



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 258-92

To adopt Amendment Number 223
and Amendment Number 223 A to
the Official Plan of the City
of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number 223 and Amendment Number 223 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 223 and Amendment Number 223A to the Official Plan of the City of Brampton Planning Area.

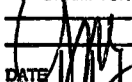
READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL,

this 23rd day of November, 1992.


PETER ROBERTSON - MAYOR


LEONARD J. MIKULICH - CLERK

OPABRAMBRICK

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
DATE 

AMENDMENT NUMBER 223
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER 223 A
to the Consolidated Official Plan of the
City of Brampton Planning Area

21-OP 0031-223 - 1

AMENDMENT NO. 223
AND
AMENDMENT NO. 223A
TO THE
OFFICIAL PLAN FOR THE
CITY OF BRAMPTON

These Amendment Nos. 223 and 223A to the Official Plan for the City of Brampton which were adopted by the Council of the Corporation of the City of Brampton are hereby modified as follows:

1. Item (7), on page 2, the phrase "Percent 'Single Family Density' Types" under the heading of Housing Types Mix shall be modified to read "Percent 'Single Detached Density' Types". The phrase "single family dwelling units" in the third paragraph of page 4 shall be modified to read as "single detached dwelling units";

2. Section 3.4, District Commercial, on page 7, is modified by adding a new subsection 3.4.6 that read as:

"3.4.6 Notwithstanding the District Commercial designation, an approximately 1.1 hectare block located in the south-east portion of the land within this designation may be developed with low and medium density dwelling units. The policies of subsection 3.5.5 shall apply if a residential component is included in the District Commercial site.";

3. Section 3.5, Residential, on page 8, is modified by adding a new subsection 3.5.5 that read as:

"3.5.5 The following policies shall apply to this Amendment in order to reflect the "Land Use Planning for Housing" Policy Statement:

Opportunities will be created for a range and mix of housing types which are suitable for different income and age levels, lifestyles and household structures of the future residents in accordance with the identified housing needs of the City of Brampton. The housing types shall include single detached

dwelling units, semi-detached dwelling units, quattroplex dwelling units, street townhouse units, block townhouse units, and apartment units.

Innovation will be encouraged in terms of housing types and zoning standards, to ensure that the development will create and foster continuing opportunities for affordable housing.

The developer has agreed to provide a minimum of 25% affordable housing within the proposed draft plan of subdivision 21T-80029B.

The developer shall enter into an agreement with the City with respect to the implementation of these policies. The agreement shall specify the mix and range of units, and number of affordable units.";

4. Section 3.6 Neighbourhood Park, on page 8, is modified as follows:

a) by modifying subsection 3.6.1 to read as:

"3.6.1 A Neighbourhood Park shall be developed in general conformance with the policies contained in section 2.5.1.3.17 of the Official Plan.";

b) by inserting a new subsection 3.6.2 that read as:

"3.6.2 The Neighbourhood park designation on Schedule SP 8(A) may be developed in conjunction with school purposes as set out in Section 3.7. Accordingly, the location, size and configuration of the neighbourhood park block on Schedule SP 8(A) is intended to be symbolic and may be modified without an amendment to this plan provided that the intent of this chapter is maintained.";

5. Section 3.7, School, on page 8, is modified to read as:

"3.7 School

3.7.1 Two schools have been designated symbolically on Schedule SP 8(A) in accordance with the requirements of the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board. It is the intent of this plan to provide sufficient flexibility to allow the development of both schools independently, as joint/shared facilities or in conjunction with the neighbourhood park also designated on Schedule SP 8(A).

Accordingly, the location, size and configuration of the school site is intended to be general in nature and may be modified without an amendment to this plan.

3.7.2 In the event that the school sites designated on Schedule SP 8(A) are not required for school purposes, then low density residential dwelling types will be permitted without an amendment to this plan.";

6. Section 3.11.2, Storm Water Management, p. 10, is modified to read as:

"3.11.2 Storm Water Management

A detailed engineering and drainage report shall be undertaken for any development in the secondary plan area, and shall be subject to the approval of the appropriate Conservation Authority, the Minister of Natural Resources, and the City. This report shall describe:

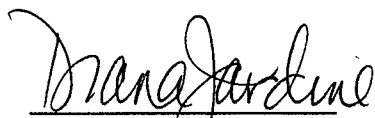
- a) The storm water management techniques which must be implemented to minimize the amount of storm water drainage and the proposed techniques in which storm water will be treated to maintain water quality. In this regard, draft plans of subdivision within the Secondary Plan may require red-line revisions to accommodate both quality and quantity control facilities.
- b) Proposed methods for controlling or minimizing erosion and siltation in the secondary plan area and in downstream areas during and after construction.";

7. Schedule 'G', being "Schedule SP8(A), New Development Area 6", is deleted and replaced by a new Schedule 'G' as attached.

