



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 228-92

To adopt Amendment Number 221  
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:

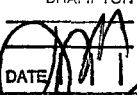
1. Amendment Number 221 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 221 and Amendment Number 221 A to 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, 19 92.

  
PETER ROBERTSON - MAYOR

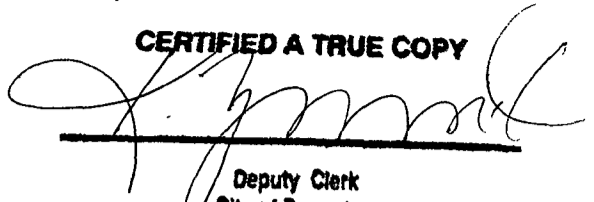
  
LEONARD J. MIKULICH - CLERK

APPROVED  
AS TO FORM  
LAW DEPT  
BRAMPTON  
  
DATE

OPAMAZURKA

BY-LAW 228-92

CERTIFIED A TRUE COPY



Deputy Clerk  
City of Brampton

October 29 19 92

ORIGINAL

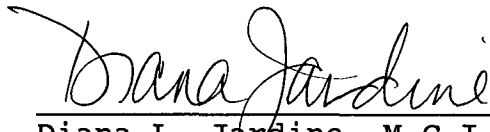
AMENDMENT NUMBER 221  
to the Official Plan of the  
City of Brampton Planning Area .

21 - OP 0031 - 221 - 1

AMENDMENT NO. 221  
TO THE  
OFFICIAL PLAN FOR THE  
CITY OF BRAMPTON

This Amendment No. 221 to Official Plan of the City of Brampton which was adopted by the Council of the Corporation of the City of Brampton is hereby approved under Sections 17 and 21 of the Planning Act.

Date: 1993-01-25

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



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 228-92

To adopt Amendment Number 221  
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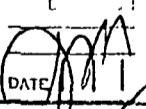
1. Amendment Number 221 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 221 and Amendment Number 221 A to 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, 19 92.

  
PETER ROBERTSON - MAYOR

  
LEONARD J. MIKULICH - CLERK

DATE 

OPAMAZURKA

AMENDMENT NUMBER 221  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

1.0 Purpose:

In 1983, City Council adopted a secondary plan for the Snelgrove Area (Official Plan Amendment Number 26). This secondary plan prescribed development at a maximum gross residential density of 3.0 units per acre. As a result of pressure for increased densities in Snelgrove west of Highway Number 10, and in the north-east quadrant of Mayfield Road and Highway Number 10, in October 1989, City Council adopted Official Plan Amendment Number 170 and 170A. This amendment increased the maximum gross residential density within undeveloped portions of Snelgrove from 3.0 units per acre to 5.9 units per acre. City Council also approved a density limitation for draft plan 21T-89008B of 7.4 units per acre, provided that the maximum density for the undeveloped portions of Snelgrove (west of Highway Number 10 and north of Mayfield Road, east of Highway Number 10) be under 6 units per acre.

The purpose of this amendment is to establish a special policy area provision to permit block townhouses on the subject lands, notwithstanding the residential density provisions set out in the Snelgrove Secondary Plan.

2.0 Location

The lands subject to this amendment are described as Part of Lot 16, Concession 1, W.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands are situated on the west side of Highway Number 10 along the northern 306 metres (1003 feet) of Lot 16, east of the Canadian Pacific Railway. The lands have an area of 3 hectares (7.45 acres).

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 221 :

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

- (1) by adding to the list of amendments pertaining to the Snelgrove Secondary Plan Area, as set out in the first paragraph of section 7.2.7.1, Amendment Number 221 .
- (2) by adding to the legend shown on Schedule SP1(A) thereto, the category of "Special Policy Area Number One".
- (3) by adding to Part IV, Chapter 1A thereto, the following as section 7.1.11:

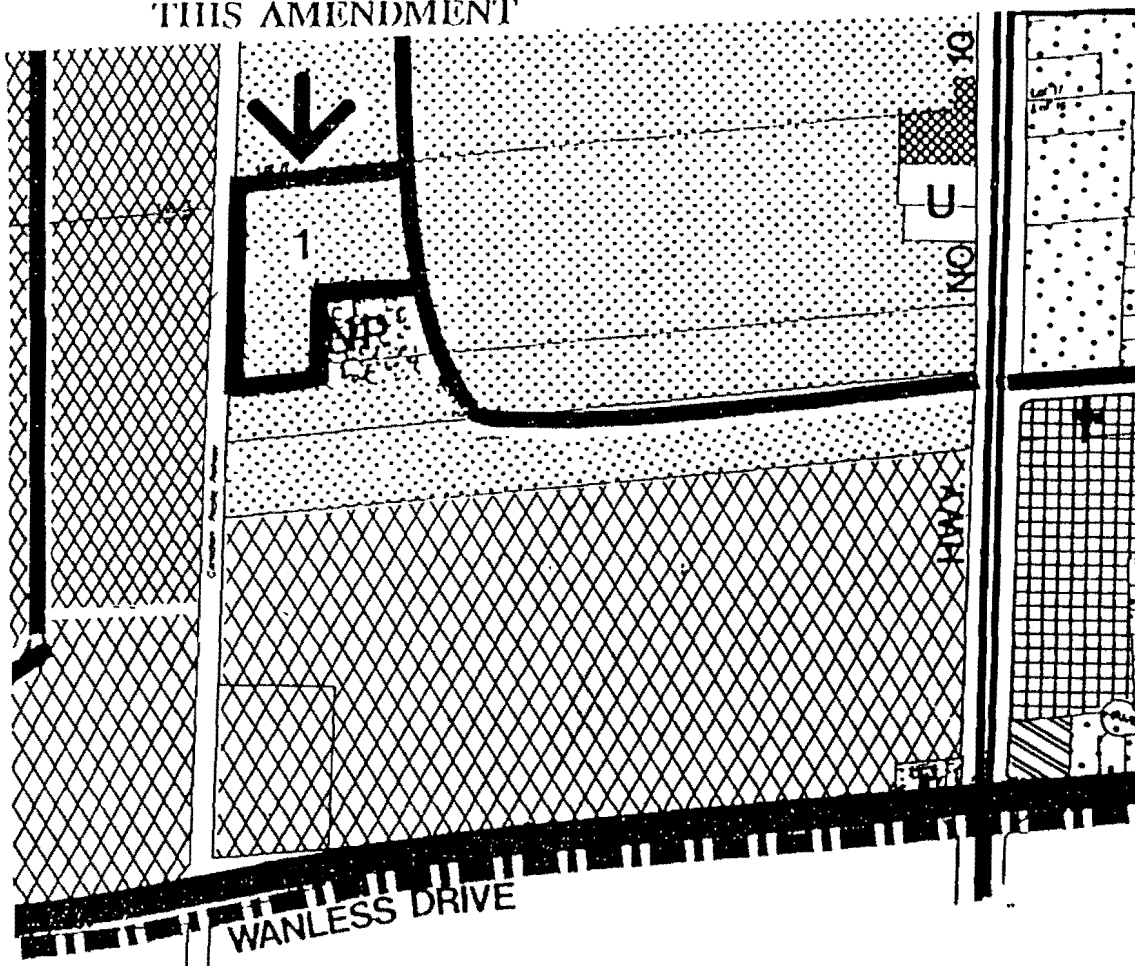
"7.1.11 Notwithstanding the land use designation of "Low Density Residential - Snelgrove North and West" for lands shown outlined as "Special Policy Area Number One" on Schedule SP1(A), a 3 hectare (7.5 acre) parcel may be used for block townhouse purposes at a maximum net residential density of 15 to 20 dwelling units per acre (36 to 50 dwelling units per residential hectare)."

BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 221

Attached is a copy of a planning report dated July 31, 1992, and a planning report dated September 17, 1992 forwarding the notes of the Public Meeting held on September 2, 1992, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

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

LANDS SUBJECT TO  
'THIS AMENDMENT'



**SCHEDULE SP1(A)  
SNELGROVE SECONDARY PLAN**

- LAND USE CONCEPT
- LOW DENSITY RESIDENTIAL - SNELGROVE EAST
  - LOW DENSITY RESIDENTIAL - SNELGROVE NORTH & WEST
  - SPECIAL POLICY AREA NUMBER ONE
  - INSTITUTIONAL
  - SEPARATE ELEMENTARY SCHOOL SITE
  - SERVICE COMMERCIAL
  - CONVENIENCE COMMERCIAL
  - HIGHWAY COMMERCIAL
  - HIGHWAY AND SERVICE COMMERCIAL
  - SPECIALTY OFFICE AND SERVICE COMMERCIAL
  - GENERAL INDUSTRIAL
  - LIGHT INDUSTRIAL
  - PUBLIC OPEN SPACE
  - NEIGHBOURHOOD PARK
  - PARKETTE
  - HAZARD LAND
  - UTILITY
  - PROVINCIAL HIGHWAY
  - MAJOR ARTERIAL ROAD
  - MINOR ARTERIAL ROAD
  - MAJOR COLLECTOR ROAD
  - MINOR COLLECTOR ROAD
  - LOCAL ROAD
  - SNELGROVE SECONDARY PLAN AREA BOUNDARY
  - FILL REGULATION LINE

OFFICIAL PLAN AMENDMENT No. 221

SCHEDULE A BY-LAW 228-92



**CITY OF BRAMPTON**  
Planning and Development

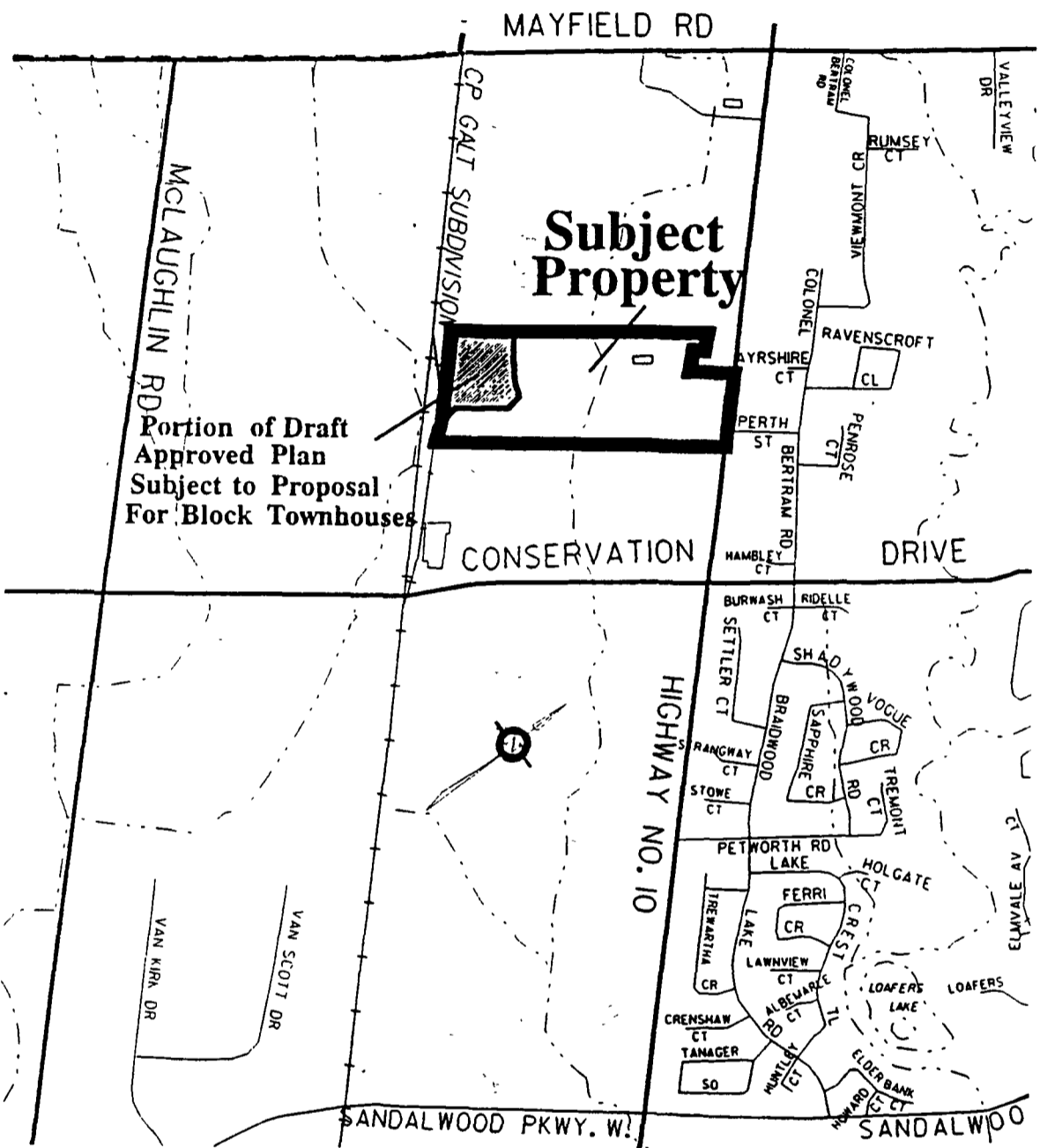
Date 1992 09 14

Drawn by CJK

File no CIW16 4

Map no G-11K





**CITY OF BRAMPTON**

**LOCATION MAP**

Date: 92 07 23      Drawn by: JRB  
 File no. C1W16.4      Map no. 6-11D

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
 MAZURKA CONSTRUCTION LIMITED

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

Date: July 31, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: Requested Revisions to Draft Approved Plan of Subdivision and Application to Amend the Zoning By-law to Permit a Portion of the Subject Property to be Used for Block Townhouses  
Part of Lot 16, East Half of Concession 1, W.H.S.  
Ward Number 2  
**MAZURKA CONSTRUCTION LIMITED**  
Region of Peel File Number: 21T-89008B  
Our File: C1W16.4

## 1.0 INTRODUCTION

Pursuant to City Council's recommendation on June 28, 1990, the Region of Peel granted draft approval (on February 17, 1992) for a residential plan of subdivision on the subject lands which included the following:

