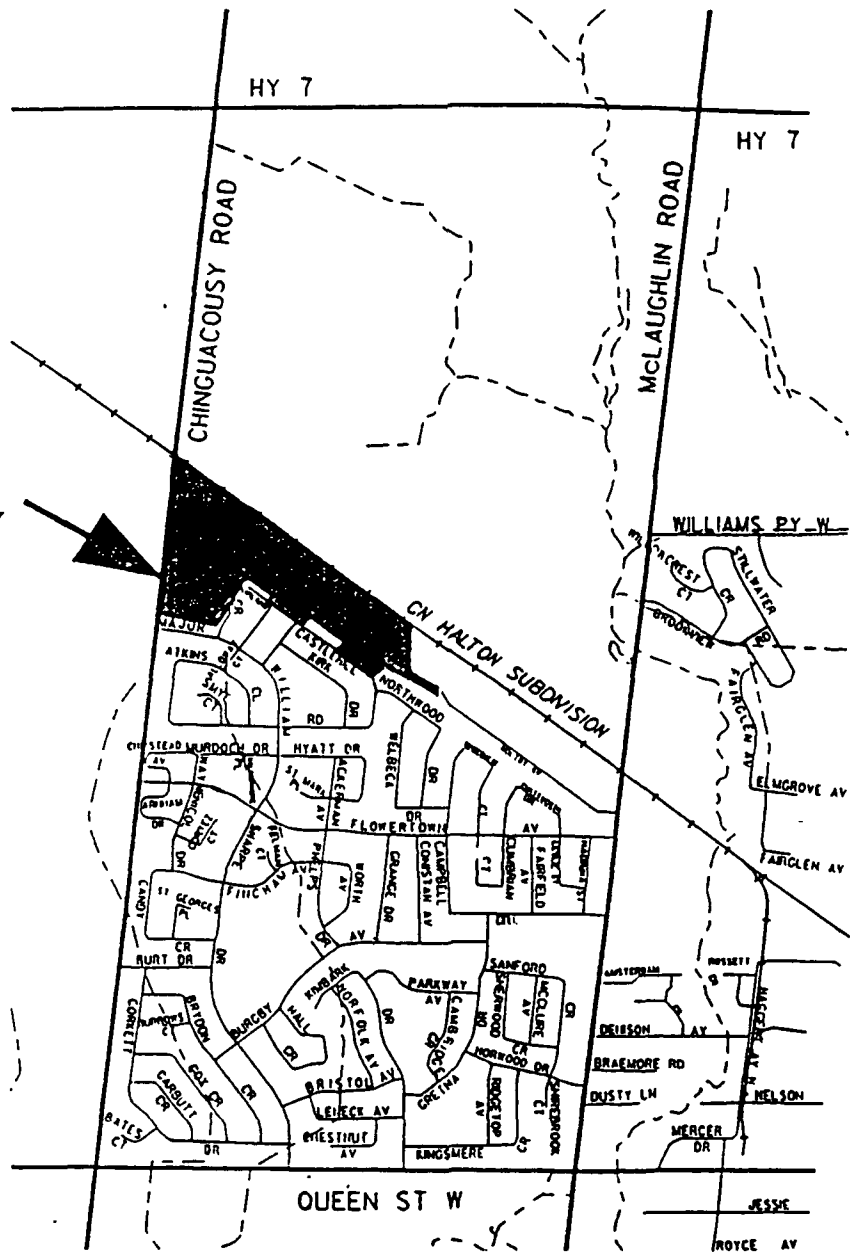
Public input has focused on the issues of increased traffic on Flowertown Avenue and the concentration of townhouse blocks at the western end of the subdivision.

The residents in the vicinity of Flowertown Avenue have suggested several alternatives for traffic dispersment and control. The first suggestion is that Williams Parkway be extended to connect with Major William Sharpe Drive. Staff do not support this suggestion because of design constraints which make such a connection physically impractical.

The second suggestion is to connect Major William Sharpe Drive and Williams Parkway via a north/south collector road and an at grade intersection of the road and the Canadian National Railway. Staff do not support this alternative because full day GO Train service may be established on this Canadian National Railway mainline. Thus, the railway would not support a new at-grade intersection in this location, given operational and other impacts on the required right-of-way. Further, it is anticipated that a cost/benefit analysis of a grade separated connection would not be favourable.

PLANNING & DEVELOPMENT DEPARTMENT STAFF REPORT
LAWRENCE AVENUE GROUP LIMITED

**SUBJECT
PROPERTY**



2000M

CITY OF BRAMPTON

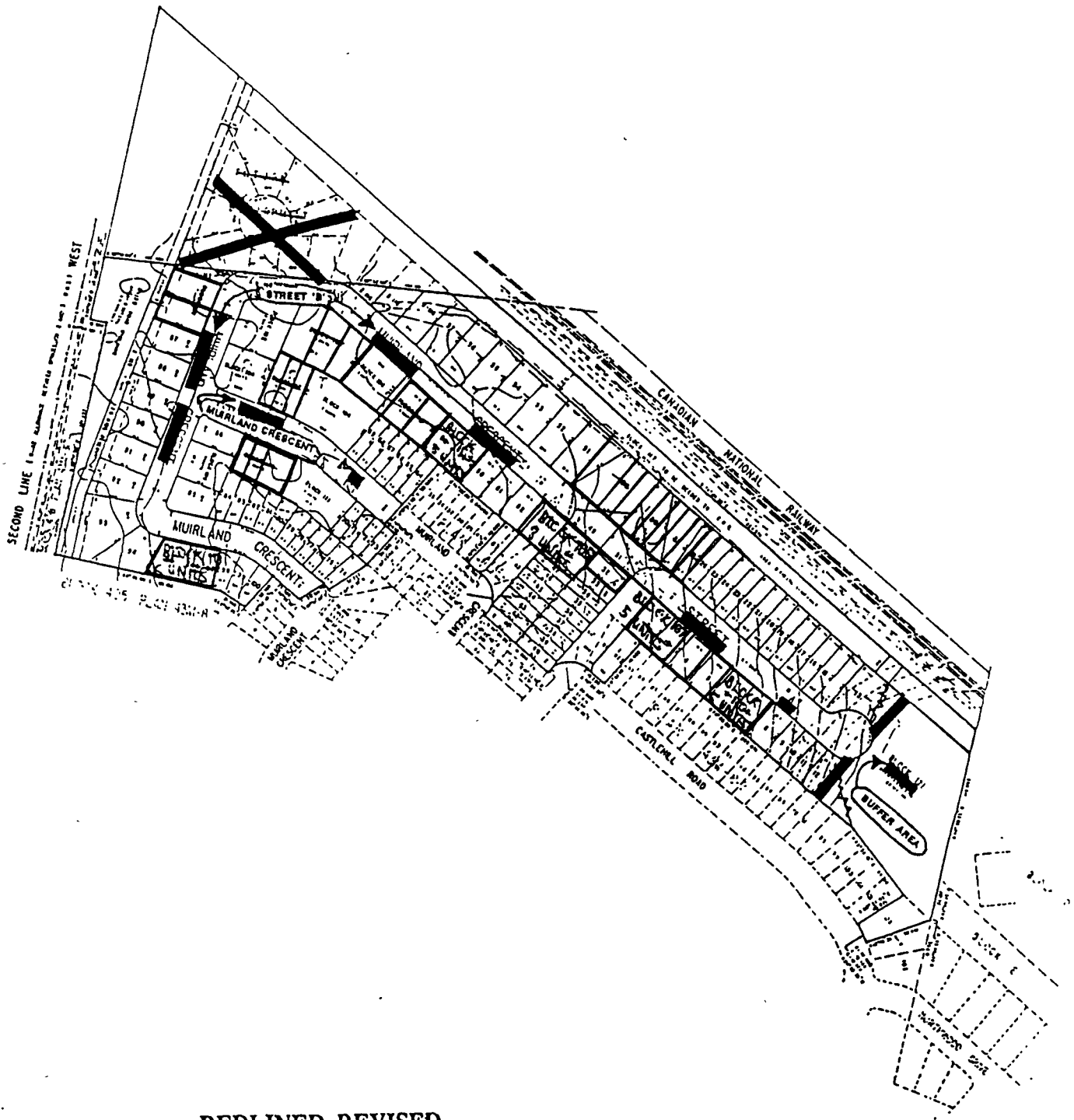
Date: 1992 04 09
File no. C2V8.3

Drawn By: K.M.H.
Map no. 41-15A



LOCATION MAP

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
LAWRENCE AVENUE GROUP LTD.



REDLINED REVISED



CITY OF BRAMPTON

Date : 1992 04 09 Prepared by : K.M.H.
File no. C2W8.3 Map no. 41-15C



**DRAFT PLAN OF SUBDIVISION
REDLINED REVISED**

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
LAWRENCE AVENUE GROUP LTD.