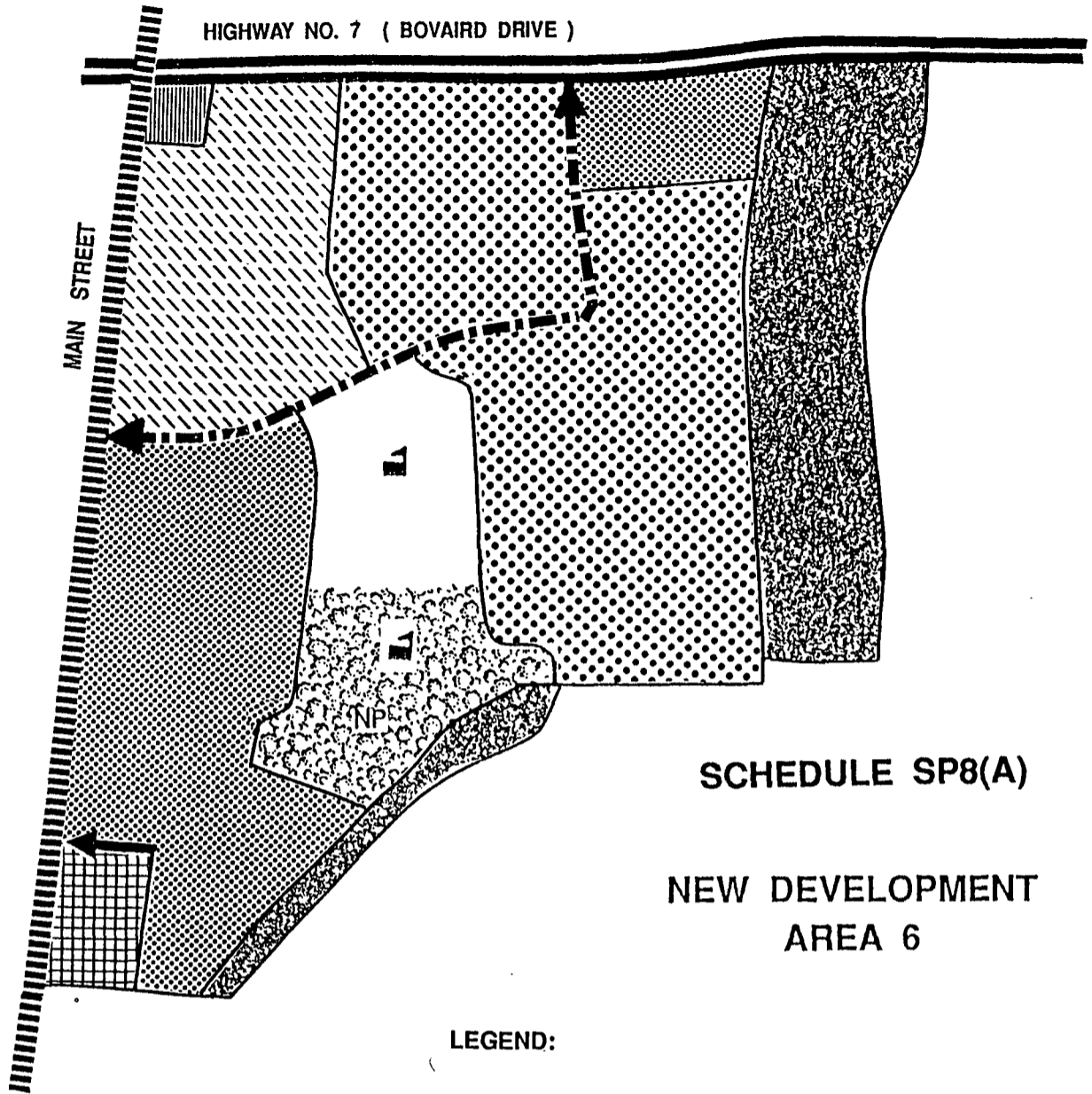
As thus modified, these amendments are hereby approved pursuant to

Sections 17 and 21 of the Planning Act.