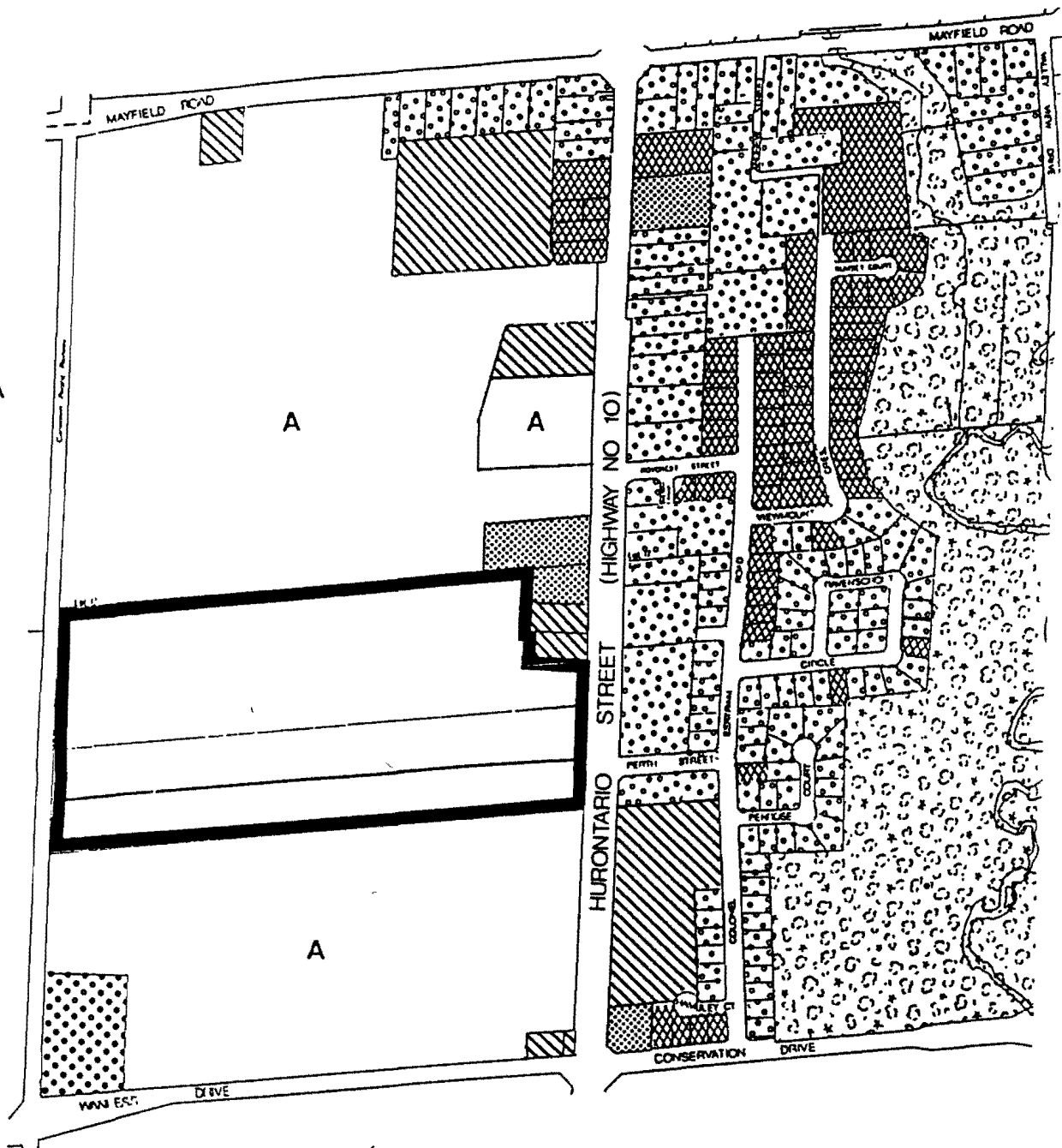
- a total of 271 dwelling units consisting of 239 single family dwelling units, and 32 street townhouses;
- a 0.964 hectare (2.38 acre) park and approximately 0.09 hectare (0.24 acre) parkette; and
- 48 single family lots and one townhouse block consisting of 8 street townhouses reserved for future development.









A copy of the redlined revised draft approved plan of subdivision is included with this report.

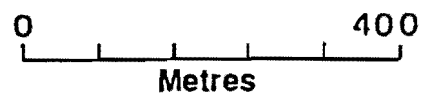
A zoning by-law to permit the development was drafted by staff but not circulated. On April 13, 1992, the Planning and Development Department received a request to revise the conditions of draft approval and incorporate a proposal for block townhouses into the zoning by-law. The proposal outlined in this report results in an increase of 46 dwelling units for the entire subdivision. A staff decision was made to prepare a zoning by-law for the draft plan of proposed subdivision excluding the new block townhouse portion, and submit a supplemental report to Planning Committee addressing the new block townhouse portion.

The proposed new block townhouses will be subject to a public meeting and separate zoning by-law. A number of revisions to the conditions of draft plan approval are required to accommodate this proposed revision in the development of the lands.

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED



- |   |                  |   |                    |
|---|------------------|---|--------------------|
|  | SUBJECT PROPERTY |  | OPEN SPACE         |
|  | INDUSTRIAL       |  | AGRICULTURAL       |
|  | RESIDENTIAL      |  | VACANT             |
|  | INSTITUTIONAL    |  | HIGHWAY COMMERCIAL |



CITY OF BRAMPTON



LAND USE MAP

Date: 92 07 23 Drawn by: JRB  
 File no: C1W16.4 Map no: 6-11E

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
 MAZURKA CONSTRUCTION LIMITED

## 2.0 PROPERTY CHARACTERISTICS

The subject property is located on the west side of Highway Number 10 along the northern 306 metres (1003 feet) of Lot 16, east of the Canadian National Railway and has:

- **FRONTAGE** along Hurontario Street of 186.2 metres (611.1 feet);
- a **DEPTH** of 667 metres (2190 feet); and
- an **AREA** of 19.28 hectares (47.6 acres).

A drainage swale traverses the centre of the property. The property slopes gently towards the drainage swale and from the north to the south. The existing land use is a garden centre with outside storage and a former lumber yard, which is used for the parking of trucks.

The surrounding land uses are as follows:

- NORTH:** Agricultural lands subject to a draft approved plan of residential subdivision, Great-L Developments Limited (Region of Peel File Number: 21T-78032B, Our File Number: C1W17.3), beyond which is a proposed commercial plaza, Great-L Developments Limited (Our File Number: C1W17.8);
- WEST:** The Canadian Pacific Railway, beyond which are agricultural lands subject to a draft plan of proposed industrial subdivision, Brampton West 6-2 (Region of Peel File Number: 21T-89035B, Our File Number: C1W16.6);
- EAST:** A Bell Canada switching station, a 4 bay motor vehicle repair shop with an attached dwelling unit and Highway Number 10, beyond which are single family detached dwelling unit developments, (First City Developments Corporation Limited, and Heart Lake Developments Company Limited, Region of Peel File Number: 21T-85029B, Our File Number: C1E16.7) and institutional development, New Life Chapel (Our File Number: C1E16.6)); and
- SOUTH:** Agricultural land and a seed cleaning plant, beyond which is Wanless Drive.

## 3.0 OFFICIAL PLAN AND ZONING STATUS

The subject lands are:

- designated "Residential" by the Official Plan (Schedule A, General Land Use Designations);
- designated "Low Density Residential - Snelgrove North and West" and "Neighbourhood Park" by Schedule SP1(A), Official Plan Amendment Number 170 and 170A, amending the Snelgrove Secondary Plan (Official Plan Amendment Number 26); and

- zoned Industrial One (M1) and Industrial Two (M2) by By-law 151-88.

#### 4.0 PROPOSAL AND REQUESTED REVISIONS TO THE DRAFT APPROVED PLAN OF SUBDIVISION

The applicant is proposing the following modifications to the development:

- 45 single family residential lots and 3 street townhouse blocks (consisting of a total of 24 units) to be removed and replaced by 115 block townhouse dwelling units, therefore resulting in an increase of 46 units;
- the 20 metre (66 foot) wide western segment of Street "B" to be replaced by a 7 metre (22.9 foot) wide private street;
- a total of 265 parking spaces would be provided consisting of 2 parking spaces per unit and 35 visitor parking spaces;
- one walkway to the park is proposed to be deleted and replaced with two 1.5 metre wide walkways to the park; and
- a tot lot to serve the development has been added.

The applicant has indicated that the block townhouses are intended to be developed for non-profit housing. The applicant has requested that the redlined revised plan be modified to designate a block townhouse block, and that conditions of draft approval be changed to reflect the block townhouse component.

A major feature of the original draft approved plan, and the proposed revised plan is the maintenance of a land use buffer between the residential uses, and the designated industrial area abutting the subject lands to the south. Specifically, the Ministry of the Environment has expressed concern regarding land use compatibility between the proposed residential uses and the designated industrial uses. To address this problem, staff recommend that the southerly 12.0 metres (40 feet) of the plan (Block 295) be placed in a holding ("H") category in the zoning by-law. This will not be lifted until the concerns of the Ministry of the Environment have been addressed. In this regard, it is intended that this 12.0 metre reserve will be developed in conjunction with lands to the south.

#### 5.0 DISCUSSION

A full review and circulation of the application has been completed and the comments received in response are included as Appendix A to this report. In the detailed review of the proposal, the following factors were considered:

- Official Plan and policy considerations;
- the Residential Phasing Strategy;

**BLOCK 294**

**Block Townhouses**

**Proposed - August 1992**

**Residential Reserve Block  
February 17, 1992**

DRAFT PLAN OF SUBDIVISION

PART OF THE EAST HALF OF LOT 16 CONCESSION I W H S CITY OF BRAMPTON REGION OF PEEL

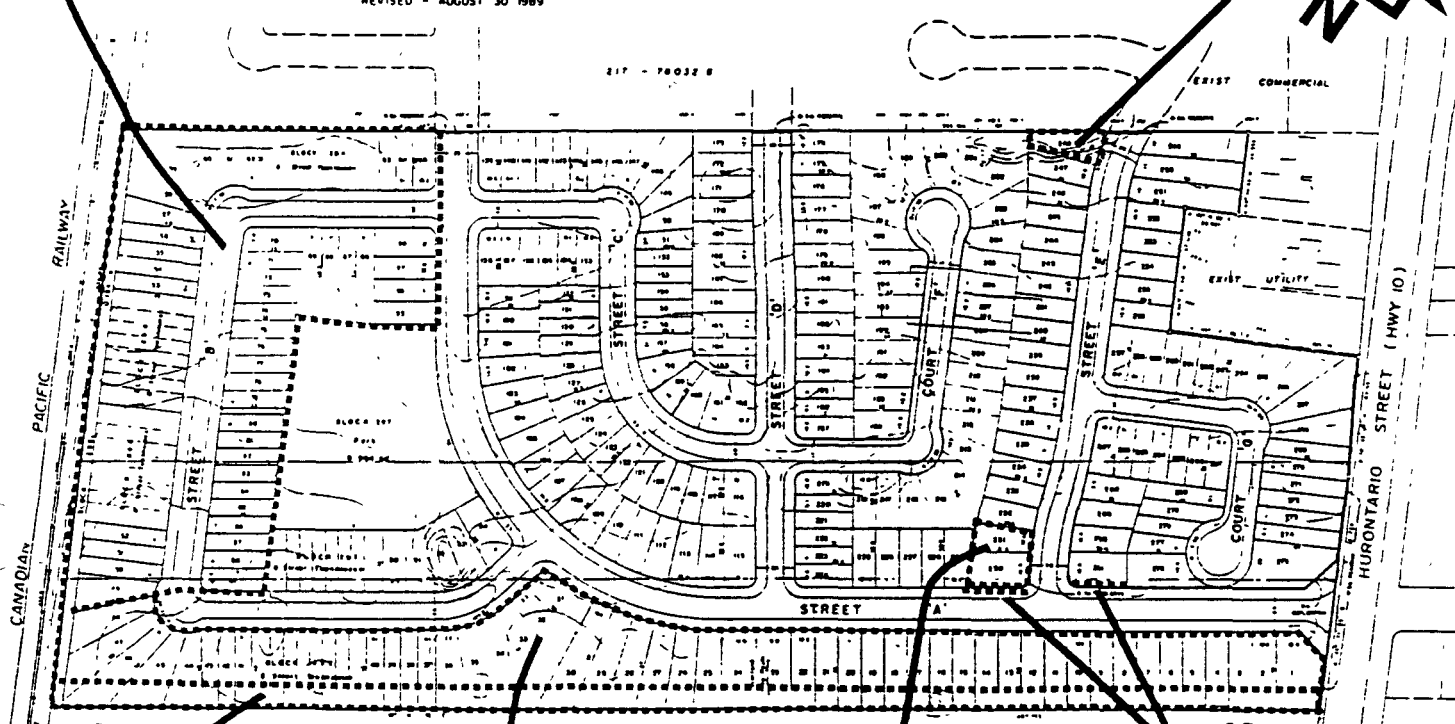
SCALE - 1:1000

DATE - November 30, 1988

REVISED - AUGUST 30 1989



217 - 78032 B



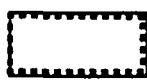
**Parkette February 17, 1992**

**Delete Reserves Abutting Lot 291 and Parkette  
February 17, 1992**

**Reserve For Future Development Proposed Modification August 1992**

**BLOCK 295**

**12 m Wide Reserve For Future Development Proposed - August 1992**



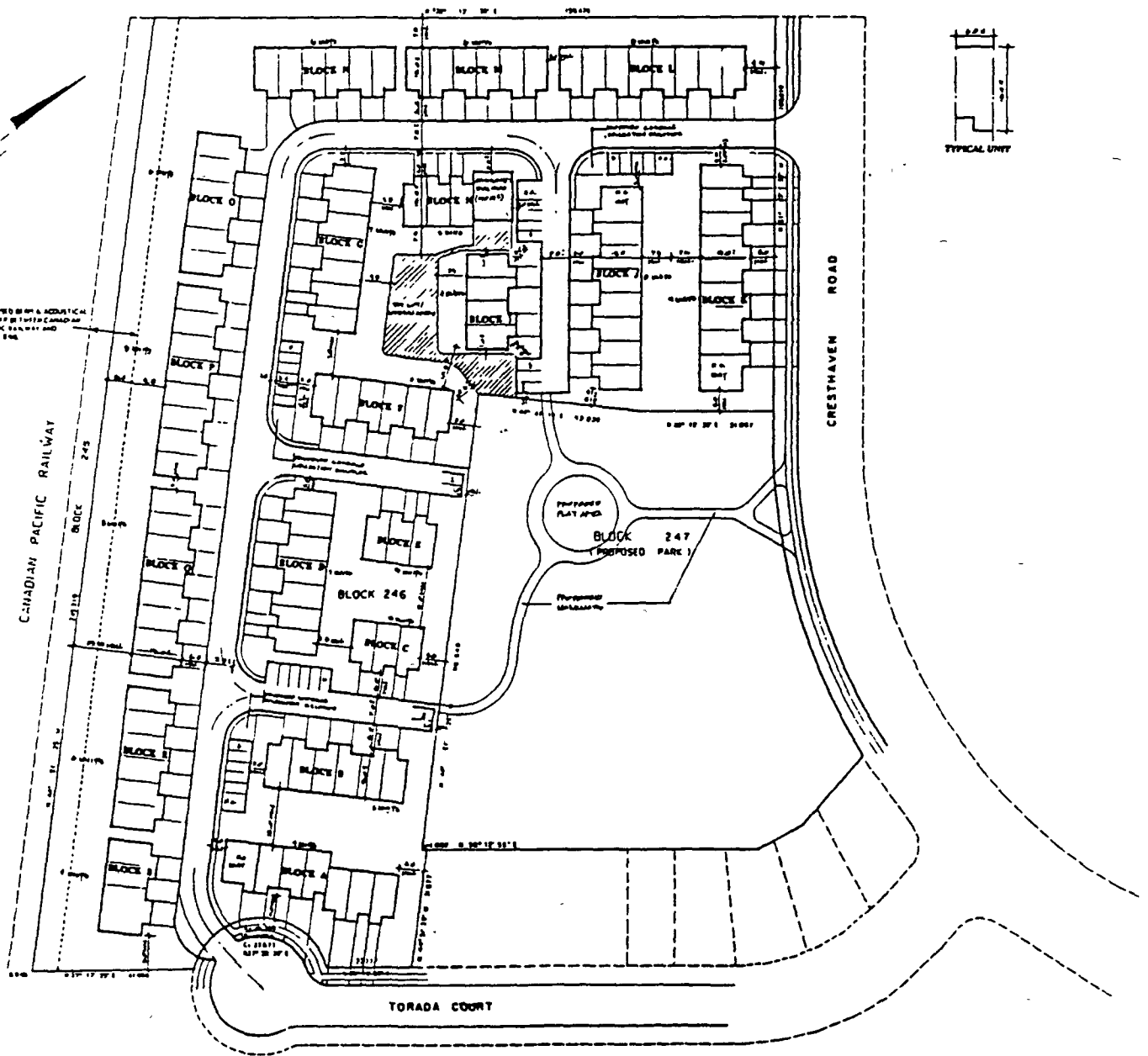
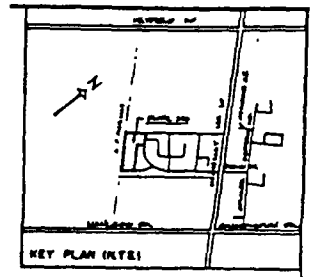
**Redlined**