The third alternative is to extend Holtby Avenue west into the subdivision. As noted in Staff reports dated September 10, 1991 and April 6, 1992, staff do not support this alternative for the following reasons:

- the proposed grade separation of Chinguacousy Road and the Canadian National Railway does not permit Holtby Avenue to be extended west to intersect with Chinguacousy Road;
- an intersection of Holtby Avenue and Major William Sharpe Drive is not feasible because of existing residential development; and,
- connecting Holtby Avenue to a residential street is not supportable because of the potential for 24 hour heavy truck traffic.

The fourth alternative is to designate property for a convenience store at the north end of Major William Sharpe Drive which would eliminate the traffic from people who shop at the convenience store located at the east end of Flowertown Avenue. This alternative is not feasible because all of the land abutting the northern end of Major William Sharpe Drive has been developed for residential or open space use.

The fifth and final alternative is to require that Williams Parkway be extended to Chinguacousy Road prior to construction of the subdivision proceeding. Based on data provided by the Public Works and Building Department, Traffic Engineering Services Division, a great volume of the eastbound Flowertown Avenue traffic continues onto Williams Parkway. The extension of Williams Parkway to Chinguacousy Road could potentially divert traffic from Flowertown Avenue. It has been recommended that the subdivision be subject to the residential phasing strategy which is tied to major road improvements.

In this regard, the potential extension of Williams Parkway to Chinguacousy Road is currently under consideration in conjunction with the recommended westerly expansion of the urban boundary as part of the Official Plan review process.

Regarding the concentration of townhouse blocks at the western end of the subdivision, the applicant has submitted a revised draft plan of proposed subdivision which disperses these blocks throughout the subdivision. The revised plan includes the following:

- Proposed Street "A" and Muirland Crescent would be connected, thereby allowing greater dispersement of traffic, and a direct connection of the western half of the subdivision to the buffer area along the eastern boundary;
- The number of single family dwelling units has increased from 32 to 36;
- The number of semi-detached dwelling units has decreased from 30 to 14; and

- The total number of dwelling units has increased from 197 to 199.

Planning staff have received several telephone calls supporting this alternative plan. From a planning perspective, the alternative plan can be supported. The resultant gross residential density would be 6.56 units per acre, whereas the density target specified in Official Plan Amendment is 7.4 units per acre. The enclosed redlined revised draft plan of proposed subdivision depicts the recommended revisions.

The recommended conditions of draft plan approval remain the same with the exception of E. 1. a) and E. 1. d) which were modified, and E. 1. f) was added to reflect the re-distribution of the townhouse blocks. The modified recommended conditions of draft plan approval are set out in their entirety, as follows:

IT IS RECOMMENDED TO City Council that:

- A. The notes of the Public Meeting be received;
- B. A recommendation be sent to the Region of Peel advising that the draft plan of proposed subdivision not be approved until such time as sufficient road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available.
- C. Staff be directed to prepare an appropriate amendment to the Official Plan which shall address among other matters the following:
 - 1. Development criteria for minimizing the adverse impact of road traffic, railway and industry; and
 - 2. The maximum number of dwelling units by type to be permitted.
- D. Staff be directed to prepare an appropriate Zoning By-law, and the restrictions and requirements of the By-law shall include, but not be limited to the following:
 - 1. Single family lots shall have minimum widths of 9.2 metres and minimum areas of 280.6 square metres;
 - 2. Semi-Detached lots shall have minimum widths of 18.4 metres and minimum areas of 561.2 square metres;
 - 3. Street Townhouses shall have a minimum unit frontage of 6.0 metres; and

4. Lots abutting the Canadian National Railway shall have dwelling units no closer than 30 metres to the existing Canadian National Railway right-of-way.
5. The Block 121 shall be zoned Open Space.
6. Lots 10,11,12 & 13 be placed in a Holding category.

E. When sufficient road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available, the draft plan of proposed subdivision and development agreement shall be subject to the following conditions:

1. The approval be based on the draft plan, dated February 21,1992 prepared by KLM Planning Partners Inc. redlined revised as follows:
 - (a) Street 'B' be labelled Muirland Crescent and the portion of Muirland Crescent closest to the Canadian National Railway be connected to Street 'A' and labelled Street 'B';
 - (b) Block 121 be labelled Buffer Area;
 - (c) Block 117 be extended to the eastern property line;
 - (d) Block 112 be enlarged as required to accommodate a rectangular shape for a semi-detached dwelling unit lot (formerly Block 101) and acceptable design to the City of abutting lands to the north;
 - (e) The lotting pattern for the "Future Development" area be deleted; and
 - (f) Blocks 101, 103, 105, 107, and 110 be relocated as shown on the redlined revised draft plan of proposed subdivision and replaced with single family and semi-detached lots as shown on the redlined revised draft plan of proposed subdivision.
2. The applicant shall agree to support an appropriate amendment to the Official Plan and zoning By-law. In this respect, the applicant shall agree that lots 10, 11, 12, and 13 be zoned with a Holding category which shall not be lifted until such time as the requirements of the Ministry of Environment have been met.

3. *The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel including the payment of applicable Regional and City Development Charges.*
4. *The applicant shall agree that the proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.*
5. *The applicant shall agree to grant easements, as may be required, for the installation of utilities and services, to the appropriate authorities.*
6. *The applicant shall agree that the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.*
7. *The applicant shall agree to convey to the appropriate road authority sufficient road widening to provide for a future grade separation at the intersection of Chinguacousy Road (future Region of Peel Mavis Road) and the Canadian National Railway.*
8. *The applicant shall agree that the area drains into the Brampton West Detention Facility and its proportionate cost shall be forwarded to Lakeview Developments.*
9. *The applicant shall agree:*
 - (a) *that prior to the initiation of any grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.*
 - (b) *to remove any material, which is determined in the soil investigation referred to in the above referenced condition as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.*
10. *The applicant shall agree that where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.*

11. The applicant shall agree that where double car garages are provided on lots having widths of less than 11.0 metres, a minimum separation of 6.0 metres shall be provided between driveways where garages are not adjacent to one another.
12. The applicant shall agree that all lots with reverse frontage on arterial roads shall be graded such that:
 - (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in the rear yard where the slope is within the range of 2% to 3%;
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and
 - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.
13. The applicant shall agree to convey to the appropriate road authority Block 120 - Road Widening and Block 119 - 7.0 metre wide buffer block along Chinguacousy Road.
14. The applicant shall agree to convey to the City of Brampton Block 118 - 0.3 metre reserve.
15. The applicant shall agree to pay cash-in-lieu of parkland in accordance with the City's Capital Contribution policy.
16. The applicant shall agree to supply and install in accordance with City specifications street trees on Streets A and B, and the extensions to Muirland Crescent.
17. The applicant shall agree that a solid masonry noise attenuation wall be installed in accordance with the City's fencing policy along the rear of Lots 87 to 93 and Block 101 and the abutting buffer blocks shall be densely landscaped.
18. The applicant shall agree that Block 120 be fine graded and sodded to acceptable parks and recreation standards and landscaped until such time as the road widening is required for Chinguacousy Road.
19. The applicant shall agree to prepare a drainage and landscaping plan for Block 121, install a 1.8 metre high solid masonry screen wall abutting the existing industry to the east, and install 1.2 metre high black vinyl chain link fencing at the rear and side lot lines abutting Block 121.

20. The applicant shall agree that Block 121 be conveyed to the City as a buffer area, in a condition satisfactory to the City and at no cost to the City. In this regard, the applicant shall also agree that Block 121 shall not be credited as parkland for the purpose of determining the parkland requirements for the subject plan.
21. The applicant shall agree to provide a concrete pedestrian walkway in accordance with City specifications between Street 'A' and Castlehill Road through Block 121 and across Block E, Registered Plan Number 639, to Holtby Avenue.
22. The applicant shall agree to extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm shall be allowed to be feathered down in the Block 121.
23. The applicant shall agree to pay cash-in-lieu based on 50% of the value for a bicycle path along Chinguacousy Road frontage of the draft plan in accordance with City policy.
24. The applicant shall agree that to designate fire break lots to the satisfaction of the Brampton Fire Department.
25. The applicant shall agree to meet the City of Brampton's and the Canadian National Railway's requirements for a noise berm, or combination berm and acoustic fence, adjoining and parallel to the railway right of way and having returns at the ends:
 - (i) Minimum total height 5.5 metres above top-of-rail with the berm portion having a minimum height of 2.5 metres above top-of-rail.
 - (ii) Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre (4 pounds per square foot) of surface area.
26. The applicant shall agree that the following clause shall be inserted in all offers to purchase, agreements of sale and purchase or lease and in the title deed or lease of each dwelling:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the

railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

27. The applicant shall agree to verify that the utilization of maximum Canadian National Railway subdivision speeds will not affect the outcome of the vibration report.
28. The applicant shall agree to sign an agreement with Canadian National Railway deeding the 17 metre wide Block 117 which represents the railway side of the safety berm to Canadian National Railway.
29. The applicant shall agree that any proposed alterations to the existing drainage patterns affecting railway property must receive prior concurrence from the Canadian National Railway and be substantiated by a drainage report to the satisfaction of the Railway.
30. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of Canada Post Supermailboxes.
31. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
32. The applicant shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

33. The applicant shall agree by agreement that all construction traffic shall enter the subdivision at location(s) as determined by the City. In this respect, arrangements shall have been made, to the satisfaction of the City and the Region, as necessary, prior to the installation of services, for such access. Satisfactory arrangements shall involve the maintenance of the entrance in a good condition, reinstatement of the area when construction is completed and the clean-up of all materials traced onto the roadway by vehicles used in conjunction with building operations.
34. The applicant shall agree that the following clause be inserted in English and French in the Subdivision Agreement and in all offers of purchase and sale of residential lots until the permanent school for the area has been completed:

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

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

35. The applicant shall agree to erect information signs in English and French at all major entrances to the proposed development advising that:

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bused to alternate facilities."