Date: 1993-03-18

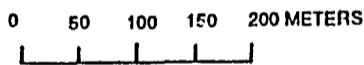


Diana L. Jardine, M.C.I.P.
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs















SCHEDULE SP8(A)

**NEW DEVELOPMENT
AREA 6**



LEGEND:

-  HAZARD LANDS
-  HIGHWAY COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  DISTRICT COMMERCIAL
-  LOW AND MEDIUM DENSITY RESIDENTIAL
-  MEDIUM AND HIGH DENSITY RESIDENTIAL
-  PUBLIC OPEN SPACE — NEIGHBOURHOOD PARK
-  SCHOOL
-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL ROAD
-  MINOR COLLECTOR ROAD
-  LOCAL ROAD ACCESS -
SUBJECT TO THE APPROVAL
OF THE MINISTRY OF TRANSPORTATION
AND THE CITY OF BRAMPTON

O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'G'



CITY OF BRAMPTON
Planning and Development

Date: 1992 11 02 Drawn by: K.M.H.
File no. CIE9-3 Map no. 43-30y



ORIGINAL

THE CORPORATION OF THE CITY OF BRAMPTON

CERTIFIED A TRUE COPY

BY-LAW

[Signature]
Deputy Clerk
City of Brampton
DEC 04 1992

19

Number 258-92

To adopt Amendment Number 223
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this 23rd day of November, 1992.

[Signature]
PETER ROBERTSON - MAYOR

[Signature]
LEONARD J. MIKULICH - CLERK

OPABRAMBRICK

AS TO FORM
AS TO LEGAL
AS TO CONTENT
AS TO DATE
DATE *[Signature]*

AMENDMENT NUMBER 223
and
AMENDMENT NUMBER 223 A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 Purpose:

The purpose of this amendment is to implement the policies of the Brampton Official Plan by establishing, in accordance with section 7.2 thereof, detailed secondary plan provisions for lands generally located at the south-east corner of Main Street North and Highway #7.

2.0 Location

The lands subject to this amendment are described as Part of Lots 9 and 10, Concession 1, E.H.S., in the City of Brampton. The lands are situated in the south-east quadrant of the intersection of Main Street and Highway Number 7. The lands subject to this amendment comprise a total area of 55.76 hectares (137.8 acres) and are shown as "New Development Area 6" on Schedule A attached thereto.

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 223 :

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

- (1) by changing on Schedule "A", (General Land Use Designations) thereto, the land use designations pertaining to the lands shown outlined on Schedule A to this amendment, from the designations now shown on Schedule "A" (General Land Use Designations), to the designations shown on Schedule "A" to this amendment;
- (2) by changing on Schedule "F", (Commercial) thereto, the land use designations pertaining to the lands shown outlined on Schedule B to this amendment, from the designations now shown on Schedule "F" (Commercial), to the designations shown on Schedule "B" to this amendment;

- (3) by changing on Schedule "B", (Hazard Lands) thereto, the land use designations pertaining to the lands shown outlined on Schedule C to this amendment, from the designations now shown on Schedule "B" (Hazard Lands), to the designations shown on Schedule "C" to this amendment;
- (4) by changing on Schedule "H", (Major Transportation Elements and Major Road Network) thereto, the alignment of the collector roads within the area identified on Schedule "D" to this amendment;
- (5) by changing on Schedule "I", (Major Road Right-of-Way Widths) thereto, the designation of the road right-of-way width within the areas defined on Schedule "E" to this amendment;
- (6) by changing on Schedule "K", (Secondary Planning Areas) thereto, the secondary plan area boundaries pertaining to the lands shown outlined on Schedule "F" to this amendment, from the boundaries now shown on Schedule "K" (Secondary Planning Areas) to the boundaries shown on Schedule "F" to this amendment;
- (7) by deleting the column headed "Area 6" in Table 1 (Housing Mix and Density for New Residential Development Areas) in Section 2.1.1., and substituting therefor the following column headed "Area 6":

MODIFICATION	<u>Housing Types Mix</u>	<u>Area 6</u>
No. <u>1</u> UNDER SECTION 17(9) OF THE PLANNING ACT, 1983	Percent "Single Family Density" Types	6%
	Percent "Semi-Detached Density" Types	17%
	Percent "Townhouse Density" Types	31%
	Percent "Cluster Housing and Apartment Density" Types	46 %