**CITY OF BRAMPTON**

Date: 92 07 23 Drawn by: JRB  
File no. C1W16.4 Map no. 6-11F

**REDLINED REVISED DRAFT APPROVED  
PLAN OF SUBDIVISION, FEBRUARY 17, 1992  
AND PROPOSED FURTHER REDLINED REVISIONS  
PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED**

- Site Details**
- Block No. 246
  - Block Description
  - 1. Zoning: R/A (To be reported to a site specific zoning)
  - 2. Lot Area: 2,899 Sq. Ft. / 0.066 Ac.
  - 3. Number of Units: 115 Units
  - 4. Density: 36.07 Units/Ac. / 13.27 Units/Ac.
  - 5. Landscaping Area: 1,760 Sq. Ft. - 0.040 Ac. / 2,776 Sq. Ft.
  - 6. Parking Spaces: 220 (1 space/unit) - Total required (2.2 spaces/unit) / 25 Visitor spaces - (0.3 spaces/unit)



**CITY OF BRAMPTON**

Date: 92 07 23 Drawn by: JRB  
 File no. C1W16.4 Map no. 6-11G



**BLOCK TOWNHOUSES SITE PLAN -  
 WESTERN PORTION OF DRAFT APPROVED  
 PLAN OF SUBDIVISION**

**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
 MAZURKA CONSTRUCTION LIMITED**

- site plan factors;
- Strategic Plan goals;
- financial impact;
- the implementing zoning by-law; and
- the required revisions to current conditions of draft plan approval.

#### 5.1 OFFICIAL PLAN AND POLICY CONSIDERATIONS

The proposed plan revision conforms to the secondary plan regarding the overall land use distribution. However, with respect to residential density, the addition of the proposed townhouse block will result in an increase in the gross density of the project. The Region of Peel gave draft approval for 271 dwelling units which results in a gross residential density of 13.8 units per hectare (5.6 units per acre) for the subject lands. If the 56 dwelling units which abut the southern boundary (which are held for future development) are included the resultant gross residential density is 16.7 units per hectare (6.7 units per acre). The revised plan including the 56 dwelling units held for future development results in 373 dwelling units and a gross residential density of 19.1 units per hectare (7.7 units per acre).

The proposed townhouse block itself yields a gross residential density of approximately 38.1 units per hectare (15.4 units per acre). The Snelgrove Secondary Plan restricts the gross residential density within the "Low Density Residential - Snelgrove North and West" to 5.9 units per acre. Accordingly, the Policy Planning and Research Division recommends that the application be amended to require an Official Plan amendment to reflect the addition of the townhouse density within the Snelgrove Secondary Plan.

The requisite Official Plan amendment is supportable from a land use planning perspective given that:

- an appropriate location is proposed for the townhouse dwelling units relative to policies set out in the secondary plan; and
- the resultant increase in density within the overall Snelgrove Secondary Plan is deemed to be relatively minor in nature.

In particular, the request to have block townhouses abutting the Canadian Pacific Railway conforms to secondary plan policy 7.1.10 which states:

"For lands designated "Low Density Residential - Snelgrove North and West" on Schedule SP1(A), smaller dwelling unit types shall generally be located:



- (i) adjacent to the Canadian Pacific Railway, west of Highway Number 10; and
- (ii) adjacent to the Caledon/Brampton municipal boundary in the north-east quadrant of Highway Number 10 and Mayfield Road."

In addition, the Planning Policy and Research Division advise that the total gross residential density for the area contained within the currently approved Great L, Mazurka, Vaughanwood and Wilson & Wilson subdivisions will result in an increase from 5.9 units per acre to 6.3 units per acre. This is considered a relatively minor increase in residential density which can be supported through the adoption of an Official Plan amendment.

#### 5.2 RESIDENTIAL DEVELOPMENT PHASING STRATEGY

The Residential Development Phasing Strategy applies to the subject property. City Council adopted the strategy on April 22, 1991 to ensure that development levels in Brampton do not exceed the carrying capacity of the committed transportation system. The subject property is located in the Heart Lake/Snelgrove Residential Development Phasing Sub-Area. The sub-area has a remaining capacity of 181 dwelling units. Staff request that City Council allocate 46 additional dwelling units to the Masurka plan from the remaining capacity. This will result in a remaining capacity of 135 dwelling units for the Heart Lake/Snelgrove Residential Phasing Area.

#### 5.3 SITE PLAN FACTORS

The Urban Design and Zoning Division has several suggestions to improve the concept site plan such as relocating or redesigning the 6 parking spaces located at the dead end streets, straightening out the curved driveway at Block A, and the provision of a sidewalk system. These issues can be adequately addressed during the site plan review process.

Community Services Department, Parks and Recreation Division has requested that the townhouse block be separated from the neighbourhood park by a 1.2 metre (4 foot) high black vinyl chain link fence. A condition of approval has been added to address this requirement.

The site plan recognizes the Canadian Pacific Railway's requirements to minimize adverse environmental factors. An earth berm, chain link fence, separation distance and warning clause on title will provide the required environmental safeguards.

#### 5.4 THE IMPLEMENTING ZONING BY-LAW

The Zoning By-law implementing the block containing the block townhouses will utilize a Residential Three A (R3A) zone with a special section. Setbacks from the Canadian Pacific Railway, exterior side yards for blocks which share side yards with single family lots, and the requested setback of 6.0 metres (19.6 feet) to the streets, will be included. The maximum number of attached townhouses will be eight.

Staff are concerned with respect to the exterior and interior side yard requirement of the standard R3A zone as it would apply to the proposed townhouse block. Due to the location of the block in relation to the proposed single family dwellings to the north and south, it is recommended that the minimum building setback from all property boundaries be 7.6 metres other than where the block abuts a street.

#### 5.5 STRATEGIC PLAN GOALS

The City's Strategic Plan identifies a series of goal streams, objectives, and strategic initiatives. This application is most in keeping with the "Attractive Housing Alternatives" goal stream, which strives to "provide and encourage development of good housing for all income groups while giving consideration to the quality and character of established neighbourhoods."

#### 5.6 FINANCIAL IMPACT

The Treasury Services Department has evaluated the application to determine its impact of the City's annual net financial position and long term goal to improve its assessment ratio.

Currently, the subject property consists of three separately assessed property blocks. Two are vacant and are assessed at urban residential rates while one is in use for commercial purposes and is assessed at commercial rates. The annual net operating gain to the City from the combined three blocks is approximately a positive \$13,700.

Under the approved plan of potentially 288 single family and 40 street townhouse units, the negative annual net operating impact is \$120,000. on the City's Revenue Fund (with no Commercial/Industrial offset). The net additional proposed 47 street townhouse units will have the effect of increasing this net negative annual operating impact by about \$20,000 to a total negative annual operating impact of \$140,000. This negative annual impact should be viewed in the context that the subject lands have been designated for residential and related development on a long-standing basis.

#### 5.7 REVISIONS TO CONDITIONS OF DRAFT APPROVAL

The introduction of the new townhouse block will necessitate a number of revisions to the conditions of draft plan approval. A significant number of these are minor or technical in nature and are provided in detail in Appendix "B" to this report. The main revisions are summarized below:

- redline revisions include creating Block 294 - Block Townhouses, and designating the southern 12 metres of the plan as Block 295 - Reserve for Future Development (This is to provide for an appropriate land use interface with the designated industrial area to the south);

- zoning the southern 12 metres of the plan within a holding category which will not be lifted until the concerns of the City of Brampton and Ministry of Environment regarding land use compatibility between the Mazurka plan and industrially designated lands to the south are addressed; and
- requiring the 12 metre wide reserve for future development to be developed in conjunction with the lands to the south.
- replacing references to levies with Development Charges;
- increasing the number of permitted units from 331 to 373;
- deleting a condition requiring the contribution of 50% of the cost of traffic signals at Street A and Highway Number 10 intersection because it is no longer applicable;
- changing the phasing condition to reflect the current standard phasing condition;
- increasing the number of required bus stop pads from one to three;
- deleting a reference to the conveyance of a pedestrian walkway and 0.3 metre reserve along the north side of a redlined reserved development block because these are no longer applicable;
- deleting a condition relating to cash-in-lieu of sidewalk because it is no longer applicable;
- including a condition relating to cash-in-lieu of parkland;
- adding to the plan on the sales office wall the location of townhouse units and the type of active play areas to be located in the proposed park;

In addition, a small number of new draft plan conditions are recommended, and are summarized as follows:

- requiring the installation of a 1.2 metre high black vinyl chain link fence along the boundary of the block townhouses and park;
- requiring that where double car garages are provided on lots having frontages 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;
- requiring the installation of street trees along internal streets;
- requiring the creation of easements for maintenance purposes where less than 1.2 metre (4 foot) side yards are being provided;

- requiring site plan approval for all townhouse blocks prior to the issuance of building permits;
- outlining restrictions on back to front drainage for dwelling units;
- requiring that stormwater overland flow routes to be kept within roads or approved walkways only;
- requiring the horizontal and vertical alignments of all roads, including their intersection geometrics to be designed to the latest City standards; and
- requiring a detailed soils investigation and the removal of hazardous soils if necessary.

The revised conditions of draft plan approval are listed in their entirety below in the recommendation section.

In summary, staff support the proposed revisions to the draft plan subject to redlined revisions and amended conditions of draft plan approval.

#### 6.0 RECOMMENDATION

In light of the foregoing, it is recommended that Planning Committee recommend to City Council that:

- A. A Public Meeting to address the block townhouse portion of the plan of subdivision be held in accordance with City Council procedures, and,
- B. An additional 46 units of the available 181 unit residual capacity in the Heart Lake/Snelgrove Residential Phasing Sub-Area be assigned to draft approved plan of subdivision 21T-89008B.
- C. The applicant be requested to amend the subject application to indicate an official plan amendment and pay applicable fees.
- D. Subject to the results of the Public Meeting, the application be approved, staff be directed to prepare an appropriate amendment to the Official Plan and Zoning By-law and that the conditions of draft plan approval be subject to the following revised conditions:
  1. That this draft approval applies to the attached draft plan prepared by Patrick Sweet and Associates, dated August 30, 1989 and revised in red by the City of Brampton as follows:
    - (a) Lots 50 to 89 and 95 to 98, street townhouse blocks 294 to 296, and the walkway between Lots 79 and 80 be deleted and be replaced with "Block 294 - Block Townhouses".

- (b) 0.3 metre reserves on the south lot lines of Lots 230 and 291 be deleted.
  - (c) Lot 248 be shown as a Residential Reserve block.
  - (d) The southern 12 metres of the plan abutting the lands to the south within Lots 1 to 30, and 33 to 47, and Block 292, be shown as Block 295 - Reserve for Future Development.
  - (e) Lots 230 and 231 be shown as a parkette.
2. That a Subdivision Agreement be entered into by the applicant, the City of Brampton and the Region of Peel to satisfy all financial, legal and engineering matters including landscaping, installation of municipal services and other matters of the City of Brampton and the Region of Peel respecting the development of these lands including the payment of City and Regional Development Charges.
  3. That the applicant shall agree by agreement to convey all necessary easements for drainage, utility and servicing purposes as may be required to the appropriate agency or public authority.
  4. That the applicant shall agree by agreement to support an appropriate Zoning By-law to permit the development of these lands in accordance with the approved plan of subdivision.
  5. That any proposed road allowances, road widenings and/or daylight corners on the draft plan shall be dedicated as public highway on the final plan for registration.
  6. That all streets shall be named to the satisfaction of the City of Brampton and the Region of peel. In this regard, proposed street names must be submitted as soon as possible after draft approval has been received so that finalization of the plan is not unduly delayed.
  7. That the residential development permitted on the total plan area shall be limited to 242 single family dwelling units, 16 street townhouse dwelling units and 115 block townhouse dwelling units.
  8. That the development of the plan shall be staged to the satisfaction of the City and the Region.
  9. That the applicant shall agree that where double car garages are provided on lots having frontage of less than 11 metres, a minimum separation of 6 metres shall be provided between driveways where garages are not adjacent to one another.

10. That the applicant shall agree to provide a masonry wall with a minimum height of 1.8 metres on the rear boundary of Lots 249 to 256, both inclusive; Lots 260 to 266, both inclusive, and on the south-east boundary of Lot 251. Additionally, the City may require alternative berm/barrier requirements at this location.
11. That the applicant shall agree that three (3) concrete bus stop pads measuring 12 feet by 25 feet be shown on the engineering drawings at the following locations:
  - 1) On Highway Number 10, north of Street 'A'.
  - 2) On the west side of Street 'A' east of Block L (north-east corner of the block townhouse block).
  - 3) On the west side of Street 'A' at and north of Street 'B'.
12. That the applicant shall acknowledge and/or agree by agreement that:
  - i) external easements and construction will be required.
  - ii) provision will be required in the sanitary sewer to accommodate external lands to the north.
  - iii) provision will be required for watermain looping from Hurontario Street to Wanless Road.
  - iv) Watermain frontage charges apply on Hurontario Street.
13. That the applicant shall agree to provide, if required, temporary turning circles at the north end of Street A, D and E, which shall remain in place until such time as the streets are extended; and further, to grant easements on the abutting lots to accommodate the temporary turning circles.
14. That the applicant shall agree to convey to the City:
  - (a) Block 297, park
  - (b) 0.3 metre reserves at the north end of Streets A, D and E
  - (c) 0.3 metre reserve along south property limit of Lots 275 and 276
  - (d) Lots 230 and 231 as a parkette block.
15. That the applicant shall agree to prepare landscape and facility fit plans for park Block 297 and the parkette block situated on Lots 230 and 231.