"A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

The applicants are required to contact The Dufferin-Peel Roman Catholic Separate School Board's Planning Department for sign specifications.

36. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and structures.
37. The applicant shall agree that prior to registration, the applicant shall submit a streetscape improvement guidelines study for the approval of the Planning and Development Department. The approved guidelines will include guidelines for architectural control aspects. The applicant shall further agree that all buildings within the subdivision shall be designed in accordance with the guidelines. Further, prior to the developer entering into sales agreements, 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.
38. 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.
39. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
 - (a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
 - (b) where parks, open space, buffer area, pedestrian/cycling trails and sidewalks are located;
 - (c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:
'playground equipment or active sports fields';
 - (d) the type and location of fencing and noise attenuation features;
 - (e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;

- (f) the location of blocks 101 to 111, including the statement that these blocks will be used for a total of approximately 64 townhouse units, all of which may be affordable units;
- (g) the location of lots designated by the Fire Department as fire break lots; and
- (h) the location of the 'Canadian National Railway' and the following warning statement:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the rights-of-way."

- (i) the following information must also be shown in **BOLD CAPITAL TYPE**:

FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USE, PLEASE CALL THE CITY OF BRAMPTON, PLANNING AND DEVELOPMENT DEPARTMENT, 2 WELLINGTON STREET WEST, 3RD FLOOR, BETWEEN 8:30 a.m. and 4:30 p.m., TELEPHONE NUMBER 874-2050".

- 40. The map required in the above referenced condition 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.
- 41. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.

42. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, the Region of Peel and the Ministry of the Environment.
43. The applicant shall agree to engage, at no cost to Ontario Hydro, the services of a professional engineer qualified in acoustics to complete a noise feasibility study addressing noise from the Pleasant Transformer Station.
44. The applicant shall agree that the noise control measures recommended by the acoustical report, as required in the above referenced condition 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 bold type, in all offers of purchase and sale for the affected lots:
- "Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be a concern, occasionally interfering with some activities of the dwelling occupants."*
- In this regard, revisions to the plan may be necessary to ensure satisfactory noise levels within the development.*
45. 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, Region of Peel, and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
46. The applicant shall agree to remove any trees or vegetation on the lands as required by the City.
47. The applicant shall agree to not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.

48. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
49. The applicant shall agree that Blocks 112 to 116 only be developed in conjunction with adjacent lands. In this regard, the applicant shall agree to place these blocks in condition satisfactory to the City and erect signs prohibiting trespassing and dumping, to the satisfaction of the City, within one year of issuance of any building permit for any dwelling on the plan.
50. The applicant shall agree to obtain site plan approval for the townhouse blocks.
51. Development of the subject lands shall be staged to the satisfaction of the City.
52. The applicant shall agree that prior to registration, to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on housing to the satisfaction of the Commissioner of Planning and Development.
53. The applicant shall agree that those portions of lots or blocks located between any open space or landscaped buffer and any noise attenuation wall required shall be shown on the plan to be registered as a part of the open space or landscaped buffer and shall be deeded to the City.
54. The applicant shall agree to make satisfactory arrangements with the City to obtain the existing 0.3 metre reserves at the west ends of Muirland Crescent (Blocks 409 and 410, Registered Plan 43M-817) and include them as part of Street "B" and Muirland Crescent on the plan to be registered.

Respectfully submitted,

Al Rezoski/pub

Al Rezoski, A.I.C.P.
Development Planner

AGREED:

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

lawrence.pub

John Corbett
John Corbett, Director
Planning and Development
Services Division

PUBLIC MEETING

A Special Meeting of the Planning Committee was held on Wednesday, May 6, 1992, in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:40 p.m., with respect to an application by LAWRENCE AVENUE GROUP LIMITED (File: C2W8.3 - Ward 5) to amend both the Official Plan and Zoning By-law to permit the subject property to be subdivided into 67 single family dwelling lots, 33 semi-detached dwelling lots, 11 street townhouse blocks containing 64 units and a 1.14 hectare (2.8 acre) buffer area (which would buffer residential lots from the industry to the east of the subject property. The abutting land to the north-west (bounded by the subject property on the east, Canadian National Railway on the north, and Chinguacousy Road on the west) may be developed for residential purposes. Block E, Registered Plan 639 may be developed for a pedestrian walkway.

Members Present: Alderman Grant Gibson - Chairman
Councillor Gael Miles
Councillor Paul Palleschi
Alderman Linda Jeffrey
Alderman Valerie Orr
Alderman Don McMullen

Staff Present: J.A. Marshall - Commissioner of Planning and
Development
J. Corbett - Director, Planning and Development
Services Division
D. Ross - Manager, Planning and Development
Services Division
K. Ash - Development Planner
J. Bender - Policy Planner
N. Grady - Development Planner
A. Rezoski - Development Planner
R. Woods - Secretary

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

Mr. Corbett replied in the affirmative.

Approximately ten (10) members of the public were present.

Mr. A. Rezoski 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.

Mr. Bob DiMarco, 1 Windermere Court, submitted a written submission. His concerns are with the additional traffic that will be created from this proposal.

- Flowertown is already at its capacity of 6200 vehicles. This proposal will only increase traffic flow which will put it over the recommended traffic capacity.
- Is not necessarily against the proposed development, but wants to see evidence of traffic planning to feed traffic away from the existing area.

Mrs. Cartwell, 15 Flowertown stated that 7 - 8 cars pass in front of her drive before she can leave her own driveway. Car parking is a problem due to the safety of parking on the street with vehicles moving at 50 km speeds.

- To access the subdivision, Flowertown must be used as a main thorough fare. To alleviate some of this traffic she recommended that Williams Parkway be extended to Chinguacousy Road.

Ms. Susan MacKay, 200 Major William Sharpe Drive is opposed to the subdivision and would like to see the second plan to be approved.

- Concerned with the concentration of townhouse units and would like to see them intermixed within the area.

Mr. Jim Kennedy, Planning Consultant for the applicant, met with the residents of the area to discuss the concentration of the townhouses in the area. He is prepared to revise the plans. Requested that staff show the residents the revised plan that was submitted.

Mr. A. Rezoski discussed the alternate proposal and its revisions.

Mr. Ted Jeffrey, 41 Flowertown. Has been a resident since 1970 and has no objection to the growth of the subdivision. His concerns are the traffic.

- Stop signs are 2 blocks apart
- Backing cars onto Flowertown is dangerous
- Traffic does not stop behind buses, but actually goes around them.
- Asks that traffic be reviewed and another alternative to through fare be investigated. Possibly Williams Parkway to Major William Sharpe.

There were no further questions or comments and the meeting adjourned at 8:00 p.m.

To: The Planning Committee

Subject: Residential Development in North West Brampton

This submission concerns the residential development that Brampton City Council has been asked to approve which is situated at the north end of the subdivision, off of Major William Sharpe,

We would request that before approving this development you take into consideration the report submitted to council dated March 11, 1992 recommending that the draft plan of the proposed subdivision not be approved until such time that additional road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available.

Our concern is the additional traffic and safety problems that will be created on Flowertown Ave. should this project proceed at this time. As you know, traffic is already very heavy at 6200 trips (cars) per day on average (7 day average) and a project of this magnitude could conceivably add another 1000 trips per day over and above this daily average.

We all know that Flowertown Ave. is meant to be a collector road and carry an appropriate number of cars. However, the City's unofficial standard for a road of this type, is between 1,500 and 6,000 trips per day on average and Flowertown already has an average of 6,200 trips per day on average.

This daily volume of cars is in part to, residents within the newer subdivision which borders the western boundary of Northwood Park, currently using Flowertown Ave. to access McLaughlin Rd. North as well as Williams Parkway, in order to get across town. Others, at the north end of the subdivision also use Flowertown to access McLaughlin Rd. south, with very few of these residents using the Major William Sharpe / Queen Street route. Furthermore, many of the residents from the central and north end, shop at the convenience store located at the east end of Flowertown Ave., thereby augmenting the traffic problem.