Minimum Gross Residential
Density

Units Per Hectare -

(Units Per Acre) -

Maximum Gross Residential
Density

Units Per Hectare 36

(Units Per Acre) (15)

- (8) by adding to the list of amendments to Secondary Plan Area Number 8 as set out in sub-section 7.2.7.8, Part IV - Chapter 8(A).
- (9) by adding thereto, as Schedule SP 8(A), Schedule "G" to this amendment; and
- (10) by adding thereto, the following text to Part IV - Secondary Plans as Chapter 8(A):

"Chapter 8(A): BRAMPTON NORTH SECONDARY PLAN AS IT AFFECTS NEW DEVELOPMENT AREA 8."

1.0 PURPOSE

In 1980, City Council adopted Official Plan Amendment Number 60 to the Consolidated Official Plan which specified development principles to facilitate development of lands located in the south-east quadrant of the intersection of Highway 7 and Main Street. The subject property was designated "New Development Area 6 Secondary Plan Area". The development principles addressed hazard lands, energy conservation, noise abatement, public open space, mixed commercial/residential development, residential development, schools, highway commercial, transportation, major public utilities, rehabilitation of the shale pit, and implementation policies.

The secondary plan was implemented by draft plan of subdivision 21T-80029B, which contained 1832 dwelling units, a school site, park, mixed commercial/residential site, a valleyland block and one minor collector road. Low density residential development was proposed in the northern and eastern sections of the plan and high density residential was proposed along Main Street.

Draft plan 21T-80029B did not proceed to registration and a zoning by-law for the property was not enacted by Brampton City Council.

The file was reactivated in 1991 and a revised draft plan of subdivision was proposed. In September, 1992, City Council recommended approval of a draft plan of proposed subdivision which proposed the following:

MODIFICATION

No. 1

UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

- 74 ~~single family dwelling units;~~
- 190 semi-detached dwelling units;
- 256 quattroplex dwelling units;
- 93 street townhouse units;
- 326 block townhouse units;
- 240 apartment units;
- a school site;
- a park site;
- two commercial blocks along Main Street; and
- two valleyland blocks.

The purpose of this amendment is to modify the secondary plan policies to permit the revised draft plan of proposed subdivision.

2.0 LOCATION

The lands subject to this amendment are described as Part of Lots 9 and 10, Concession 1, E.H.S., in the City of Brampton. The lands are situated in the south-east quadrant of the intersection of Main Street and Highway Number 7. The lands subject to this amendment comprise a total area of 55.76 hectares (137.8 acres) and are shown as "New Development Area 6" on Schedule A attached thereto.

3.0 POLICIES

3.1 Hazard Lands

3.1.1 Lands designated as "Harzard Lands" on Schedule SP 8(A) shall be subject to the policies contained in section 1.2 - HAZARD LANDS in the Official Plan.

3.2 Highway Commercial

3.2.1 The purpose of the "Highway Commercial" designation on Schedule SP 8(A) is to recognize the existing service station located directly at the south-east corner of Highway Number 7 and Main Street North. The policies contained in section 2.2.4.3 of the Official Plan apply to this designation.

3.2.2 Proposals for automobile service stations or related uses, shall be evaluated on a site specific basis, in accordance with the criteria set out in section 2.2 of the Official Plan.

3.3 Convenience Commercial

3.3.1 Schedule SP 8(A) designates a site located on the east side of Main Street for "Convenience Commercial" purposes and shall be developed in accordance with the policies set out in section 2.2.3.20 of the Official Plan.

3.3.2 Lands designated for Convenience Commercial purposes on Schedule SP 8(A) shall have a maximum site area of approximately 2.6 acres. Given that this maximum site area exceeds that which is prescribed for convenience commercial purposes on Table 2 (Criteria for Major Retail/Service Shopping Centres) of the Official Plan, the maximum gross leasable area may exceed the limits set out in policy 2.2.3.21 provided that:

- (i) All other policies related to Convenience Commercial development are adhered to;
- (ii) The maximum gross leasable floor area does not exceed 30,000 square feet; and,
- (iii) The maximum gross leasable floor area approved for the site is specified in an implementing zoning by-law.