16. That prior to final approval, arrangements shall be made to the satisfaction of the City for the relocation of any utilities required by the development of the subject lands to be undertaken at the expense of the applicant.
17. That the owner shall not remove any trees or topsoil from the land within the plan or start any grading of the lands within the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
18. That the applicant shall agree by agreement that an amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing well is not restored to 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.
19. That the applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external appearance of buildings.
20. That the applicant shall agree by agreement that prior to Architectural Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development of the City of Brampton for features to be included in the design of buildings to minimize energy consumption.
21. That the applicant shall agree by agreement to provide fire break lots as determined by the City Fire Department.
22. That the applicant shall agree by agreement to provide, to the satisfaction of Canadian Pacific Railway the following:
  - (a) A continuous berm having a total height of not less than 2.0 metres above top of rail must be erected and maintained by the developer on the adjacent property parallel to the right-of-way.
  - (b) A 1.8 metre (6 feet) high noise attenuation wall be constructed and maintained along the common property line of the Railway and the development by the developer at his expense.

- (c) Dwellings be set back a minimum distance of 15 metres from the property line; unoccupied buildings, such as garages may be exempted;
  - (d) Dwellings be constructed such that interior noise levels meet the criteria of the appropriate Ministry;
  - (e) Clauses be registered on a run with the title of all properties within 300 metres of railway right-of-way, warning prospective purchasers of the Railway's presence, and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc. generated by present and/or future operations;
  - (f) There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written permission from the Railway, and;
  - (g) Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.
23. That Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City of Brampton to be installed underground; and further that the granting of any easements necessary for telecommunication services has been satisfied.
24. That prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority and the City of Brampton.
- (a) A detailed engineering report that describes the storm drainage system, including:
    - plans illustrating how this drainage system will comply with the Master Drainage Study for this area.
    - location and description of all outlets and other facilities which may require a permit under Ontario Regulation 293/86.
    - proposed methods of controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.



- (b) Plans for the treatment of the watercourse on the site, and
  - (c) Overall grading plans.
25. The applicant shall agree by agreement to cause to be carried out the works and recommendations required by condition 24 and further to obtain all necessary permits pursuant to Ontario Regulation 293/86 for required engineering works.
26. That the plan may be subject to further red-line revision to meet the requirements of the approved and finalized Snelgrove Master Drainage Plan, which could potentially result in the loss of building lots.
27. That the applicant shall dedicate as public highways on the final plan, satisfactory to the Ministry of Transportation:
- (a) Widening of Highway Number 10 equivalent to 22.5 metres from the centreline.
  - (b) 15 by 15 metre daylight triangle at the intersection of Street A and Highway Number 10 as widened.
28. That the applicant shall convey by deed to the Ministry of Transportation, 0.3 metre reserves abutting the rear lot line of Lots 267 to 275, both inclusive; flankage lot line of Lot 1, and the hypotenuse of daylight triangles at the intersection of Street A and Highway Number 10.
29. That prior to final approval the applicant shall submit a drainage engineering plan/report satisfactory to the Ministry of Transportation.
30. That prior to final approval the applicant shall submit a traffic engineering report acceptable to the Ministry of Transportation of the Street A and Highway Number 10 intersection indicating peak hour turning volumes and required design improvements.
31. That the applicant shall agree by agreement to assume the financial responsibility for and to carry out the works required by Condition 29 and 30.
32. That the applicant shall agree by agreement to include in all offers of Purchase and Sale and the deeds for Lots 1 to 12, and Lots 257 to 291, the following warning clause:

"Purchasers are advised that this lot is subject to Permit Control by the Ministry of Transportation and that Building and Land Use/sign permits are required prior to

*the commencement of any grading or construction. Further information and permits must be obtained from the Signs/Permits Inspector at the Toronto District Office (Atrium Tower, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8, Telephone: 235-5390)".*

33. *The applicant shall agree to pay cash-in-lieu of parkland for the balance of parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment.*
34. *That the applicant shall agree to provide, if necessary, an emergency access at a location satisfactory to the Commissioner of Public Works and Building and the Ministry of Transportation, if required.*
35. *That prior to final approval, the applicant shall engage the services of an acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton and the Ministry of the Environment.*
36. *That the applicant shall agree that the noise control measures recommended by the acoustical report, as in condition number 35 above, shall be implemented to the satisfaction of 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 features, the following clause shall be included in a registered portion of the subdivider's agreement and in all subsequent offers of Purchase and Sale for the affect lots:*

*"Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels resulting from the Canadian Pacific Railway line or Highway 10 may continue to be of concern, occasionally interfering with some activities of the dwelling occupants."*

37. *That 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) *The presence of an existing industrial use and industrial zoning adjacent to the south property line.*
  - (c) *The type and location of fencing and noise attenuation features;*
  - (d) *The location of all Canada Post 'Superboxes' as approved by Canada Post and the City;*

- (e) *The location of lots designated by the Fire Department as fire break lots, and;*
- (f) *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, Brampton, Ontario L4Y 4R2, between 8:30 a.m. and 4:30 a.m., Telephone 874-2000.'*

- (g) *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'.*

*Specifically, the map will indicate Park Block 297 shall be an active park that will contain a play structure and T-Ball diamond.*

- (h) *The location of Blocks 292, 293 and Block 294 - Block Townhouses, including the statement that these blocks will be used for approximately 131 townhouse units, all of which may be affordable units.*

- 38. *That the maps required in conditions 37 and 83 above shall be approved by the City's Commissioner of Planning and Development prior to the applicant either offering dwelling units for sale or to the registration of the plan and further staff shall be permitted to monitor the sales office to ensure compliance.*
- 39. *That the applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of the Canada Post mail delivery facilities.*
- 40. *That the applicant shall agree 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 with the Ministry of Transportation, 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 tracked onto the roadway by vehicles used in conjunction with building operations. The owner must obtain permits from the Ministry of Transportation for all access points to Provincial highways, all encroachments for utilities and all buildings, structures and signs within the area of permit control. Normal Ministry setbacks from the*

right-of-way limits are 7.5m (25 feet) for residential dwellings and 14m (45 feet) for most commercial/industrial /multi-family buildings. Setbacks can be greater adjacent to controlled access highways.

41. That the applicant shall agree that arrangements shall be made to the satisfaction of the City prior to the initiation of grading and prior to the registration of this plan or any phase thereof, for the preservation of existing trees.
42. That the applicant shall agree to submit a tree study prior to final approval and if necessary to remove any trees and vegetation on the subject land as required to the satisfaction of the City.
43. That the applicant shall agree to erect and maintain a sign at the northerly end of Streets A, D and E advising that the street will be extended in the future.
44. Those portions of lots located between a road allowance from which the lot does not obtain access, and any noise attenuation wall, required pursuant to condition number 36, in excess of the standard 0.3 metre setback, shall be shown on the plan to be registered as a separate block, and shall be deeded to an appropriate authority.
45. That the applicant shall agree that:
  - a) Lot 248 shall be designated as a Residential Reserve block to be developed in conjunction with Block 425 of the proposed subdivision to the north (Great-L Development Limited, Region of peel File No. 21T-78032B.)
  - b) Block 295, the 12 metre wide reserve for future development which abuts the lands to the south, shall be developed in conjunction with the lands to the south.
46. That the applicant shall agree that the Block 295, the redlined southern 12 metres of the plan abutting the lands to the south and Lots 1 to 48 and Block 292 shall be zoned with a holding category which will not be lifted until the City of Brampton and the Ministry of Environment have indicated in writing that land use compatibility between these lots and blocks and lands to the south can be achieved.
47. That the applicant shall agree that Lots 23 and 24, opposite Street D, be reserved for a future road for a period of 5 years, and that no building permits for Lots 1 to 48 and Block 292 will be issued until both the City of Brampton and the Ministry of the Environment have indicated in writing that land use compatibility between these lots and blocks and the lands to the south can be achieved.

48. That the applicant shall agree to include the following warning clause in all agreements of purchase and sale, in **BOLD CAPITAL TYPE**, for lots and dwelling units on the plan until the permanent school for the area has been constructed.

"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 schools outside of the area, and further, that students may later be transferred to the neighbourhood school."

49. That the applicant shall agree that warning signs be erected at all major entrances into the subdivision advising prospective purchasers, that until a school is constructed by the Dufferin-Peel Roman Catholic Separate School Board in this community, alternate accommodation will be provided.
50. That prior to final approval the applicant shall enter into a cost-sharing agreement with other landowners for the provision of school sites, satisfactory to The Dufferin-Peel Roman Catholic Separate School Board.
51. That the applicant shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel Board of Education Transportation Policy.

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

52. That the applicant shall agree to include the following warning clause in all agreements of purchase and sale, in **BOLD CAPITAL TYPE**, for lots and dwelling units on the plan entered into for a period of five (5) years from the date of registration of the plan:

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

53. That the applicant shall agree in the Subdivision Agreement to participate in a cost sharing arrangement with other land owners to ensure that the Peel Board of Education school site contained in draft plan of subdivision 21T-78040B (Franceschini) is available at the appropriate time and price.
54. That the applicant shall agree to engage the services of a consultant to complete a noise study of the existing OSECO Inc. plant recommending appropriate measures, satisfactory to the Ministry of the Environment and the City, that will minimize industrial noise impact upon the residents of the subdivision.
55. That the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site, to the satisfaction of the Archaeology Unit of the Ministry of Culture and Communications; and that no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture and Communications.
56. That the applicant shall submit to the Region and to the City a ground vibration transmission study prepared and signed by a profession engineer qualified to undertake such a study which will estimate through site testing the ground vibration transmission resulting from railway operations and recommend measures to be employed to reduce vibration to an acceptable level.
57. That the applicant shall agree in the subdivision agreement that any vibration controls resulting from the study referred to in condition 56 above shall be implemented to the satisfaction of the Region and the City.
58. That the applicant shall provide evidence to the satisfaction of the Commissioners of Planning and Development for the City of Brampton and Region of Peel that they have supplied, or have made a reasonable attempt to supply approximately 25 percent of the dwelling units in the plan as affordable housing in accordance with the Provincial Policy Statement on Housing or any subsequent policy statement, in effect, and in force, prior to the registration of this plan. To satisfy this condition, the applicant shall prior to final approval, provide for by agreement/undertaking details concerning unit type, location, size, tenure, selling/rental price and occupancy dates of the affordable housing units to be provided. Alternatively, the applicant shall provide evidence to the satisfaction of the Commissioner of Planning and Development for the City of Brampton and Region of Peel as to why affordable housing units within the subject plan have not been provided for.

59. That prior to final approval the configuration of Block 298 shall be determined to the satisfaction of the City of Brampton and deeded to the appropriate authority.

60. That prior to final approval or any on site grading, the Ministry of Natural Resources must have reviewed and accepted the following reports describing:

- (a) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with the provincial 'Guidelines and Erosion and Sediment Control for Urban Construction Sites', May 1987;

Note: Temporary Ponds for sediment control shall be capable of accommodating 125 cubic metres per hectare of contributing drainage for a period of not less than 12 hours or removing particle sizes down to 40 microns.

- (b) It is required that an erosion and sediment control plan for the development site be prepared by and stamped by a registered professional engineer and be submitted to the District Manager, Ministry of Natural Resources, Maple for their records. The plan must outline all actions to be taken to prevent an increase in the concentration of suspended solids or sediment loading may be a violation of the Canada Fisheries Act. If warranted, charges under this act may be applied to the proponent and their agents.

- (c) site soil conditions, including grain size distribution profiles; and infiltration characteristics; and

- (d) site grading plans.

61. That detailed plans be submitted to the Ministry of Natural Resources regarding alterations to the watercourse. Any proposed alterations require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources. Three copies of this information should be submitted in conjunction with the requirements of condition 60.

62. That the applicant agrees in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:

- (a) to cause to be carried out the works referred to in condition 60 and 61 above;

- (b) to maintain all erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Ministry of Natural Resources; and


- (c) to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.
63. That prior to the signing of the final plan by the Regional Clerk, the Region of Peel is to be advised by the City of Brampton that conditions 1 through 59, and 75 through 83, all inclusive have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
  64. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by Bell Canada that condition 23 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
  65. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Metropolitan Toronto and Region Conservation Authority that conditions 24, 25 and 26 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
  66. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Natural Resources that conditions 60, 61 and 62 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
  67. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Transportation that conditions 27, 28, 29, 30, 31, 32 and 40 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
  68. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of the Environment that conditions 35, 36, 46 and 54 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
  69. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by Canada Post that condition 39 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.




70. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Dufferin-Peel Roman Catholic Separate School Board that conditions 48, 49 and 50 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
71. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Peel Board of Education that conditions 51, 52 and 53 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
72. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Culture and Communications that condition 55 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
73. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by CP Rail that condition 22 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
74. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised that conditions 1, 2, 3, 6, 8, 12, 18, 56, 57 and 58 have been carried out to the satisfaction of the Region of Peel, with a brief but complete statement indicating how each condition has been satisfied.
75. The applicant shall agree to supply and install 1.2 metre high black vinyl chain link fence adjacent to Block 297.
76. The applicant shall agree to supply and install street trees along the frontages of the public streets.
77. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metre (4 foot) side yards are being provided. Easements shall also be provided for roof overhangs, if necessary.
78. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Blocks 292, 293, and 294.
79. 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.

80. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
81. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
82. The applicant shall:
- a) Prior to the initiation of any site grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
  - b) Agree in the subdivision agreement to remove any material, which is determined in the soil investigation referred to in condition 82(a) above, as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.
83. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.

Respectfully submitted,

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

AGREED:

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

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

AR:rw/mazurka.rep

**Appendix A**

*The following departments/divisions have no comments:*

*The Law Department.*

*Planning and Development Department, Planning Policy and Research Division advise:*

*Based on the new totals of the Wilson and Mazurka plans of subdivision at 195 and 373 units, respectively, the Snelgrove North and West planning areas' maximum density increased from 5.9 units per acre (OPA 170) to 6.3 units per acre. This represents an increase of 6.8 percent.*

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

- 1. A sidewalk system should be provided.*
- 2. Parking spaces at the dead end streets are not acceptable.*
- 3. The development shall be subject to the site plan approval process which includes the approval of fencing plan, landscape plans, grading and servicing plans, as well as architectural plans.*
- 4. A site specific by-law is required as the proposal does not meet the provisions of any existing zoning category.*

*Community Services Department, Parks and Recreation advise:*

*A total parkland dedication of 0.383 hectares (0.946 acres) has been calculated for this application. Of the required parkland dedication, 0.305 hectares (0.753 acres) will form part of the neighbourhood park and parkette within the Mazurka plan of subdivision 21T-89008B.*

*The remaining shortfall of 0.078 hectares (0.194 acres) in parkland dedication will be taken as cash-in-lieu plus development costs in accordance with City policy.*

*That the applicant supply and install 1.2 metre high black vinyl chain link fence adjacent to park block 297.*

*That the applicant supply and install street trees along the frontages of the public streets.*

*That the applicant advise purchasers or tenants of multiple units that park block 297 will be an active park that will contain a play structure and T-Ball diamond.*

*Community Services Department, Fire Department advise:*

*This department has no objections to this proposed amendment to the Official Plan and Zoning By-Law.*

In regards to the Plan of Subdivision, the three (3) short courts off the main street passing through this block shall have individual street names.