Another development at this time, will only serve to compound the existing problems. Other alternatives for traffic dispersment and control must be approved and completed before any new residential development is allowed to proceed.

Please understand that it is not our intention to interfere with the rights of others to develop on their lands, but rather also to protect the rights of the existing residents by negotiating a viable and equitable solution for everyone concerned with this rather sensitive issue.

Some suggestions we have for alternatives for traffic dispersment are:

- A. Extend Williams Parkway west through to Second Line.

Also, Major William Sharpe and Williams Parkway could be connected by way of an inside the community north / south artery. A grade level railway crossing would have to be installed.

As we all know, much of the traffic on Flowertown is destined for Williams Parkway, therefore by implementing these two suggestions the traffic problem would be greatly reduced.

- B. Extend Holtby Avenue west into the new subdivision which would eliminate the traffic from the north end of the subdivision who use Flowertown to access McLaughlin Rd. north and south.
- C. Designate property for a convenience store at the north end of Major William Sharpe which would eliminate the traffic from people who shop at the convenience store located at the east end of Flowertown.

These are only a few suggestion that could help to solve the problems. However, as a minium acceptable requirement it is expected that this development will not be allowed to proceed until the extension of Williams Parkway is completed.

We also realize that some of these suggestions have already been proposed and studied by city staff and that in some cases they do not agree. However, we believe that in order to settle this situation fairly for all concerned, some unconventional measures may have to be initiated even though there may be some additional costs.

Thanking you for the opportunity to present our concerns, we look forward to a mutually beneficial solution to this situation.

Yours truly,

Bob DiMarco

cc. Grant Gibson, Alderman Ward 5



**KLM
PLANNING PARTNERS INC.**
Urban Planners and Development Consultants

222 Sheppard Avenue East
Willowdale, Ontario M2N 3A9
Telephone (416) 250-PLAN
Fax (416) 250-6869

Directors

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Associates

Tanya M. Roman, M.E.S.
Ljubica Jaksic, B.A.Sc., P.Eng.

May 7, 1992

City of Brampton
2 Wellington St. West
Brampton, Ontario
L6Y 4R2

Attention: L. Mikulich, City Clerk

Dear Mr. Mikulich:

RE: Lawrence Avenue Group
CIE 18.6

We are the Planning Consultants who represent Lawrence Avenue Group owners of the proposed subdivision.

We may wish to address the Planning Committee at its meeting on May 20, 1992, either to address some of the recommended conditions or in response to submissions which might be made by residents in the area.

Accordingly would you please list us as a deputation preferably after any other deputations on this application.

Yours very truly

KLM PLANNING PARTNERS INC.


James M. Kennedy, M.C.I.P.

cc: Lawrence Avenue Group

RECEIVED

CLERKS DEPT.

MAY 07 1992

REG. No.:
FILE No.:

C 2037.93
CIE 18.6

May 14, 1992

The Corporation of the City of Brampton
1 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Clerks Department

Dear Sir, Madam

Please accept this letter as notice that I wish to be a delegation
on Wednesday May 20, 1992, Planning Meeting agenda.

I will be speaking in reference to the new development proposed for
the north end of the Old Towne subdivision, in which City Council
has also been requested to rezone the land from industrial use to
residential use.

Thank you for your cooperation in this matter.

Yours truly,



Bob DiMarco

Telephone Home 457-6931
Work 492-2632

Address 1 Windermere Crt.
Brampton, Ontario
L6X 2L5

RECEIVED
CLERKS DEPT

MAY 14 1992

CR/192

REG NO:

FILE NO:

W10

PLAN IG MEETING 5 May 1992

Im Mrs Cotterill , I live at 51 Flowertown Ave, A home I purchased when this street was built, In fact we were the second family on the street

I leave for business about 20 to 8 each morning , on an average morning 7 or 8 cars pass before I can back my car out of the drive, one morning I had to wait for 13 cars. I think this is excessive. Also many times my husband and I have been trying to make a left hand turn from Flowertown Ave on to our drive, even with your signals on we have had people driving in the same direction cut in front of us, this is very scary when there are children in the car.

If we have visitors with children to our home we park one of our cars on a neighbours drive, so that our guests do not worry about crossing the road.

Our home is half way between two stop streets, each are about one and half blocks from us, by the time many cars pass my drive they are going about 50km an hour

To get into this subdivision from Williams Parkway you have to use Flowertown Ave This makes us a major highway.

Last evening I was turning on to Mclaughlin Road at 7.30 , in the few seconds it took for me to turn 7 cars coming from the direction of Williams Parkway turned on to Flowertown Ave.If William Parkway was opened through to Chinguacousy Road.It would make life a little less hazadous.

When the new section of the subdivision was opened we where assured we would not be burdened with all the extra traffic. I was told people would use Major William Sharp but this did npt happen

We have survived trucks going up and down when the construction was going on,we where told this would not happen, the trucks would come in from Chinguacousy Road, they did not do this, they used Flowertown Ave.We have survived builders coming down the street on a Saturday,opening the fire hydrant nearest my home and taking the water up the street to wash the section in front of the homes they where building,but I had the back up of dirty water into my washing machine and it was my laundry that was ruined. On phoning the public works department I was told he had obtained permission to do this. I have also survived awnings ruined from dust and dirt from the builders trucks. I wonder how much more we are going to be asked to endure.

People of all ages, young and old have to cross Flowertown Ave to get on and off the buses . Children have to cross to go to school. What are we waiting for an accident . Please I hope not

We are not protesting the new homes, we are saying we need another entrance into the North end of the subdivision , Make this a priority before the new area is built

May/92

STEVE COWTON
KRISTA COWTON
86 FLOWERTOWN AVE
BRAMPTON. ONT.
L6X2K7 - 453-6397

GRANT GIBSON
COUNCILOR WARD 5
CITY OF BRAMPTON.

DEAR GRANT,

I AM WRITING TO

CONVINCE YOU AND PLANNING DEPT. TO GIVE
GREAT CONSIDERATION TO THE IDEAS SET FORTH
BY MR. B. DIMARCO, (COPY ENCLOSED) RE:

THE NEW HOUSING DEVELOPMENT APPROVAL ON
THE NORTH END OF MAJOR W.M. SHARP

TO APPROVE THIS DEVELOPMENT WITH OUT FIRST
ADDRESSING THE NEED TO EXTEND WMS.

PKWY AND OTHER IDEAS WOULD BE

UNACCEPTABLE BY OURSELVES AND MANY

Other residents of this area

The traffic problems are already

Bad, lets not make them worse

Perhaps a public meeting is in order

to address this specific issue.

Please keep me informed as to happenings

with respect to this issue AND count

on us AND others for valuable input.

This letter is a follow up to our
phone conversation AND I WISH
you to share my views with others
on PLANNING committee

Sincerely

Steve Cowton
Krista Cowton

G4-11

61. Prior to the issuance of a building permit for Block 144, the road and development pattern on the lands to the north, in the Town of Caledon, shall be determined to the satisfaction of the City of Brampton and the Town of Caledon. In this regard, the applicant shall agree that the westerly 10.55 metres of Block 144 shall be set aside for possible acquisition for road purposes at the cost of the owner to the north, and if required, also agrees that the easterly 3.0 metres less any corner rounding, shall be conveyed to the owner of Lot 145.

- b. That condition 63 is hereby deleted as this matter has now been resolved.
- c. That condition 64 is hereby renumbered to 63.
- d. That the following condition be added as 64.

The applicant shall agree to dedicate visibility triangles on both sides of Street "1" at Highway Number 10 as public highway to the satisfaction of the Ministry of Transportation.

- c. That staff be directed to present the appropriate documents for Council's consideration.

CARRIED

F5. LAWRENCE AVENUE GROUP LIMITED - Part of Lot 8, Concession 2, W.H.S. - Lots 41 to 46, 77 to 82 and 103, Plan 43M-817 and Part of Part 1, Reference Plan 43R-14786 - Ward 5. File: C2W8.3

Report dated May 11, 1992 re: Draft Plan of Proposed Subdivision and Application to Amend the Official Plan and Zoning By-law.

Mr. Bob DiMarco appeared before Committee to express concern regarding the traffic problems on Flowertown Avenue and the impact further development would have on the existing problems. Mr. DiMarco asked for a deferment until traffic dispersment and safety control can be arranged. Further it was requested that staff meet with residents and hear their suggestions for alternate traffic dispersment.

Mr. James M. Kennedy, KLM PLANNING PARTNERS INC. appeared before Committee to note that Lawrence Avenue Group Limited has been an on-going item at Planning for nearly eight months. The applicant is prepared to live with an added condition that housing not be built until Williams Parkway is extended.

PLANNING COMMITTEE - 1992 05 20

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Correspondence from Mrs. Cotterill and Steve and Krista Cowton was submitted for the information of Planning Committee.

RECOMMENDATION NUMBER P056-92

RECOMMENDATION "A"

THAT the delegation of Mr. Bob DiMarco to the Planning Committee meeting of May 20, 1992 re: LAWRENCE AVENUE GROUP LIMITED - Part of Lot 8, Concession 2, W.H.S. - Lots 41 to 46, 77 to 82 and 103, Plan 43M-817 and Part of Part 1, Reference Plan 43R-14786 - Ward 5 (C2W8.3), be received.

CARRIED

RECOMMENDATION "B"

THAT the correspondence, as follows, to the Planning Committee meeting of May 20, 1992 regarding the zoning application by Lawrence Avenue Group Limited (File C2W8.3), be received:

- a. From Mrs. Cotterill, 51 Flowertown Avenue
- b. From Steve/Krista Cowton, 86 Flowertown Avenue.

CARRIED

RECOMMENDATION "C"

THE FOLLOWING MOTION WAS PRESENTED:

THAT the following be referred to the Council meeting to be held June 8, 1992 in order to give the residents time to meet with staff and the developer and address their concerns.

"That the report dated May 11, 1992 to the Planning Committee meeting of May 20, 1992 re: LAWRENCE AVENUE GROUP LIMITED - Part of Lot 8, Concession 2, W.H.S. - Lots 41 to 46, 77 to 82 and 103, Plan 43M-817 and Part of Part 1, Reference Plan 43R-14786 - Ward 5 - Draft Plan of Proposed Subdivision and Application to Amend the Official Plan and Zoning By-law (C2W8.3), be received, and that;

- A. The notes of the Public Meeting held May 6, 1992, be received;
- B. (DELETED)
- C. Staff be directed to prepare an appropriate amendment to the Official Plan which shall address among other matters the following:
 1. Development criteria for minimizing the adverse impact of road traffic, railway and industry; and

G4-13

2. The maximum number of dwelling units by type to be permitted.
- D. Staff be directed to prepare an appropriate Zoning By-law, and the restrictions and requirements of the By-law shall include, but not be limited to the following:
1. Single family lots shall have minimum widths of 9.2 metres and minimum areas of 280.6 square metres;
 2. Semi-Detached lots shall have minimum widths of 18.4 metres and minimum areas of 561.2 square metres;
 3. Street Townhouses shall have a minimum unit frontage of 6.0 metres; and
 4. Lots abutting the Canadian National Railway shall have dwelling units no closer than 30 metres to the existing Canadian National Railway right-of-way.
 5. The Block 121 shall be zoned Open Space.
 6. Lots 10, 11, 12 & 13 be placed in a Holding category.
- E. That the Region of Peel be requested to draft approve the draft plan of proposed subdivision and development agreement subject to the following conditions:
1. The approval be based on the draft plan, dated February 21, 1992 prepared by KLM Planning Partners Inc. redlined revised as follows:
 - (a) Street 'B' be labelled Muirland Crescent and the portion of Muirland Crescent closest to the Canadian National Railway be connected to Street 'A' and labelled Street 'B';
 - (b) Block 121 be labelled Buffer Area;
 - (c) Block 117 be extended to the eastern property line;
 - (d) Block 112 be enlarged as required to accommodate a rectangular shape for a semi-detached dwelling unit lot (formerly Block 101) and acceptable design to the City of abutting lands to the north;
 - (e) The lotting pattern for the "Future Development" area be deleted; and

PLANNING COMMITTEE - 1992 05 20

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- 8 G4-14
- (f) Blocks 101, 103, 105, 107, and 110 be relocated as shown on the redlined revised draft plan of proposed subdivision and replaced with single family and semi-detached lots as shown on the redlined revised draft plan of proposed subdivision.
2. The applicant shall agree to support an appropriate amendment to the Official Plan and zoning By-law. In this respect, the applicant shall agree that lots 10, 11, 12, and 13 be zoned with a Holding category which shall not be lifted until such time as the requirements of the Ministry of Environment have been met.
 3. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel including the payment of applicable Regional and City Development Charges.
 4. The applicant shall agree that the proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
 5. The applicant shall agree to grant easements, as may be required, for the installation of utilities and services, to the appropriate authorities.
 6. The applicant shall agree that the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.
 7. The applicant shall agree to convey to the appropriate road authority sufficient road widening to provide for a future grade separation at the intersection of Chinguacousy Road (future Region of Peel Mavis Road) and the Canadian National Railway.
 8. The applicant shall agree that the area drains into the Brampton West Detention Facility and its proportionate cost shall be forwarded to Lakeview Developments.
 9. The applicant shall agree:
 - (a) that prior to the initiation of any grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.

G4-15

- (b) to remove any material, which is determined in the soil investigation referred to in the above referenced condition as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.
10. The applicant shall agree that where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
 11. The applicant shall agree that where double car garages are provided on lots having widths of less than 11.0 metres, a minimum separation of 6.0 metres shall be provided between driveways where garages are not adjacent to one another.
 12. The applicant shall agree that all lots with reverse frontage on arterial roads shall be graded such that:
 - (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in the rear yard where the slope is within the range of 2% to 3%;
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and
 - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.
 13. The applicant shall agree to convey to the appropriate road authority Block 120 - Road Widening and Block 119 - 7.0 metre wide buffer block along Chinguacousy Road.
 14. The applicant shall agree to convey to the City of Brampton Block 118 - 0.3 metre reserve.
 15. The applicant shall agree to pay cash-in-lieu of parkland in accordance with the City's Capital Contribution policy.
 16. The applicant shall agree to supply and install in accordance with City specifications street trees on Streets A and B, and the extensions to Muirland Crescent.

- G4.16
17. The applicant shall agree that a solid masonry noise attenuation wall be installed in accordance with the City's fencing policy along the rear of Lots 87 to 93 and Block 101 and the abutting buffer blocks shall be densely landscaped.
 18. The applicant shall agree that Block 120 be fine graded and sodded to acceptable parks and recreation standards and landscaped until such time as the road widening is required for Chinguacousy Road.
 19. The applicant shall agree to prepare a drainage and landscaping plan for Block 121, install a 1.8 metre high solid masonry screen wall abutting the existing industry to the east, and install 1.2 metre high black vinyl chain link fencing at the rear and side lot lines abutting Block 121.
 20. The applicant shall agree that Block 121 be conveyed to the City as a buffer area, in a condition satisfactory to the City and at no cost to the City. In this regard, the applicant shall also agree that Block 121 shall not be credited as parkland for the purpose of determining the parkland requirements for the subject plan.
 21. The applicant shall agree to provide a concrete pedestrian walkway in accordance with City specifications between Street 'A' and Castlehill Road through Block 121 and across Block E, Registered Plan Number 639, to Holtby Avenue.
 22. The applicant shall agree to extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm shall be allowed to be feathered down in the Block 121.
 23. The applicant shall agree to pay cash-in-lieu based on 50% of the value for a bicycle path along Chinguacousy Road frontage of the draft plan in accordance with City policy.
 24. The applicant shall agree that to designate fire break lots to the satisfaction of the Brampton Fire Department.

G4-17

25. The applicant shall agree to meet the City of Brampton's and the Canadian National Railway's requirements for a noise berm, or combination berm and acoustic fence, adjoining and parallel to the railway right of way and having returns at the ends:
 - (i) Minimum total height 5.5 metres above top-of-rail with the berm portion having a minimum height of 2.5 metres above top-of-rail.
 - (ii) Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre (4 pounds per square foot) of surface area.
26. The applicant shall agree that the following clause shall be inserted in all offers to purchase, agreements of sale and purchase or lease and in the title deed or lease of each dwelling:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
27. The applicant shall agree to verify that the utilization of maximum Canadian National Railway subdivision speeds will not affect the outcome of the vibration report.
28. The applicant shall agree to sign an agreement with Canadian National Railway deeding the 17 metre wide Block 117 which represents the railway side of the safety berm to Canadian National Railway.
29. The applicant shall agree that any proposed alterations to the existing drainage patterns affecting railway property must receive prior concurrence from the Canadian National Railway and be substantiated by a drainage report to the satisfaction of the Railway.

G4-18

PLANNING COMMITTEE - 1992 05 20

-18-

30. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of Canada Post Supermailboxes.
31. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
32. The applicant shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
33. The applicant shall agree by agreement that all construction traffic shall enter the subdivision at location(s) as determined by the City. In this respect, arrangements shall have been made, to the satisfaction of the City and the Region, as necessary, prior to the installation of services, for such access. Satisfactory arrangements shall involve the maintenance of the entrance in a good condition, reinstatement of the area when construction is completed and the clean-up of all materials traced onto the roadway by vehicles used in conjunction with building operations.
34. The applicant shall agree that the following clause be inserted in English and French in the Subdivision Agreement and in all offers of purchase and sale of residential lots until the permanent school for the area has been completed:

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

G4-19

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

35. The applicant shall agree to erect information signs in English and French at all major entrances to the proposed development advising that:

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bused to alternate facilities."