The Community Services Department, Transit Division advise that two (2) concrete bus stop pads measuring 12 feet by 25 feet be shown on the engineering drawings at the following locations:

- 1) On the west side of the north/south "proposed public road" - east of Block L.
- 2) On the west side of the north/south "proposed public road" - at and north of the east/west "proposed public road."

Public Works and Building Department, Traffic Engineering Services have no objection to the proposed revision to the subject draft plan. Design particulars concerning hammer-head turn-arounds on dead end streets, intersections with public streets, driveway configurations for specific lots, etc., shall be determined during site plan processing.

Public Works and Building Department, Development Services Division advise that the plan is satisfactory and that the draft plan will require revision.

Public Works and Building Department, Building Division advise:

From a review of the plan that thirteen of nineteen townhouse blocks are of a size containing between six and nine units a piece.

The Building Code requires that a townhouse block exceeding an area greater than 600 square metres requires additional fire safety provisions in the form of firewalls.

A firewall is an expensive additional cost to a developer and by the nature of the required roof penetration and parapet, greatly affects the visual, aesthetic and architectural characteristics of a building.

The builder/developer should be advised of these restrictions prior to detailed architectural design since he may wish to downsize or separate these blocks to avoid this additional cost and other problems.

Treasury Services Department advise:

This application was evaluated to determine its impact of the City's annual net financial position and long term goal to improve its assessment ratio.

Currently, the subject property consists of three separately assessed property blocks. Two are vacant and are assessed at urban residential rates while one is in use for commercial purposes and is assessed at commercial rates. The annual net operating gain to the City from the combined three blocks is approximately a positive \$13,700.

*Under the approved plan of potentially 288 single family and 40 street townhouse units, the negative annual net operating impact is \$120,000. on the City's Revenue Fund (with no Commercial/Industrial offset). The net additional proposed 47 street townhouse units will have the effect of increasing this net negative annual operating impact by about \$20,000 to a total negative annual operating impact of \$140,000.*

Appendix B

The following revisions to the conditions of draft plan approval are required:

Regarding Conditions 1(a) and 1(d), which read as follows:

- "1. That this draft approval applies to the attached draft plan prepared by Patrick Sweet and Associates, dated Revised August 30, 1989 and revised in red by the City of Brampton as follows:
- (a) The walkway between Lot 79 and 80 be shown as a Walkway Block.
  - (d) Lots 1 to 48, both inclusive and including Block 292, be shown as Reserved for Future Development Block, together with a 0.3m reserve along the north side of this block where it abuts Street A and B."

be deleted and substituted with the following:

- "(a) Lots 50 to 89 and 95 to 98, street townhouse blocks 294 to 296, and the walkway between Lots 79 and 80 be deleted and replaced by "Block 294 - Block Townhouses".
- (d) The southern 12 metres of the plan abutting the lands to the south within Lots 1 to 30, and 33 to 47, and Block 292, be shown as "Block 295 - Reserve for Future Development."

The 3 metre wide walkway between Lots 79 and 80 is to be used for block townhouse development. The revised condition will permit 115 block townhouses in the area formerly designated for 45 single family lots and 24 street townhouses.

The applicant intends to create a 12 metre wide block for future development with the lands to the south along the southern boundary of the plan therefore the reserve on the entire area and 0.3 metre reserve along the southern limit of Streets A and B are no longer applicable. It is noted that although it will be possible for Lots 1 to 48 and Block 292, as revised to be registered, these lots and block and 12 metre future development block will be zoned in a holding category, which will not be removed until written approval has been received by the City of Brampton and Ministry of Environment concerning land use compatibility between these lots and blocks and the lands to the south.

Regarding Condition #2, which reads as follows:

- "2. That a Subdivision Agreement be entered into by the applicant, the City of Brampton and the Region of Peel to satisfy all financial, legal and engineering matters including landscaping, installation of municipal services and other matters of the City of Brampton and the Region of Peel respecting the development of these lands including the payment of City and Regional levies."

delete the last word, "levies" and substitute "Development Charges". Lot levies have been replaced by Development Charges.

Regarding Condition #7, which reads as follows:

"7. That the residential lots permitted on the total plan area shall be limited to a maximum number of 331."

delete and substitute the following:

"7. That the residential development permitted on the total plan area shall be limited to 242 single family dwelling units, 16 street townhouse dwelling units and 115 block townhouse dwelling units."

This revised condition reflects the increase in dwelling units from 331 originally proposed to 373.

Regarding Condition #8, which reads as follows:

"8. That the development of the plan shall be staged to the satisfaction of the City and the Region. 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 major health care facility 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 or the Region."

delete the second sentence as it is only applicable in the Springdale Secondary Plan Area and a specific recommendation has been included regarding the City's phasing policy.

Regarding Condition #9, which reads as follows:

"9. That the applicant shall agree by agreement to be responsible for the contribution of 50% of the cost of traffic signals at Street A and Highway Number 10 intersection."

delete as it is no longer applicable and replace with the following:

"9. That the applicant shall agree that where double car garages are provided on lots having frontage of less than 11 metres, a minimum separation of 6 metres shall be provided between driveways where garages are not adjacent to one another."

This condition is no longer applicable and has been replaced with a standard condition.

Regarding Condition #11, which reads as follows:

"11. That the applicant shall agree to install one concrete bus pad on Highway Number 10, north of Street A."

delete and substitute the following:

"11. That the applicant shall agree that three (3) concrete bus stop pads measuring 12 feet by 25 feet be shown on the engineering drawings at the following locations:

- 1) On Highway Number 10, north of Street 'A'.
- 2) On the west side of Street 'A' east of Block L (north-east corner of the block townhouse block).
- 3) On the west side of Street 'A' at and north of Street 'B'."

This revision results from the Community Services Department, Transit Division's request to have 2 additional bus pads on Street 'A' to serve the block townhouses.

Regarding Conditions #14(b) and 14(e), which state:

"14. That the applicant shall agree to convey to the City:

- (b) 0.3 metre wide walkway between Lots 79 and 80
- (e) 0.3 metres reserve along the north side of the redlined reserved development block."

delete and renumber conditions 14(c) through 14(e) accordingly to reflect these deletions. The walkway has been replaced by block townhouse development and the 0.3 metre reserve is no longer required because the reserve for future development no longer abuts Streets 'A' and 'B'.

Regarding Condition #33, which reads as follows:

"33. That the applicant shall agree to either provide a sidewalk along Highway Number 10, or pay cash-in-lieu to the City of Brampton for the sidewalk."

delete and substitute the following:

"33. The applicant shall agree to pay cash-in-lieu of parkland for the balance of parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment."

Condition #33 is no longer applicable because cash-in-lieu of sidewalk has been replaced by development charges. The replacement condition is needed because not all of the parkland requirement can be accommodated on the revised plan.

Regarding Condition #37, which relates to a plan on the sales office wall, add the following:



- "37.(g) Specifically, the map will indicate Park Block 297 shall be an active park that will contain a play structure and T-Ball diamond.
- "37.(h) The location of Blocks 292, 293 and Block 294 - Block Townhouses, including the statement that these blocks will be used for approximately 131 townhouse units, all of which may be affordable units."

The addition to 37(g) specifies the type of active equipment and condition 37(h) is a standard condition that is now used for all draft plans of proposed subdivision that contain townhouses.

Regarding Conditions #45 and #46, which read as follows:

- "45. That the applicant shall agree that Lot 248 shall be designated as a Residential Reserve block to be developed in conjunction with Block 425 of the proposed subdivision to the north (Great-L Development Limited, Region of peel File No. 21T-78032B.)
46. That the applicant shall agree that the redlined block comprising Lots 1 to 48 including Block 292 shall be reserved for future development, whereon a residential holding zone shall be placed and no development occur until concerns of the City of Brampton and the Ministry of Environment regarding land use compatibility between residential and industrial uses can be adequately addressed."

delete and replace with the following:

- "45. That the applicant shall agree that:
- a) Lot 248 shall be designated as a Residential Reserve block to be developed in conjunction with Block 425 of the proposed subdivision to the north (Great-L Development Limited, Region of peel File No. 21T-78032B.)
  - b) Block 295, the 12 metre wide reserve for future development which abuts the lands to the south, shall be developed in conjunction with the lands to the south.
46. That the applicant shall agree that the Block 295, the redlined southern 12 metres of the plan abutting the lands to the south and Lots 1 to 48 and Block 292 shall be zoned with a holding category which will not be lifted until written approval has been received by the City of Brampton and the Ministry of Environment regarding land use compatibility between the Mazurka plan and lands to the south."

The modification of these conditions ensures that if lands to the south are developed for industrial or residential purposes that land use and design compatibility will occur.

Regarding Condition #47, which reads as follows:

"47. That the applicant shall agree that the area of Lots 23 and 24, opposite Street D, be reserved for a future road for a period of 5 years."

delete and replace with the following:

"47. That the applicant shall agree that Lots 23 and 24, opposite Street D, be reserved for a future road for a period of 5 years, and that no permits for Lots 1 to 48 and Block 292 be issued until written approval has been received by the City of Brampton and Ministry of Environment concerning land use compatibility between the Mazurka plan and lands to the south."

This condition requires that dwelling units not be constructed on Lots 1 to 48 and Block 292 until the City of Brampton and Ministry of Environment approve provisions to ensure land use compatibility between the Mazurka plan and lands to the south.

Regarding Condition #63, which reads as follows:

"63. That prior to the signing of the final plan by the Regional Clerk, the Region of Peel is to be advised by the City of Brampton that conditions 1 through 59 all inclusive have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied."

delete and replace with the following:

"63. That prior to the signing of the final plan by the Regional Clerk, the Region of Peel is to be advised by the City of Brampton that conditions 1 through 59, and 75 through 83, all inclusive have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied."

This condition requires modification because City of Brampton conditions have been added.

The Community Services Department, Parks and Recreation Division request that the following conditions be added:

"75. The applicant shall agree to supply and install 1.2 metre high black vinyl chain link fence adjacent to Block 297.

76. The applicant shall make satisfactory arrangements with the City for the provision of street trees along all internal streets within the subject plan."

There are several standard draft plan conditions which are currently used for all draft plans of proposed subdivision which were not included in the draft plan conditions approved by City Council on June 28, 1990. The recommended additional conditions of approval include the following:

- "77. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metres (4 foot) side yards are being provided. Easements shall also be provided for roof overhangs, if necessary.
78. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Blocks 292, 293, and 294.
79. 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.
80. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
81. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
82. The applicant shall:
- a) Prior to the initiation of any site grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
  - b) Agree in the subdivision agreement to remove any material, which is determined in the soil investigation referred to in condition 82(a) above, as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment."
83. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.

The revised conditions of draft plan approval are listed in their entirety in the recommendation section of this report.

# INTER-OFFICE MEMORANDUM

F2

## Office of the Commissioner of Planning and Development

Date: September 17, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **MAZURKA CONSTRUCTION LIMITED**

Application to Amend the Official Plan and Zoning By-law to Permit Block Townhouses

Part of Lot 16, East Half of Concession 1, W.H.S.  
Ward Number 2

Region of Peel File Number: 21T-89008B

Our File: C1W16.4

RECEIVED

CLERK'S DEPT.

SEP 17 1992

C4818-92

REG. No.:

FILE No.:

C1W16.4

The notes of the Public Meeting held on September 2, 1992, with respect to the above noted application are attached for the information of City Council.

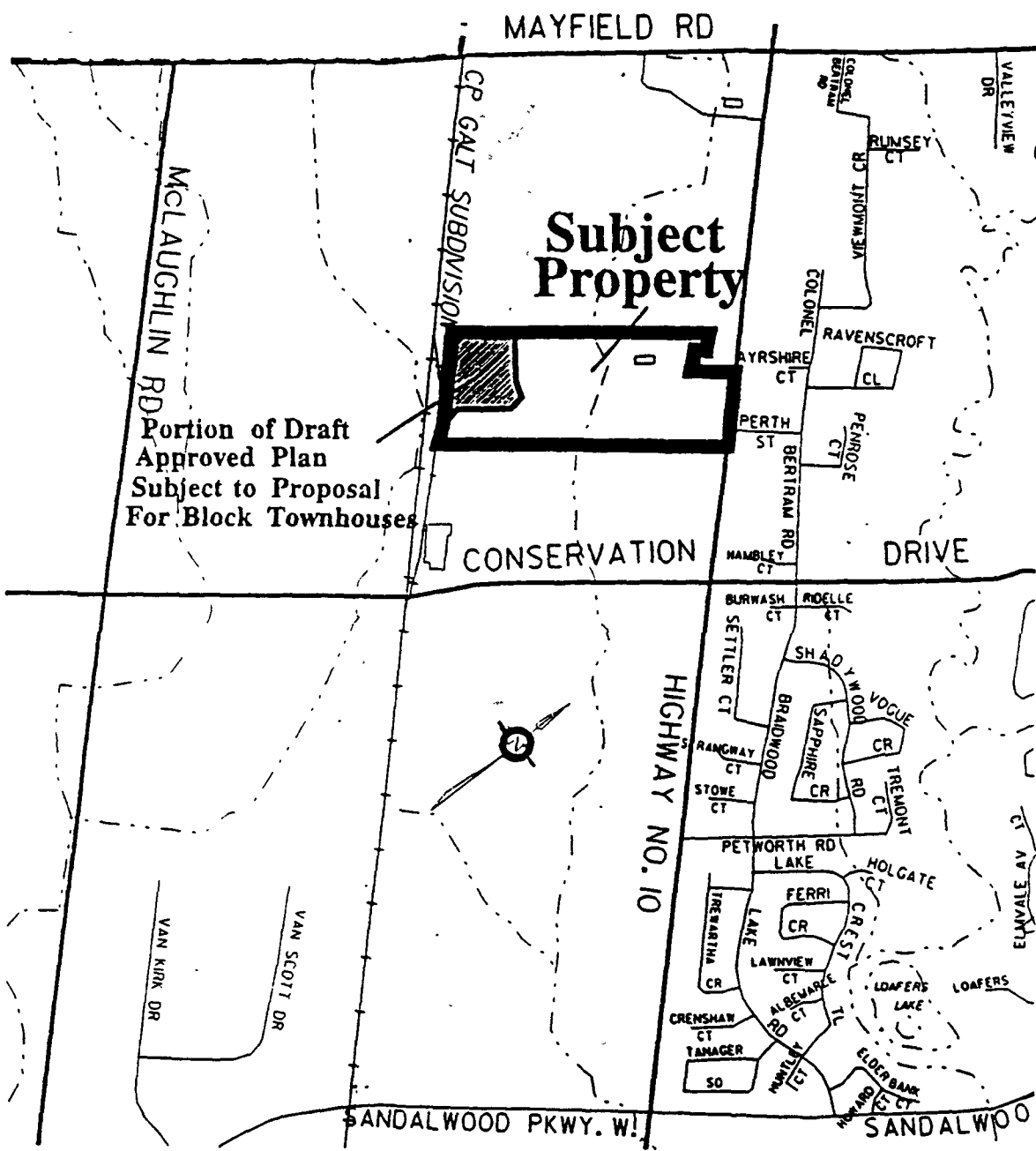
The subject property is located on the west side of Highway Number 10 along the northern 306 metres (1003 feet) of Lot 16, east of the Canadian National Railway. The applicant is proposing the following modifications to draft approved plan of subdivision 21T-89008B:

- 45 single family residential lots and 3 street townhouse blocks (consisting of a total of 24 units) to be removed and replaced by 115 block townhouse dwelling units, therefore resulting in an increase of 46 units;
- the 20 metre (66 foot) wide western segment of Street "B" to be replaced by a 7 metre (22.9 foot) wide private street;
- a total of 265 parking spaces would be provided consisting of 2 parking spaces per unit and 35 visitor parking spaces;
- one walkway to the park is proposed to be deleted and replaced with two 1.5 metre wide walkways to the park; and
- a tot lot to serve the development has been added.