"A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

The applicants are required to contact The Dufferin-Peel Roman Catholic Separate School Board's Planning Department for sign specifications.

36. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and structures.
37. The applicant shall agree that prior to registration, the applicant shall submit a streetscape improvement guidelines study for the approval of the Planning and Development Department. The approved guidelines will include guidelines for architectural control aspects. The applicant shall further agree that all buildings within the subdivision shall be designed in accordance with the guidelines. Further, prior to the developer entering into sales agreements, 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.

- 88 G4.20
38. 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.
39. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
- (a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
 - (b) where parks, open space, buffer area, pedestrian/cycling trails and sidewalks are located;
 - (c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:

 'playground equipment or active sports fields';
 - (d) the type and location of fencing and noise attenuation features;
 - (e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
 - (f) the location of blocks 101 to 111, including the statement that these blocks will be used for a total of approximately 64 townhouse units, all of which may be affordable units;
 - (g) the location of lots designated by the Fire Department as fire break lots; and
 - (h) the location of the 'Canadian National Railway' and the following warning statement:

 "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living

G4.21

environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the rights-of-way."

- (i) the following information must also be shown in **BOLD CAPITAL TYPE**:

FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USE, PLEASE CALL THE CITY OF BRAMPTON, PLANNING AND DEVELOPMENT DEPARTMENT, 2 WELLINGTON STREET WEST, 3RD FLOOR, BETWEEN 8:30 a.m. and 4:30 p.m., TELEPHONE NUMBER 874-2050".

40. The map required in the above referenced condition 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.
41. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.
42. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, the Region of Peel and the Ministry of the Environment.
43. The applicant shall agree to engage, at no cost to Ontario Hydro, the services of a professional engineer qualified in acoustics to complete a noise feasibility study addressing noise from the Pleasant Transformer Station.
44. The applicant shall agree that the noise control measures recommended by the acoustical report, as required in the above referenced condition 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 bold type, in all offers of purchase and sale for the affected lots:

"Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be a concern, occasionally interfering with some activities of the dwelling occupants."

In this regard, revisions to the plan may be necessary to ensure satisfactory noise levels within the development.

45. 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, Region of Peel, and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
46. The applicant shall agree to remove any trees or vegetation on the lands as required by the City.
47. The applicant shall agree to not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
48. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
49. The applicant shall agree that Blocks 112 to 116 only be developed in conjunction with adjacent lands. In this regard, the applicant shall agree to place these blocks in condition satisfactory to the City and erect signs prohibiting trespassing and dumping, to the satisfaction of the City, within one year of issuance of any building permit for any dwelling on the plan.
50. The applicant shall agree to obtain site plan approval for the townhouse blocks.
51. Development of the subject lands shall be staged to the satisfaction of the City.
52. The applicant shall agree that prior to registration, to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on housing to the satisfaction of the Commissioner of Planning and Development.

88 G4-22

53. The applicant shall agree that those portions of lots or blocks located between any open space or landscaped buffer and any noise attenuation wall required shall be shown on the plan to be registered as a part of the open space or landscaped buffer and shall be deeded to the City.
54. The applicant shall agree to make satisfactory arrangements with the City to obtain the existing 0.3 metre reserves at the west ends of Muirland Crescent (Blocks 409 and 410, Registered Plan 43M-817) and include them as part of Street "B" and Muirland Crescent on the plan to be registered.
55. Building permits shall not be issued until such time as Williams Parkway is extended to Chinguacousy Road."

THE FOLLOWING AMENDMENT WAS PRESENTED:

- B. The Region of Peel be requested not to approve the draft plan of proposed subdivision until such time as sufficient road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available.

CARRIED

THE FOLLOWING MOTION WAS THEN PRESENTED:

THAT the following be referred to the Council meeting to be held June 8, 1992 in order to give the residents time to meet with staff and the developer and address their concerns.

That the report dated May 11, 1992 to the Planning Committee meeting of May 20, 1992 re: LAWRENCE AVENUE GROUP LIMITED - Part of Lot 8, Concession 2, W.H.S. - Lots 41 to 46, 77 to 82 and 103, Plan 43M-817 and Part of Part 1, Reference Plan 43R-14786 - Ward 5 - Draft Plan of Proposed Subdivision and Application to Amend the Official Plan and Zoning By-law (C2W8.3), be received, and that;

- A. The notes of the Public Meeting held May 6, 1992, be received;
- B. The Region of Peel be requested not to approve the draft plan of proposed subdivision until such time as sufficient road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available.
- C. Staff be directed to prepare an appropriate amendment to the Official Plan which shall address among other matters the following:
 1. Development criteria for minimizing the adverse impact of road traffic, railway and industry; and

2. The maximum number of dwelling units by type to be permitted.
- D. Staff be directed to prepare an appropriate Zoning By-law, and the restrictions and requirements of the By-law shall include, but not be limited to the following:
1. Single family lots shall have minimum widths of 9.2 metres and minimum areas of 280.6 square metres;
 2. Semi-Detached lots shall have minimum widths of 18.4 metres and minimum areas of 561.2 square metres;
 3. Street Townhouses shall have a minimum unit frontage of 6.0 metres; and
 4. Lots abutting the Canadian National Railway shall have dwelling units no closer than 30 metres to the existing Canadian National Railway right-of-way.
 5. The Block 121 shall be zoned Open Space.
 6. Lots 10,11,12 & 13 be placed in a Holding category.
- L. That the Region of Peel be requested to draft approve the draft plan of proposed subdivision and development agreement subject to the following conditions:
1. The approval be based on the draft plan, dated February 21,1992 prepared by KLM Planning Partners Inc. redlined revised as follows:
 - (a) Street 'B' be labelled Muirland Crescent and the portion of Muirland Crescent closest to the Canadian National Railway be connected to Street 'A' and labelled Street 'B';
 - (b) Block 121 be labelled Buffer Area;
 - (c) Block 117 be extended to the eastern property line;
 - (d) Block 112 be enlarged as required to accommodate a rectangular shape for a semi-detached dwelling unit lot (formerly Block 101) and acceptable design to the City of abutting lands to the north;
 - (e) The lotting pattern for the "Future Development" area be deleted; and

G4-25

- (f) Blocks 101, 103, 105, 107, and 110 be relocated as shown on the redlined revised draft plan of proposed subdivision and replaced with single family and semi-detached lots as shown on the redlined revised draft plan of proposed subdivision.
- 2. The applicant shall agree to support an appropriate amendment to the Official Plan and zoning By-law. In this respect, the applicant shall agree that lots 10, 11, 12, and 13 be zoned with a Holding category which shall not be lifted until such time as the requirements of the Ministry of Environment have been met.
- 3. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel including the payment of applicable Regional and City Development Charges.
- 4. The applicant shall agree that the proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
- 5. The applicant shall agree to grant easements, as may be required, for the installation of utilities and services, to the appropriate authorities.
- 6. The applicant shall agree that the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.
- 7. The applicant shall agree to convey to the appropriate road authority sufficient road widening to provide for a future grade separation at the intersection of Chinguacousy Road (future Region of Peel Mavis Road) and the Canadian National Railway.
- 8. The applicant shall agree that the area drains into the Brampton West Detention Facility and its proportionate cost shall be forwarded to Lakeview Developments.
- 9. The applicant shall agree:
 - (a) that prior to the initiation of any grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.

- (b) to remove any material, which is determined in the soil investigation referred to in the above referenced condition as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.
10. The applicant shall agree that where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
 11. The applicant shall agree that where double car garages are provided on lots having widths of less than 11.0 metres, a minimum separation of 6.0 metres shall be provided between driveways where garages are not adjacent to one another.
 12. The applicant shall agree that all lots with reverse frontage on arterial roads shall be graded such that:
 - (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in the rear yard where the slope is within the range of 2% to 3%;
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and
 - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.
 13. The applicant shall agree to convey to the appropriate road authority Block 120 - Road Widening and Block 119 - 7.0 metre wide buffer block along Chinguacousy Road.
 14. The applicant shall agree to convey to the City of Brampton Block 118 - 0.3 metre reserve.
 15. The applicant shall agree to pay cash-in-lieu of parkland in accordance with the City's Capital Contribution policy.
 16. The applicant shall agree to supply and install in accordance with City specifications street trees on Streets A and B, and the extensions to Muirland Crescent.

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17. The applicant shall agree that a solid masonry noise attenuation wall be installed in accordance with the City's fencing policy along the rear of Lots 87 to 93 and Block 101 and the abutting buffer blocks shall be densely landscaped.
18. The applicant shall agree that Block 120 be fine graded and sodded to acceptable parks and recreation standards and landscaped until such time as the road widening is required for Chinguacousy Road.
19. The applicant shall agree to prepare a drainage and landscaping plan for Block 121, install a 1.8 metre high solid masonry screen wall abutting the existing industry to the east, and install 1.2 metre high black vinyl chain link fencing at the rear and side lot lines abutting Block 121.
20. The applicant shall agree that Block 121 be conveyed to the City as a buffer area, in a condition satisfactory to the City and at no cost to the City. In this regard, the applicant shall also agree that Block 121 shall not be credited as parkland for the purpose of determining the parkland requirements for the subject plan.
21. The applicant shall agree to provide a concrete pedestrian walkway in accordance with City specifications between Street 'A' and Castlehill Road through Block 121 and across Block E, Registered Plan Number 639, to Holtby Avenue.
22. The applicant shall agree to extend the berm along the Canadian National Railway approximately 40 metres south along the eastern boundary of the subdivision. The berm shall be allowed to be feathered down in the Block 121.
23. The applicant shall agree to pay cash-in-lieu based on 50% of the value for a bicycle path along Chinguacousy Road frontage of the draft plan in accordance with City policy.
24. The applicant shall agree that to designate fire break lots to the satisfaction of the Brampton Fire Department.

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25. The applicant shall agree to meet the City of Brampton's and the Canadian National Railway's requirements for a noise berm, or combination berm and acoustic fence, adjoining and parallel to the railway right of way and having returns at the ends:
 - (i) Minimum total height 5.5 metres above top-of-rail with the berm portion having a minimum height of 2.5 metres above top-of-rail.
 - (ii) Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kilograms per square metre (4 pounds per square foot) of surface area.
 26. The applicant shall agree that the following clause shall be inserted in all offers to purchase, agreements of sale and purchase or lease and in the title deed or lease of each dwelling:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
 27. The applicant shall agree to verify that the utilization of maximum Canadian National Railway subdivision speeds will not affect the outcome of the vibration report.
 28. The applicant shall agree to sign an agreement with Canadian National Railway deeding the 17 metre wide Block 117 which represents the railway side of the safety berm to Canadian National Railway.
 29. The applicant shall agree that any proposed alterations to the existing drainage patterns affecting railway property must receive prior concurrence from the Canadian National Railway and be substantiated by a drainage report to the satisfaction of the Railway.

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30. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of Canada Post Supermailboxes.
31. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.
32. The applicant shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
33. The applicant shall agree by agreement that all construction traffic shall enter the subdivision at location(s) as determined by the City. In this respect, arrangements shall have been made, to the satisfaction of the City and the Region, as necessary, prior to the installation of services, for such access. Satisfactory arrangements shall involve the maintenance of the entrance in a good condition, reinstatement of the area when construction is completed and the clean-up of all materials traced onto the roadway by vehicles used in conjunction with building operations.
34. The applicant shall agree that the following clause be inserted in English and French in the Subdivision Agreement and in all offers of purchase and sale of residential lots until the permanent school for the area has been completed:

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

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

35. The applicant shall agree to erect information signs in English and French at all major entrances to the proposed development advising that:

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bused to alternate facilities."

"A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

The applicants are required to contact The Dufferin-Peel Roman Catholic Separate School Board's Planning Department for sign specifications.

36. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and structures.
37. The applicant shall agree that prior to registration, the applicant shall submit a streetscape improvement guidelines study for the approval of the Planning and Development Department. The approved guidelines will include guidelines for architectural control aspects. The applicant shall further agree that all buildings within the subdivision shall be designed in accordance with the guidelines. Further, prior to the developer entering into sales agreements, 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.

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38. 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.
39. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
- (a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
 - (b) where parks, open space, buffer area, pedestrian/cycling trails and sidewalks are located;
 - (c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:

'playground equipment or active sports fields';
 - (d) the type and location of fencing and noise attenuation features;
 - (e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
 - (f) the location of blocks 101 to 111, including the statement that these blocks will be used for a total of approximately 64 townhouse units, all of which may be affordable units;
 - (g) the location of lots designated by the Fire Department as fire break lots; and
 - (h) the location of the 'Canadian National Railway' and the following warning statement:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living

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PLANNING COMMITTEE - 1992 05 20

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environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Canadian National Railway will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the rights-of-way."

- (i) the following information must also be shown in **BOLD CAPITAL TYPE**:

FOR FURTHER INFORMATION ON PROPOSED AND EXISTING LAND USE, PLEASE CALL THE CITY OF BRAMPTON, PLANNING AND DEVELOPMENT DEPARTMENT, 2 WELLINGTON STREET WEST, 3RD FLOOR, BETWEEN 8:30 a.m. and 4:30 p.m., TELEPHONE NUMBER 874-2050".

40. The map required in the above referenced condition 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.
41. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.
42. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, the Region of Peel and the Ministry of the Environment.
43. The applicant shall agree to engage, at no cost to Ontario Hydro, the services of a professional engineer qualified in acoustics to complete a noise feasibility study addressing noise from the Pleasant Transformer Station.
44. The applicant shall agree that the noise control measures recommended by the acoustical report, as required in the above referenced condition 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 bold type, in all offers of purchase and sale for the affected lots:

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"Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be a concern, occasionally interfering with some activities of the dwelling occupants."

In this regard, revisions to the plan may be necessary to ensure satisfactory noise levels within the development.

45. 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, Region of Peel, and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
46. The applicant shall agree to remove any trees or vegetation on the lands as required by the City.
47. The applicant shall agree to not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
48. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
49. The applicant shall agree that Blocks 112 to 116 only be developed in conjunction with adjacent lands. In this regard, the applicant shall agree to place these blocks in condition satisfactory to the City and erect signs prohibiting trespassing and dumping, to the satisfaction of the City, within one year of issuance of any building permit for any dwelling on the plan.
50. The applicant shall agree to obtain site plan approval for the townhouse blocks.
51. Development of the subject lands shall be staged to the satisfaction of the City.
52. The applicant shall agree that prior to registration, to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on housing to the satisfaction of the Commissioner of Planning and Development.

53. The applicant shall agree that those portions of lots or blocks located between any open space or landscaped buffer and any noise attenuation wall required shall be shown on the plan to be registered as a part of the open space or landscaped buffer and shall be deeded to the City.
54. The applicant shall agree to make satisfactory arrangements with the City to obtain the existing 0.3 metre reserves at the west ends of Muirland Crescent (Blocks 409 and 410, Registered Plan 43M-817) and include them as part of Street "B" and Muirland Crescent on the plan to be registered.
55. Building permits shall not be issued until such time as Williams Parkway is extended to Chinguacousy Road.

CARRIED

G. OTHER MATTERS

- G1. SANDRINGHAM-WELLINGTON SUB-AREA ALLOCATION - RESIDENTIAL DEVELOPMENT PHASING STRATEGY. File: P10/G24

Report dated May 1, 1992.

RECOMMENDATION NUMBER P057-92

THAT the report dated May 1, 1992 to the Planning Committee meeting of May 20, 1992 re: SANDRINGHAM-WELLINGTON SUB-AREA ALLOCATION - RESIDENTIAL DEVELOPMENT PHASING STRATEGY (P10/G24), be received, and;

- A. That this report and proposed phasing strategy be forwarded to all of the owners of the properties listed in Tables 1 and 2 of the report and to the Region of Peel, and;
- B. That City Council at its meeting of June 22, 1992, subject to any further input from the owners of the properties listed in Tables 1 and 2, adopt the following recommendation:
 1. That all current Council approved applications in the Sandringham-Wellington Sub-Area (i.e. which have zoning approval or are recommended to the Region for Draft plan approval) shall be allowed to proceed normally to final approval (registration and/or zoning by-law), and;

INTER-OFFICE MEMORANDUM
Office of the Commissioner of Planning & Development

June 4, 1992

To: The Mayor and Members of City Council

From: Planning and Development Department

RE: Draft Plan of Proposed Subdivision and
Application to Amend the Official Plan
and Zoning By-law
Part of Lot 8, Concession 2, W.H.S.
Lots 41 to 46, 77 to 82, and 103, Plan 43M-817 and Part of Part 1,
Reference Plan 43R-14786
Ward Number 5
LAWRENCE AVENUE GROUP LIMITED
Region of Peel File Number: 21T-88076B
Our File: C2W8.3

JUN 5 1992
RECEIVED

1.0 INTRODUCTION

On May 20, 1992, Planning Committee received and considered the notes of the public meeting (held on May 6, 1992) with respect to the above referenced development application. There were a significant number of representations made to Planning Committee primarily with respect to traffic circulation in the Flowertown Avenue area. Accordingly, Planning Committee recommended:

"That the following [recommendations] be referred to the Council Meeting to be held June 8, 1992 in order to give the residents time to meet with staff and the developer and address their concerns."

Thus, in response to this direction, it is the purpose of this report to:

- summarize the results of a subsequent meeting between staff, the area residents, ward representatives and the applicant; and
- recommend an appropriate course of action to City Council.