The applicant has indicated that the block townhouses are intended to be used for non-profit housing.

The total number of dwelling units would increase from 327 to 373, which results in an increase in the gross residential density from 7.3 to 7.7.

F2-2



Portion of Draft  
Approved Plan  
Subject to Proposal  
For Block Townhouses

**Subject  
Property**

CONSERVATION

DRIVE

HIGHWAY NO. 10



**CITY OF BRAMPTON**

**LOCATION MAP**

Date: 92 07 23 Drawn by: JRB  
File no: C1W16.4 Map no: 6-11D

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED

**BLOCK 294**

**Block Townhouses**

**Proposed - August 1992**

P2-3

**Residential Reserve Block  
February 17, 1992**

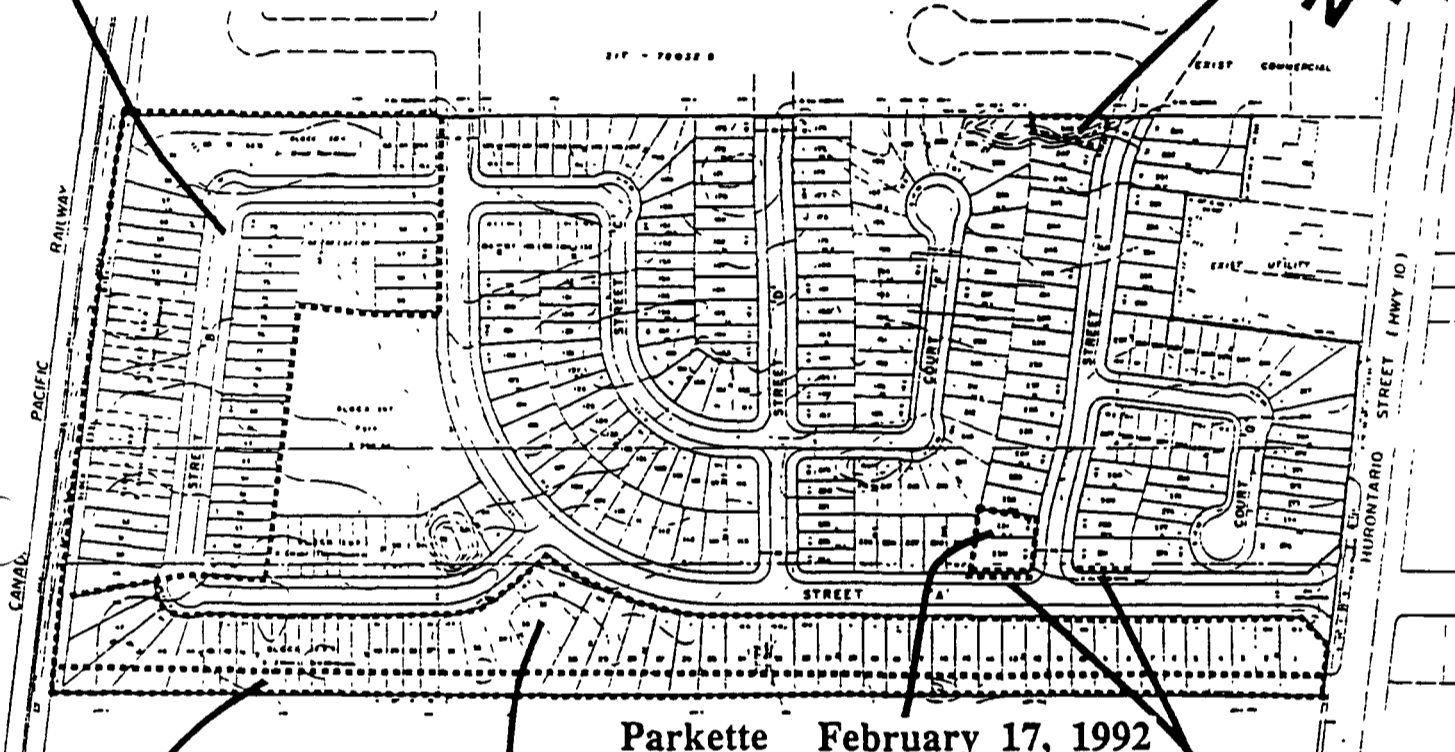
DRAFT PLAN OF SUBDIVISION

PART OF THE EAST HALF OF LOT 16 CONCESSION 1 W.H.S CITY OF BRAMPTON REGION OF PEEL

SCALE - 1:1000

DATE - November 30, 1988

REVISED - AUGUST 30 1989



**Parkette February 17, 1992**

**Delete Reserves Abutting Lot 291 and Parkette  
February 17, 1992**

**Reserve For Future Development Proposed Modification August 1992**

**BLOCK 295**

**12 m Wide Reserve For Future Development Proposed - August 1992.**



**Redlined**

**CITY OF BRAMPTON**

Date: 92 07 23  
File no. C1W16.4

Drawn by: JRB  
Map no. 6-11F

**REDLINED REVISED DRAFT APPROVED  
PLAN OF SUBDIVISION, FEBRUARY 17, 1992  
AND PROPOSED FURTHER REDLINED REVISIONS  
PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED**

10-4  
There were three members of the public present. Planning staff have not received any correspondence regarding the development application. Staff has met with the representatives of the Ontario Seed Cleaners and Dealers. This property abuts the Mazurka lands to the south. The representatives of the Ontario Seed Cleaners and Dealers were given an explanation of the proposal and have no objection to the block townhouses.

Public input has focused on the issues of the total residential density and the tenure of the block townhouses. At the July 10, 1989, Planning Committee meeting recommendation number P141-89 was approved. The recommendation which has been attached to this report allows a maximum residential density of 7.4 units per acre for the Mazurka lands, provided that the maximum density for the undeveloped portions of Snelgrove (west of Highway Number 10 and north of Mayfield Road, east of Highway Number 10) be under 6.0 units per acre. It is staff's opinion that a residential density increase of 0.3 units per acre is minor. The applicant has submitted a development application to amend the Official Plan to permit the density increase. From a planning perspective, the requested Official Plan Amendment can be supported.

The Planning Policy and Research Division advise that the total gross residential density for the area contained within the currently approved Great L, Mazurka, Vaughanwood and Wilson & Wilson subdivisions will result in an increase from 5.9 units per acre to 6.3 units per acre. This is considered a relatively minor increase in residential density which can be supported.

Regarding the tenure of the block townhouses, staff note that the Ministry of Municipal Affairs has indicated that the City of Brampton cannot specify tenure in an Official Plan Amendment. This information was conveyed to the City through a Minister's modification to Official Plan Amendment Number 207 and 207A (Graywood Developments Ltd., Our File: C4E1.4(C)).

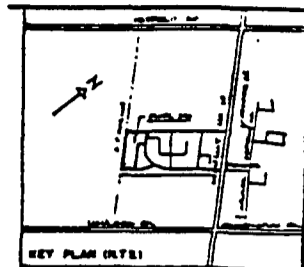
Two of the speakers at the public meeting indicated that they would be negatively impacted by the proposed development. These speakers live on Colonel Bertram Drive and Ravenscroft Circle. Staff note that the subject property is located 490 metres (1607 feet) west of Highway Number 10. The speakers are located more than 700 metres (2296 feet) from the subject property and are separated by a provincial highway with a right-of-way of 33.5 metres (110 feet).

Subsequent to the Planning Report being prepared, the applicant has submitted a supplementary acoustical study regarding the potential impact of two commercial facilities, namely Jass Auto Repairs and Bell Canada adjacent to the north-east corner of the proposed subdivision. In accordance with the recommendations in the study, an acoustical barrier of a height and design acceptable to the City and the Ministry of Environment is required between these facilities and the proposed subdivision. The Urban Design and Zoning Division is requesting the following revision to Condition #10:

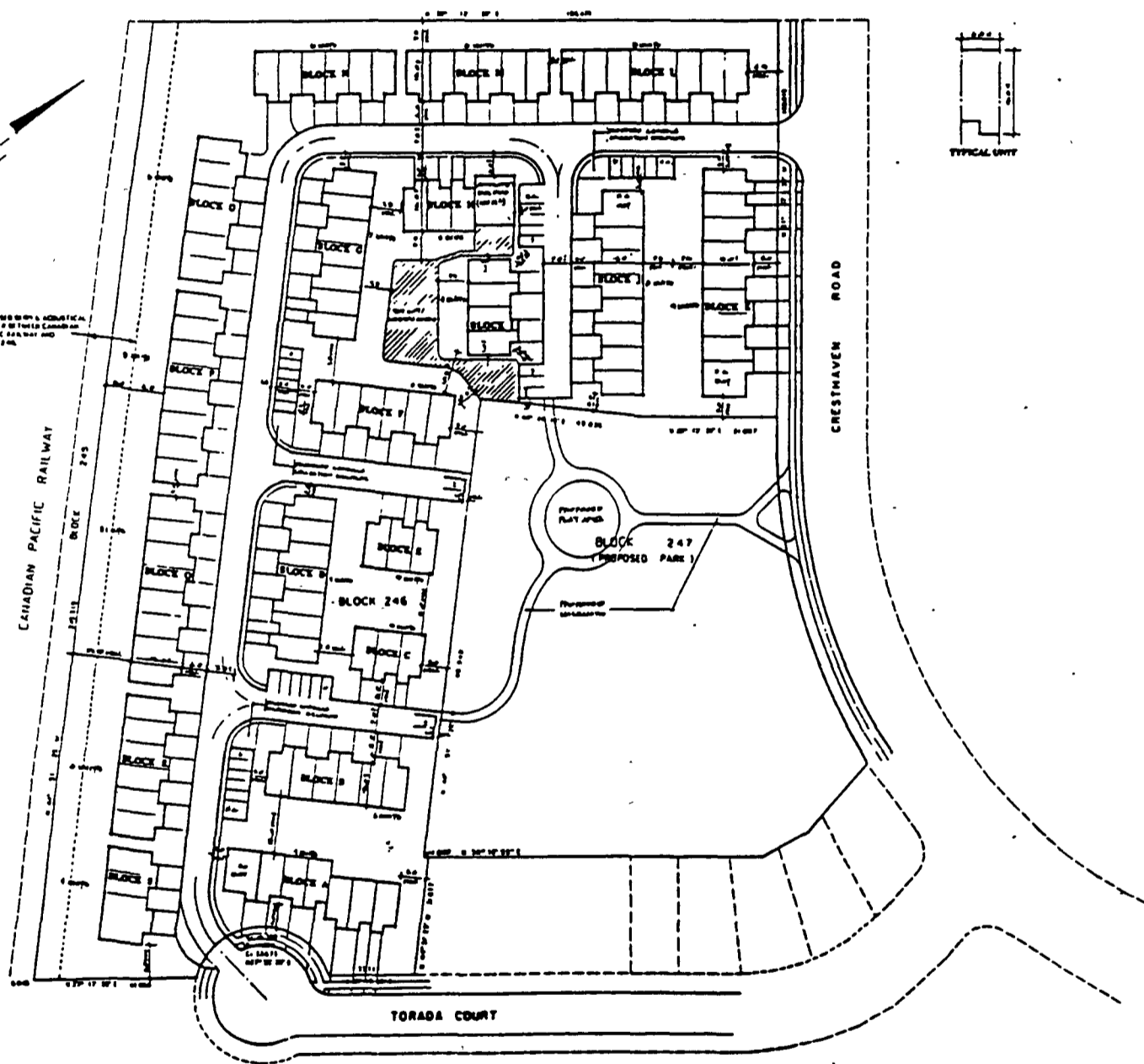
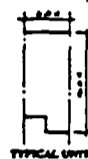
Delete:

- "10. That the applicant shall agree to provide a masonry wall with a minimum height of 1.8 metres on the rear boundary of Lots 249 to 256, both inclusive; Lots 260 to 266, both inclusive, and on the south-east boundary of Lot 251. Additionally, the City may require alternative berm/barrier requirements at this location."

- Key**
- 1. Building: BVA (To be replaced by a site specific drawing)
  - 2. Lot Area: 1,200 Sq. Ft. / 1,200 Sq. Ft.
  - 3. Number of Units: 20 Units
  - 4. Density: 16.67 Units/Acre / 16.67 Units/Acre
  - 5. Landscape Area: 1.5% of Lot Area / 1.5% of Lot Area
  - 6. Parking Spaces: 20% of Gross Area - Total required (2.0) spaces / 20% of Gross Area - Total required (2.0) spaces



22-5



**CITY OF BRAMPTON**

**BLOCK TOWNHOUSES SITE PLAN - WESTERN PORTION OF DRAFT APPROVED PLAN OF SUBDIVISION**

Date: 92 07 23 Drawn by: JRB  
File no: C1W16.4 Map no: 6-11G



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED



172-6

And replace with:

"10. That the applicant shall agree to provide an acoustical barrier of a height and design satisfactory to the Commissioner of Planning and Development, City of Brampton and the Ministry of Environment on the rear boundary of Lots 249 to 256, both inclusive, on the north property boundary of Lots 260 to 267, both inclusive, and on the south-east boundary of Lot 251."

In light of the foregoing, IT IS RECOMMENDED TO City Council that:

- A. The notes of the Public Meeting held on September 2, 1992 be received;
- B. The application be approved subject to the conditions approved by City Council on its meeting of August 17, 1992, (attached in their entirety for the convenience of Planning Committee in Appendix A), with the following change:

Delete Condition #10 and replace with the following:

"10. That the applicant shall agree to provide an acoustical barrier of a height and design satisfactory to the Commissioner of Planning and Development, City of Brampton and the Ministry of Environment on the rear boundary of Lots 249 to 256, both inclusive, on the north property boundary of Lots 260 to 267, both inclusive, and on the south-east boundary of Lot 251."

- C. That staff be directed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,

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

AGREED:

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

mazurka.pub

John Corbett, Director  
Planning and Development Services Division

Appendix A

12-7

Conditions approved by City Council at its meeting of August 17, 1992:

- A. A Public Meeting to address the block townhouse portion of the plan of subdivision be held in accordance with City Council procedures, and,
- B. An additional 46 units of the available 181 unit residual capacity in the Heart Lake/Snelgrove Residential Phasing Sub-Area be assigned to draft approved plan of subdivision 21T-89008B.
- C. The applicant be requested to amend the subject application to indicate an official plan amendment and pay applicable fees.
- D. Subject to the results of the Public Meeting, the application be approved, staff be directed to prepare an appropriate amendment to the Official Plan and Zoning By-law and that the conditions of draft plan approval be subject to the following revised conditions:
  1. That this draft approval applies to the attached draft plan prepared by Patrick Sweet and Associates, dated August 30, 1989 and revised in red by the City of Brampton as follows:
    - (a) Lots 50 to 89 and 95 to 98, street townhouse blocks 294 to 296, and the walkway between Lots 79 and 80 be deleted and be replaced with "Block 294 - Block Townhouses".
    - (b) 0.3 metre reserves on the south lot lines of Lots 230 and 291 be deleted.
    - (c) Lot 248 be shown as a Residential Reserve block.
    - (d) The southern 12 metres of the plan abutting the lands to the south within Lots 1 to 30, and 33 to 47, and Block 292, be shown as Block 295 - Reserve for Future Development.
    - (e) Lots 230 and 231 be shown as a parkette.
  2. That a Subdivision Agreement be entered into by the applicant, the City of Brampton and the Region of Peel to satisfy all financial, legal and engineering matters including landscaping, installation of municipal services and other matters of the City of Brampton and the Region of Peel respecting the development of these lands including the payment of City and Regional Development Charges.
  3. That the applicant shall agree by agreement to convey all necessary easements for drainage, utility and servicing purposes as may be required to the appropriate agency or public authority.

- FD-8
4. That the applicant shall agree by agreement to support an appropriate Zoning By-law to permit the development of these lands in accordance with the approved plan of subdivision.
  5. That any proposed road allowances, road widenings and/or daylight corners on the draft plan shall be dedicated as public highway on the final plan for registration.
  6. That all streets shall be named to the satisfaction of the City of Brampton and the Region of Peel. In this regard, proposed street names must be submitted as soon as possible after draft approval has been received so that finalization of the plan is not unduly delayed.
  7. That the residential development permitted on the total plan area shall be limited to 242 single family dwelling units, 16 street townhouse dwelling units and 115 block townhouse dwelling units.
  8. That the development of the plan shall be staged to the satisfaction of the City and the Region.
  9. That the applicant shall agree that where double car garages are provided on lots having frontage of less than 11 metres, a minimum separation of 6 metres shall be provided between driveways where garages are not adjacent to one another.
  10. That the applicant shall agree to provide a masonry wall with a minimum height of 1.8 metres on the rear boundary of Lots 249 to 256, both inclusive; Lots 260 to 266, both inclusive, and on the south-east boundary of Lot 251. Additionally, the City may require alternative berm/barrier requirements at this location.
  11. That the applicant shall agree that three (3) concrete bus stop pads measuring 12 feet by 25 feet be shown on the engineering drawings at the following locations:
    - 1) On Highway Number 10, north of Street 'A'.
    - 2) On the west side of Street 'A' east of Block L (north-east corner of the block townhouse block).
    - 3) On the west side of Street 'A' at and north of Street 'B'.
  12. That the applicant shall acknowledge and/or agree by agreement that:
    - i) external easements and construction will be required.
    - ii) provision will be required in the sanitary sewer to accommodate external lands to the north.

- iii) provision will be required for watermain looping from Hurontario Street to Wanless Road. p2-9
- iv) Watermain frontage charges apply on Hurontario Street.
13. That the applicant shall agree to provide, if required, temporary turning circles at the north end of Street A, D and E, which shall remain in place until such time as the streets are extended; and further, to grant easements on the abutting lots to accommodate the temporary turning circles.
14. That the applicant shall agree to convey to the City:
- (a) Block 297, park
  - (b) 0.3 metre reserves at the north end of Streets A, D and E
  - (c) 0.3 metre reserve along south property limit of Lots 275 and 276
  - (d) Lots 230 and 231 as a parkette block.
15. That the applicant shall agree to prepare landscape and facility fit plans for park Block 297 and the parkette block situated on Lots 230 and 231.
16. That prior to final approval, arrangements shall be made to the satisfaction of the City for the relocation of any utilities required by the development of the subject lands to be undertaken at the expense of the applicant.
17. That the owner shall not remove any trees or topsoil from the land within the plan or start any grading of the lands within the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
18. That the applicant shall agree by agreement that an amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing well is not restored to 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.
19. That the applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external appearance of buildings.

- F2-10
20. That the applicant shall agree by agreement that prior to Architectural Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development of the City of Brampton for features to be included in the design of buildings to minimize energy consumption.
  21. That the applicant shall agree by agreement to provide fire break lots as determined by the City Fire Department.
  22. That the applicant shall agree by agreement to provide, to the satisfaction of Canadian Pacific Railway the following:
    - (a) A continuous berm having a total height of not less than 2.0 metres above top of rail must be erected and maintained by the developer on the adjacent property parallel to the right-of-way.
    - (b) A 1.8 metre (6 feet) high noise attenuation wall be constructed and maintained along the common property line of the Railway and the development by the developer at his expense.
    - (c) Dwellings be set back a minimum distance of 15 metres from the property line; unoccupied buildings, such as garages may be exempted;
    - (d) Dwellings be constructed such that interior noise levels meet the criteria of the appropriate Ministry;
    - (e) Clauses be registered on a run with the title of all properties within 300 metres of railway right-of-way, warning prospective purchasers of the Railway's presence, and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc. generated by present and/or future operations;
    - (f) There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written permission from the Railway, and;
    - (g) Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

F2-11

23. That Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City of Brampton to be installed underground; and further that the granting of any easements necessary for telecommunication services has been satisfied.

24. That prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority and the City of Brampton.

(a) A detailed engineering report that describes the storm drainage system, including:

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

(b) Plans for the treatment of the watercourse on the site, and

(c) Overall grading plans.

25. The applicant shall agree by agreement to cause to be carried out the works and recommendations required by condition 24 and further to obtain all necessary permits pursuant to Ontario Regulation 293/86 for required engineering works.

26. That the plan may be subject to further red-line revision to meet the requirements of the approved and finalized Snelgrove Master Drainage Plan, which could potentially result in the loss of building lots.

27. That the applicant shall dedicate as public highways on the final plan, satisfactory to the Ministry of Transportation:

- (a) Widening of Highway Number 10 equivalent to 22.5 metres from the centreline.
- (b) 15 by 15 metre daylight triangle at the intersection of Street A and Highway Number 10 as widened.

F2-12

28. That the applicant shall convey by deed to the Ministry of Transportation, 0.3 metre reserves abutting the rear lot line of Lots 267 to 275, both inclusive; flankage lot line of Lot 1, and the hypotenuse of daylight triangles at the intersection of Street A and Highway Number 10.
29. That prior to final approval the applicant shall submit a drainage engineering plan/report satisfactory to the Ministry of Transportation.
30. That prior to final approval the applicant shall submit a traffic engineering report acceptable to the Ministry of Transportation of the Street A and Highway Number 10 intersection indicating peak hour turning volumes and required design improvements.
31. That the applicant shall agree by agreement to assume the financial responsibility for and to carry out the works required by Condition 29 and 30.
32. That the applicant shall agree by agreement to include in all offers of Purchase and Sale and the deeds for Lots 1 to 12, and Lots 257 to 291, the following warning clause:

*"Purchasers are advised that this lot is subject to Permit Control by the Ministry of Transportation and that Building and Land Use/sign permits are required prior to the commencement of any grading or construction. Further information and permits must be obtained from the Signs/Permits Inspector at the Toronto District Office (Atrium Tower, 1201 Wilson Avenue, Downsview, Ontario M3M 1J8, Telephone: 235-5390)".*
33. The applicant shall agree to pay cash-in-lieu of parkland for the balance of parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment.
34. That the applicant shall agree to provide, if necessary, an emergency access at a location satisfactory to the Commissioner of Public Works and Building and the Ministry of Transportation, if required.
35. That prior to final approval, the applicant shall engage the services of an acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton and the Ministry of the Environment.

36. That the applicant shall agree that the noise control measures recommended by the acoustical report, as in condition number 35 above, shall be implemented to the satisfaction of 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 features, the following clause shall be included in a registered portion of the subdivider's agreement and in all subsequent offers of Purchase and Sale for the affect lots:

"Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels resulting from the Canadian Pacific Railway line or Highway 10 may continue to be of concern, occasionally interfering with some activities of the dwelling occupants."

37. That 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) The presence of an existing industrial use and industrial zoning adjacent to the south property line.
- (c) The type and location of fencing and noise attenuation features;
- (d) The location of all Canada Post 'Superboxes' as approved by Canada Post and the City;
- (e) The location of lots designated by the Fire Department as fire break lots, and;
- (f) 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, Brampton, Ontario L4Y 4R2, between 8:30 a.m. and 4:30 a.m., Telephone 874-2000.'

- (g) 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'.

Specifically, the map will indicate Park Block 297 shall be an active park that will contain a play structure and T-Ball diamond.

- (h) The location of Blocks 292, 293 and Block 294 - Block Townhouses, including the statement that these blocks will be used for approximately 131 townhouse units, all of which may be affordable units.
38. That the maps required in conditions 37 and 83 above shall be approved by the City's Commissioner of Planning and Development prior to the applicant either offering dwelling units for sale or to the registration of the plan and further staff shall be permitted to monitor the sales office to ensure compliance.
39. That the applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department for the provision of suitable sites for the installation of the Canada Post mail delivery facilities.
40. That the applicant shall agree 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 with the Ministry of Transportation, 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 tracked onto the roadway by vehicles used in conjunction with building operations. The owner must obtain permits from the Ministry of Transportation for all access points to Provincial highways, all encroachments for utilities and all buildings, structures and signs within the area of permit control. Normal Ministry setbacks from the right-of-way limits are 7.5m (25 feet) for residential dwellings and 14m (45 feet) for most commercial/industrial /multi-family buildings. Setbacks can be greater adjacent to controlled access highways.
41. That the applicant shall agree that arrangements shall be made to the satisfaction of the City prior to the initiation of grading and prior to the registration of this plan or any phase thereof, for the preservation of existing trees.
42. That the applicant shall agree to submit a tree study prior to final approval and if necessary to remove any trees and vegetation on the subject land as required to the satisfaction of the City.

12-15

43. That the applicant shall agree to erect and maintain a sign at the northerly end of Streets A, D and E advising that the street will be extended in the future.
44. Those portions of lots located between a road allowance from which the lot does not obtain access, and any noise attenuation wall, required pursuant to condition number 36, in excess of the standard 0.3 metre setback, shall be shown on the plan to be registered as a separate block, and shall be deeded to an appropriate authority.
45. That the applicant shall agree that:
  - a) Lot 248 shall be designated as a Residential Reserve block to be developed in conjunction with Block 425 of the proposed subdivision to the north (Great-L Development Limited, Region of peel File No. 21T-78032B.)
  - b) Block 295, the 12 metre wide reserve for future development which abuts the lands to the south, shall be developed in conjunction with the lands to the south.
46. That the applicant shall agree that the Block 295, the redlined southern 12 metres of the plan abutting the lands to the south and Lots 1 to 48 and Block 292 shall be zoned with a holding category which will not be lifted until the City of Brampton and the Ministry of Environment have indicated in writing that land use compatibility between these lots and blocks and lands to the south can be achieved.
47. That the applicant shall agree that Lots 23 and 24, opposite Street D, be reserved for a future road for a period of 5 years, and that no building permits for Lots 1 to 48 and Block 292 will be issued until both the City of Brampton and the Ministry of the Environment have indicated in writing that land use compatibility between these lots and blocks and the lands to the south can be achieved.
48. That the applicant shall agree to include the following warning clause in all agreements of purchase and sale, in **BOLD CAPITAL TYPE**, for lots and dwelling units on the plan until the permanent school for the area has been constructed.

"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 schools outside of the area, and further, that students may later be transferred to the neighbourhood school."

49. That the applicant shall agree that warning signs be erected at all major entrances into the subdivision advising prospective purchasers, that until a school is constructed by the Dufferin-Peel Roman Catholic Separate School Board in this community, alternate accommodation will be provided.
50. That prior to final approval the applicant shall enter into a cost-sharing agreement with other landowners for the provision of school sites, satisfactory to The Dufferin-Peel Roman Catholic Separate School Board.
51. That the applicant shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Peel Board of Education Transportation Policy.

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

52. That the applicant shall agree to include the following warning clause in all agreements of purchase and sale, in **BOLD CAPITAL TYPE**, for lots and dwelling units on the plan entered into for a period of five (5) years from the date of registration of the plan:

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

53. That the applicant shall agree in the Subdivision Agreement to participate in a cost sharing arrangement with other land owners to ensure that the Peel Board of Education school site contained in draft plan of subdivision 21T-78040B (Franceschini) is available at the appropriate time and price.
54. That the applicant shall agree to engage the services of a consultant to complete a noise study of the existing OSECO Inc. plant recommending appropriate measures, satisfactory to the Ministry of the Environment and the City, that will minimize industrial noise impact upon the residents of the subdivision.

42-17

55. That the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site, to the satisfaction of the Archaeology Unit of the Ministry of Culture and Communications; and that no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture and Communications.
56. That the applicant shall submit to the Region and to the City a ground vibration transmission study prepared and signed by a profession engineer qualified to undertake such a study which will estimate through site testing the ground vibration transmission resulting from railway operations and recommend measures to be employed to reduce vibration to an acceptable level.
57. That the applicant shall agree in the subdivision agreement that any vibration controls resulting from the study referred to in condition 56 above shall be implemented to the satisfaction of the Region and the City.
58. That the applicant shall provide evidence to the satisfaction of the Commissioners of Planning and Development for the City of Brampton and Region of Peel that they have supplied, or have made a reasonable attempt to supply approximately 25 percent of the dwelling units in the plan as affordable housing in accordance with the Provincial Policy Statement on Housing or any subsequent policy statement, in effect, and in force, prior to the registration of this plan. To satisfy this condition, the applicant shall prior to final approval, provide for by agreement/undertaking details concerning unit type, location, size, tenure, selling/rental price and occupancy dates of the affordable housing units to be provided. Alternatively, the applicant shall provide evidence to the satisfaction of the Commissioner of Planning and Development for the City of Brampton and Region of Peel as to why affordable housing units within the subject plan have not been provided for.
59. That prior to final approval the configuration of Block 298 shall be determined to the satisfaction of the City of Brampton and dedeed to the appropriate authority.
60. That prior to final approval or any on site grading, the Ministry of Natural Resources must have reviewed and accepted the following reports describing:
  - (a) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction, in accordance with the provincial 'Guidelines and Erosion and Sediment Control for Urban Construction Sites', May 1987;

*Note: Temporary Ponds for sediment control shall be capable of accommodating 125 cubic metres per hectare of contributing drainage for a period of not less than 12 hours or removing particle sizes down to 40 microns.*

- (b) It is required that an erosion and sediment control plan for the development site be prepared by and stamped by a registered professional engineer and be submitted to the District Manager, Ministry of Natural Resources, Maple for their records. The plan must outline all actions to be taken to prevent an increase in the concentration of suspended solids or sediment loading may be a violation of the Canada Fisheries Act. If warranted, charges under this act may be applied to the proponent and their agents.*
- (c) site soil conditions, including grain size distribution profiles; and infiltration characteristics; and*
- (d) site grading plans.*
- 61. That detailed plans be submitted to the Ministry of Natural Resources regarding alterations to the watercourse. Any proposed alterations require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources. Three copies of this information should be submitted in conjunction with the requirements of condition 60.*
- 62. That the applicant agrees in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:*
- (a) to cause to be carried out the works referred to in condition 60 and 61 above;*
- (b) to maintain all erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the Ministry of Natural Resources; and*
- (c) to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.*
- 63. That prior to the signing of the final plan by the Regional Clerk, the Region of Peel is to be advised by the City of Brampton that conditions 1 through 59, and 75 through 83, all inclusive have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.*

F2-19

64. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by Bell Canada that condition 23 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
65. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Metropolitan Toronto and Region Conservation Authority that conditions 24, 25 and 26 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
66. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Natural Resources that conditions 60, 61 and 62 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
67. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Transportation that conditions 27, 28, 29, 30, 31, 32 and 40 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
68. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of the Environment that conditions 35, 36, 46 and 54 have been carried out to their satisfaction, with a brief but complete statement indicating how these conditions have been satisfied.
69. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by Canada Post that condition 39 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
70. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Dufferin-Peel Roman Catholic Separate School Board that conditions 48, 49 and 50 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.
71. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Peel Board of Education that conditions 51, 52 and 53 have been carried out to their satisfaction, with a brief but complete statement indicating how each condition has been satisfied.