2.0 DISCUSSION

Staff from the Planning and Development Department and Public Works and Building Department, Alderman Gibson and Councillor Lorna Bissell met with 4 of the residents in the Flowertown Avenue area on June 3, 1992. The residents expressed concern about the existing and proposed traffic volumes and safety on Flowertown Avenue. The residents proposed the following improvements:

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CLERKS DEPT

JUN 0 5 1992

PLANNING & DEVELOPMENT DEPARTMENT STAFF REPORT
LAWRENCE AVENUE GROUP LIMITED

REG. No: C 2613-92.
FILE No: C2W8.3.

1. *Lengthening the light cycle at the intersection of Major William Sharpe Drive and Queen Street West to allow more time for vehicles to turn left onto Queen Street West from Major William Sharpe Drive. This change would encourage more motorists to use Major William Sharpe Drive instead of Flowertown Avenue.*
2. *Establishing an advance green at the intersection of McLaughlin Road and Queen Street West to allow for motorists travelling north on McLaughlin Road to more easily turn left onto Queen Street westbound. This change would encourage more motorists to use Major William Sharpe Drive instead of Flowertown Avenue.*
3. *When the Urban Boundary is extended west of Chinguacousy Road, Major William Sharpe Drive should be extended west and not Flowertown Avenue. It is anticipated that this change would reduce the increase in through traffic on Flowertown Avenue.*
4. *When the Urban Boundary is extended west of Chinguacousy Road, a convenience commercial site should be designated at the north-west or south-west corner of the intersection of Major William Sharpe Drive and Chinguacousy Road. This change would divert some of the existing traffic that uses Flowertown Avenue to travel to the three convenience stores located at the north-west corner of Flowertown Avenue and McLaughlin Road.*
5. *Ensuring that the temporary barrier on Northwood Drive just east of the intersection of this street and Castlehill Road remains. Eventually the portion of the road between the intersection of Northwood Drive and Castlehill Road and the barrier would be sold to the abutting lots or developer and be developed for single family dwelling land use.*

This change would maintain the existing situation which is only local traffic from Northwood Drive and Welbeck Drive using Windermere Court to travel to Flowertown Avenue. It is anticipated that traffic from the Lawrence Avenue Group subdivision would be more likely to use Major William Sharpe Drive instead of Flowertown Avenue if Northwood Drive was not a through street.
6. *Connecting Holtby Avenue and Muirland Crescent through the proposed buffer block at the north-eastern corner of the intersection. A truck barrier would be placed at the west end of Holtby*

The Public Works and Building Department are currently evaluating the feasibility of changes #1, #2, #5 and #6. They have indicated that all of the required data will not be available for the June 8, 1992 City Council meeting. Items #3 and #4 as noted above can be considered as part of the on-going Official Plan review. All of the suggested changes with the exception of the connection of Holtby Avenue and Muirland Crescent are external to the Lawrence Avenue Group subdivision and technically there is no basis to further defer the approval of the application.

As set out in previous reports, planning staff do not support the westerly extension of Holtby Avenue. From a land use planning perspective, it is not appropriate to connect an industrial area and a residential area with a road. Public Works and Building Department staff are currently evaluating the technical feasibility of the Holtby Avenue extension in terms of impact on traffic volumes. A separate report will be presented once the results of this analysis has been finalized. At this stage City Council may consider the following options with respect to the disposition of the subject application:

- o permit the Lawrence Avenue Group subdivision to proceed subject to the recommendations contained in the notes of the public meeting dated May 11, 1992; or
- o direct staff to submit the implementing Official Plan and zoning by-law amendment for approval, and defer the consideration of the draft plan of subdivision pending the completion of the traffic analysis pertaining to the Holtby Avenue extension.

Given the above noted circumstances, planning staff are prepared to recommend that the subdivision proceed subject to the recommendations contained in the notes of the public meeting dated May 11, 1992 (which have been attached to this report). Staff note that the recommended conditions of approval include a recommendation that the draft plan of proposed subdivision not be approved until such time as sufficient road capacity to serve the Brampton North Residential Development Phasing Sub-Area becomes available.

3.0 RECOMMENDATION

IT IS RECOMMENDED TO CITY COUNCIL that:

- A. The Lawrence Avenue Group subdivision proceed subject to the recommendations contained in the notes of the public meeting dated May 11, 1992;
- OR
- B. Staff be directed to submit the implementing Official Plan and zoning by-law amendment for approval, and that City Council defer the consideration of the draft plan of subdivision pending the completion of the traffic analysis pertaining to the Holtby Avenue extension.

Respectfully submitted,

Al Rezoski
Al Rezoski, A.I.C.P.
Development Planner

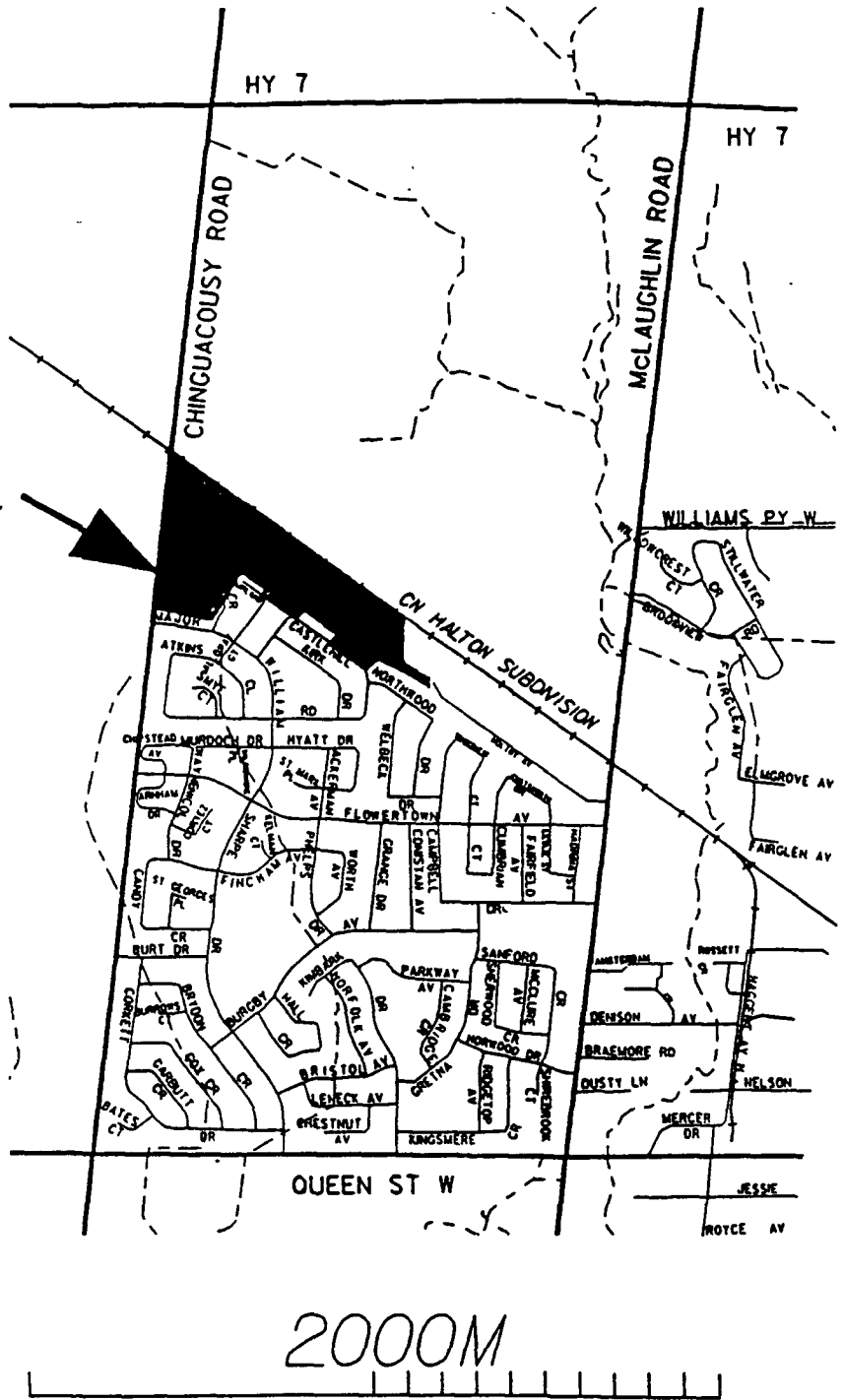
AGREED:

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

John Corbett
John Corbett, Director
Development Services
Division

lawrence.end

**SUBJECT
PROPERTY**



CITY OF BRAMPTON

Date: 1992 04 09 Drawn By: K.M.H.
File no. C2W8.3 Map no. 41-15A



LOCATION MAP

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
LAWRENCE AVENUE GROUP LTD.