- 42-20
72. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by the Ministry of Culture and Communications that condition 55 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
  73. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised by CP Rail that condition 22 has been carried out to their satisfaction, with a brief but complete statement indicating how this condition has been satisfied.
  74. That prior to the signing of the final plan by the Regional Clerk, the Clerk is to be advised that conditions 1, 2, 3, 6, 8, 12, 18, 56, 57 and 58 have been carried out to the satisfaction of the Region of Peel, with a brief but complete statement indicating how each condition has been satisfied.
  75. The applicant shall agree to supply and install 1.2 metre high black vinyl chain link fence adjacent to Block 297.
  76. The applicant shall agree to supply and install street trees along the frontages of the public streets.
  77. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metre (4 foot) side yards are being provided. Easements shall also be provided for roof overhangs, if necessary.
  78. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Blocks 292, 293, and 294.
  79. 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.
  80. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
  81. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.

82. The applicant shall:

F2-21

- a) Prior to the initiation of any site grading or servicing and prior to registration of this plan or any phase thereof, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
- b) Agree in the subdivision agreement to remove any material, which is determined in the soil investigation referred to in condition 82(a) above, as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel and the Ministry of the Environment.

83. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.





September 8, 1992

City of Brampton  
Clerk's Department  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Attention: Ms. Kathy Zammit  
Deputy City Clerk

Dear Ms. Zammit:

Would you please schedule me as a delegation before Planning Committee at their meeting on September 21, 1992. I wish to address Planning Committee regarding Mazurka Construction Limited (File C1W16.4) and Brampton Brick Limited (C1E9.3).

Yours very truly,

**KERBEL GROUP**

A handwritten signature in black ink, appearing to read 'J. Robinson', is written over a horizontal line.

Janice Robinson, M.C.I.P.  
Vice President,  
Planning and Development

JR:mc



**RECEIVED**  
CLERK'S DEPT.  
SEP 0 8 1992  
C4643.92  
REG. No.:  
FILE No.: C1W16.4 / C1E9.3/C

Yonge Corporate Centre  
4110 Yonge Street, Suite 602, Willowdale, Ontario M2P 2B7  
Telephone: (416) 733-2202 Fax: (416) 733-3129

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

Date: July 31, 1992  
To: The Chairman and Members of Planning Committee  
From: Planning and Development Department

RECEIVED  
CLERKS DEPT.  
AUG 06 1992

RE: **EXECUTIVE SUMMARY**

REG. No.:  
FILE No.:

*Requested Revisions to Draft Approved Plan of Subdivision and Application to Amend the Zoning By-law to Permit a Portion of the Subject Property to be Used for Block Townhouses  
Part of Lot 16, East Half of Concession 1, W.H.S.  
Ward Number 2  
**MAZURKA CONSTRUCTION LIMITED**  
Region of Peel File Number: 21T-89008B  
Our File: C1W16.4*

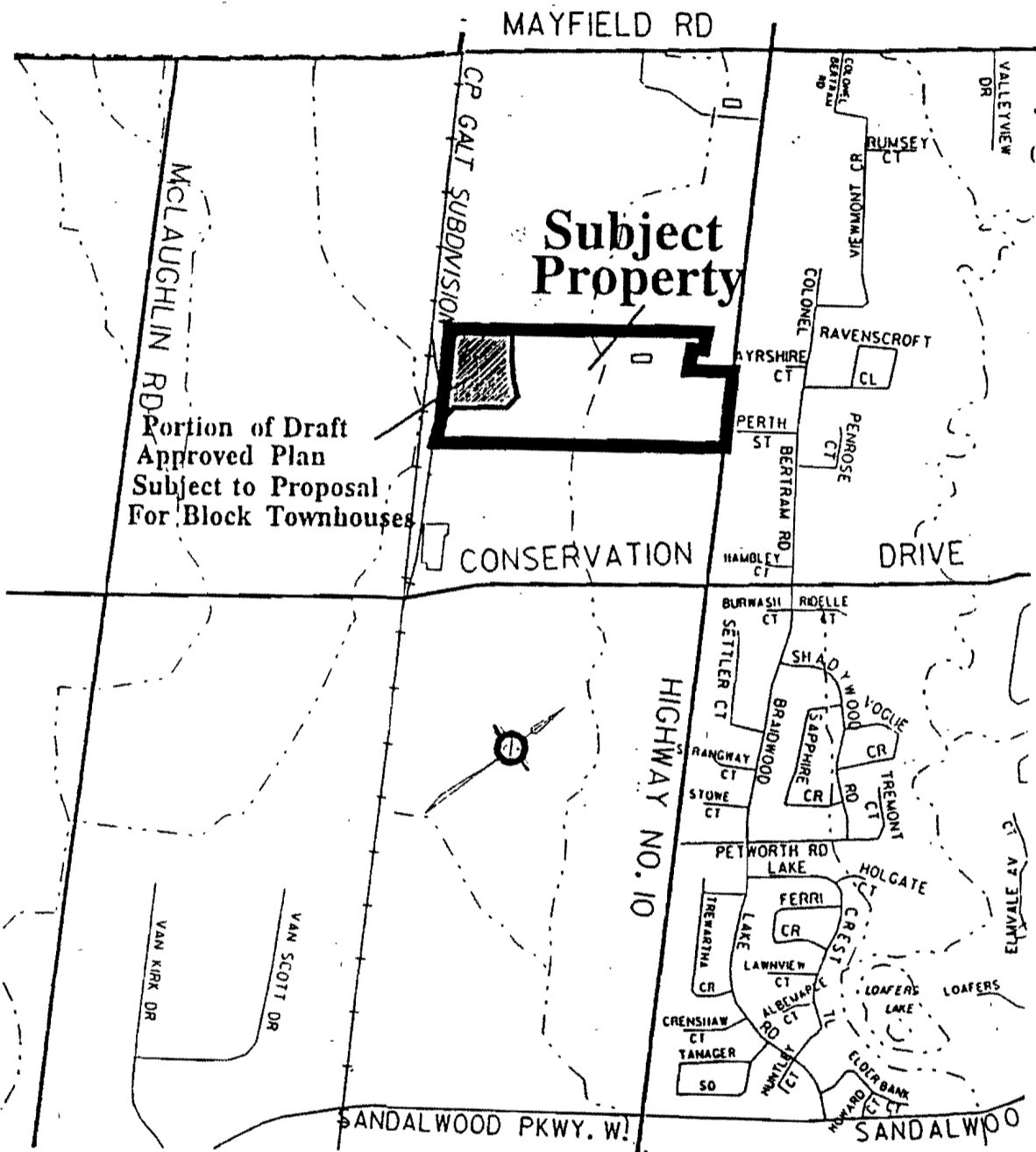
The attached staff report reviews a proposal to amend the conditions of draft approval and zoning by-law to permit residential development in the form of block townhouses.

The subject property is located on the west side of Highway Number 10 along the northern 306 metres (1003 feet) of Lot 16, east of the Canadian National Railway and has:

- FRONTAGE along Highway #10 of 186.2 metres (611.1 feet);
- a DEPTH of 667 metres (2190 feet); and
- an AREA of 19.28 hectares (47.6 acres).

Pursuant to City Council's recommendation on June 28, 1990, the Region of Peel granted draft approval (on February 17, 1992) for a residential plan of subdivision on the subject lands which included the following:

- a total of 271 dwelling units consisting of 239 single family dwelling units, and 32 street townhouses;
- a 0.964 hectare (2.38 acre) park and approximately 0.09 hectare (0.24 acre) parkette; and
- 48 single family lots and one townhouse block consisting of 8 street townhouses reserved for future development.



CITY OF BRAMPTON

LOCATION MAP

Date: 92 07 23 Drawn by: JRB  
 File no. C1W16.4 Map no. 6-11D

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
 MAZURKA CONSTRUCTION LIMITED

A copy of the redlined revised draft approved plan of subdivision is included with this report. A zoning by-law was drafted but not presented to City Council for their consideration.

The applicant is proposing the following modifications to the development:

- 45 single family residential lots and 3 street townhouse blocks (consisting of a total of 24 units) to be removed and replaced by 115 block townhouse dwelling units, therefore resulting in an increase of 46 units;
- the 20 metre (66 foot) wide western segment of Street "B" to be replaced by a 7 metre (22.9 foot) wide private street;
- a total of 265 parking spaces would be provided consisting of 2 parking spaces per unit and 35 visitor parking spaces;
- one walkway to the park is proposed to be deleted and replaced with two 1.5 metre wide walkways to the park; and
- a tot lot to serve the development has been added.

The applicant has indicated that the block townhouses are intended to be used for non-profit housing.

Staff supports the proposal from a land use planning perspective for the following reasons:

- the proposal conforms to the Official Plan and Secondary Plan policies;
- the proposal implements the Strategic Plan with respect to the provision of affordable housing; and
- subject to minor revisions, a satisfactory site plan can be achieved.

Based on the foregoing, staff recommend to Planning Committee that subject to the results of a public meeting, the application be approved. The previously approved conditions of draft plan approval must be amended to permit block townhouses. Planning staff have reviewed the conditions of draft plan approval and recommend appropriate revisions where required.

mazurka.exsum

**BLOCK 294**

Block Townhouses

Proposed - August 1992

**Residential Reserve Block  
February 17, 1992**

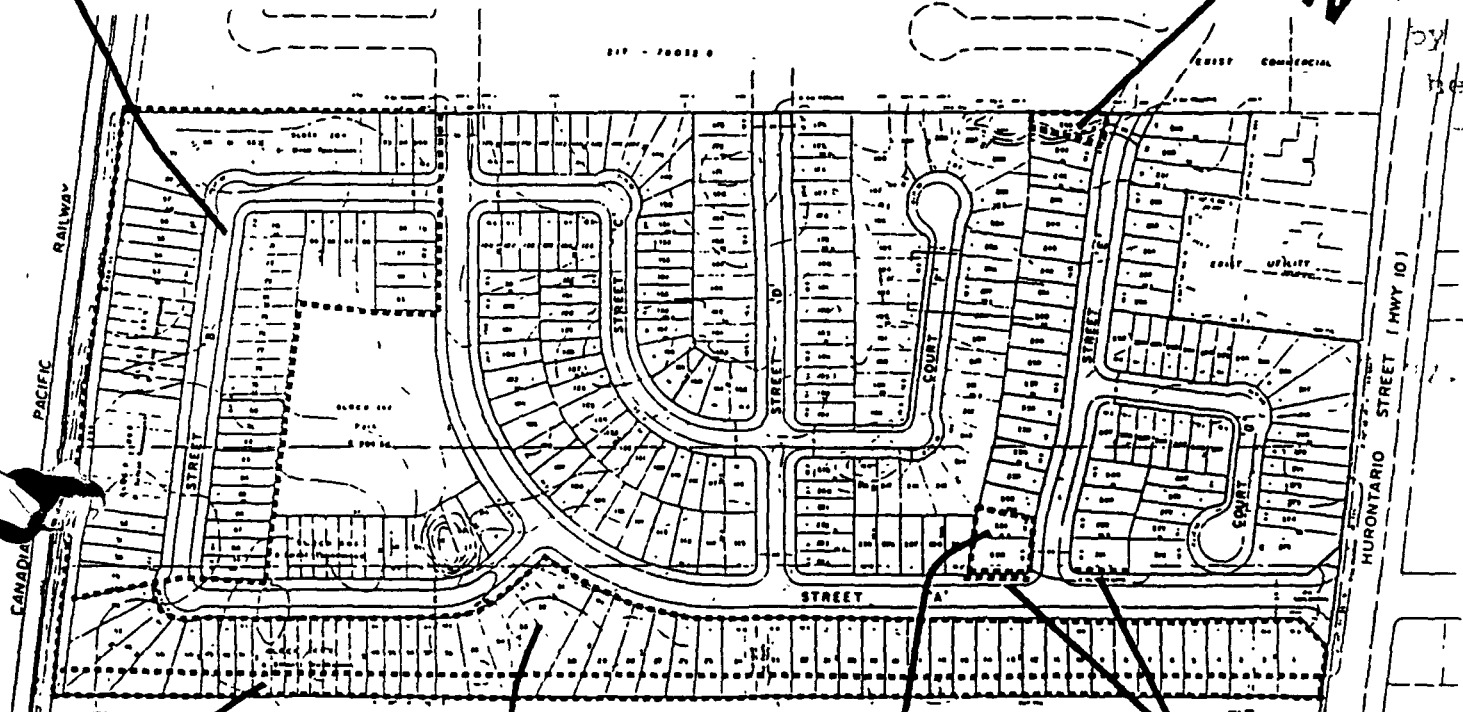
DRAFT PLAN OF SUBDIVISION

PART OF THE EAST HALF OF LOT 16 CONCESSION I W H S CITY OF BRAMPTON REGION OF PEEL

SCALE - 1:1000

DATE - November 30, 1988

REVISED - AUGUST 30 1989



**Parkette February 17, 1992**

**Delete Reserves Abutting Lot 291 and Parkette  
February 17, 1992**

**Reserve For Future Development Proposed Modification August 1992**

**BLOCK 295**

**12 m Wide Reserve For Future Development Proposed - August 1992.**



Redlined

**CITY OF BRAMPTON**

**REDLINED REVISED DRAFT APPROVED  
PLAN OF SUBDIVISION, FEBRUARY 17, 1992  
AND PROPOSED FURTHER REDLINED REVISIONS  
PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT  
MAZURKA CONSTRUCTION LIMITED**

Date: 92 07 23 Drawn by: JRB  
File no. C1W16.4 Map no. 6-11F