3.3.3 Access to the Convenience Commercial site shall be to the satisfaction of the City of Brampton.

3.3.4 Comprehensive development plans and design schemes will be required and development will be subject to site plan approval under the provisions of the Planning Act.

3.3.5 Where the commercial site abuts residential areas, consideration will be given to the following:

- (i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized; and
- (ii) that traffic, parking and service areas do not adversely affect adjacent residential land uses.

3.4 District Commercial

3.4.1 The area designated "District Commercial" on Schedule SP 8(A) shall be developed in conformance with the district commercial policy contained in section 2.2.3.17 of the Official Plan. However, a supermarket shall only be permitted subject to the following:

(i) The completion of a Market Impact Study satisfactory to the City of Brampton; and,

(ii) An amendment to the zoning by-law.

3.4.2 The maximum gross leasable commercial floor area shall be specified in the implementing zoning by-law and shall be in conformance with the general criteria in Table 2 of the Official Plan.

3.4.3 Comprehensive development plans and design schemes will be required and development will be subject to site plan approval under the provisions of the Planning Act.

3.4.4 Where the commercial site abuts residential areas, consideration will be given to the following:

(i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized; and

(ii) that traffic, parking and service areas do not adversely affect adjacent residential land uses.

3.4.5 Access to the district commercial site shall be to the satisfaction of the City of Brampton for access to Main Street North and the Ministry of Transportation for access to Highway #7.

MODIFICATION

No. 2 →

UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

3.5 Residential

3.5.1 The housing mix for the lands designated for residential purposes in Schedule SP 8(A) shall be as indicated in Table I and shall apply to the whole of the New Development Area 6 area:

TABLE I

<u>Housing Type</u>	<u>% of Total Dwelling Units</u>
Low Density Dwelling Types	22%
Medium Density Dwelling Types	48%
High Density Dwelling Types	30%
	100%

3.5.2 The maximum density for New Development Area 6 is 36 units per hectare (15 units per acre) of gross residential area.

3.5.3 The overall gross residential density for lands designated Medium and High Density Residential on Schedule SP 8(A) shall not exceed 86 units per hectare (35 units per acre).

3.5.4 The areas designated Low to Medium Density Residential and Medium to High Density Residential on Schedule SP 8(A), shall be developed in conformance with the policies contained in section 2.1.1 of the Official Plan.

MODIFICATION
No. 3
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

3.6 Neighbourhood Park

~~3.6.1 A neighbourhood park shall be developed in conformance with the policies contained in section 2.5.1.3.17 of the Official Plan.~~

MODIFICATION
4 → (a)
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

3.7. School

~~3.7.1 One school has been designated symbolically on Schedule SP 8(A).~~

MODIFICATION
No. 5
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

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

3.7.2 ~~In the event that the school site designated on Schedule SP 8(A) is not required for school purposes, then the appropriate residential density or alternative use for the site will be determined by an amendment to this plan.~~

3.8 Transportation

3.8.1 Roads shall be developed in conformance with the policies contained in section 4.2 of the Official Plan.

3.8.2 Walkways shall be developed in conformance with the policies contained in section 4.7 of the Official Plan.

3.8.3 Public Transit shall be developed in conformance with the policies contained in section 4.3 of the Official Plan.

3.9 Rehabilitation of Shale Pit

3.9.1 The existing shale pit on the subject property shall be rehabilitated for residential, commercial, recreational and school use to the satisfaction of the Ministry of the Environment, Metropolitan Toronto and Region Conservation Authority, Ministry of Natural Resources and the City of Brampton.

3.10 Noise Abatement

3.10.1 A Noise Abatement Study shall be completed in conformance with the policies contained in section 1.8 of the Official Plan and implemented to the satisfaction of the Commissioner of Planning and Development.

3.11 Engineering Services

3.11.1 This chapter provides for the efficient deployment of engineering services to facilitate growth within the secondary planning area. These Engineering Services are comprised of:

- (i) storm water management facilities;
and,
- (ii) sanitary sewage and water supply.

3.11.2 Storm Water Management

MODIFICATION
No. 6
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

~~A detailed engineering and drainage report shall be undertaken for any development in the secondary planning area, and shall be subject to the approval of the appropriate Conservation Authority, the Ministry of Natural Resources, and the City. This report shall describe the storm water management techniques which must be implemented to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation in the secondary plan area, and in downstream areas during and after the construction period.~~

3.11.3 Sanitary Sewage and Water Supply

Development within the secondary plan area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

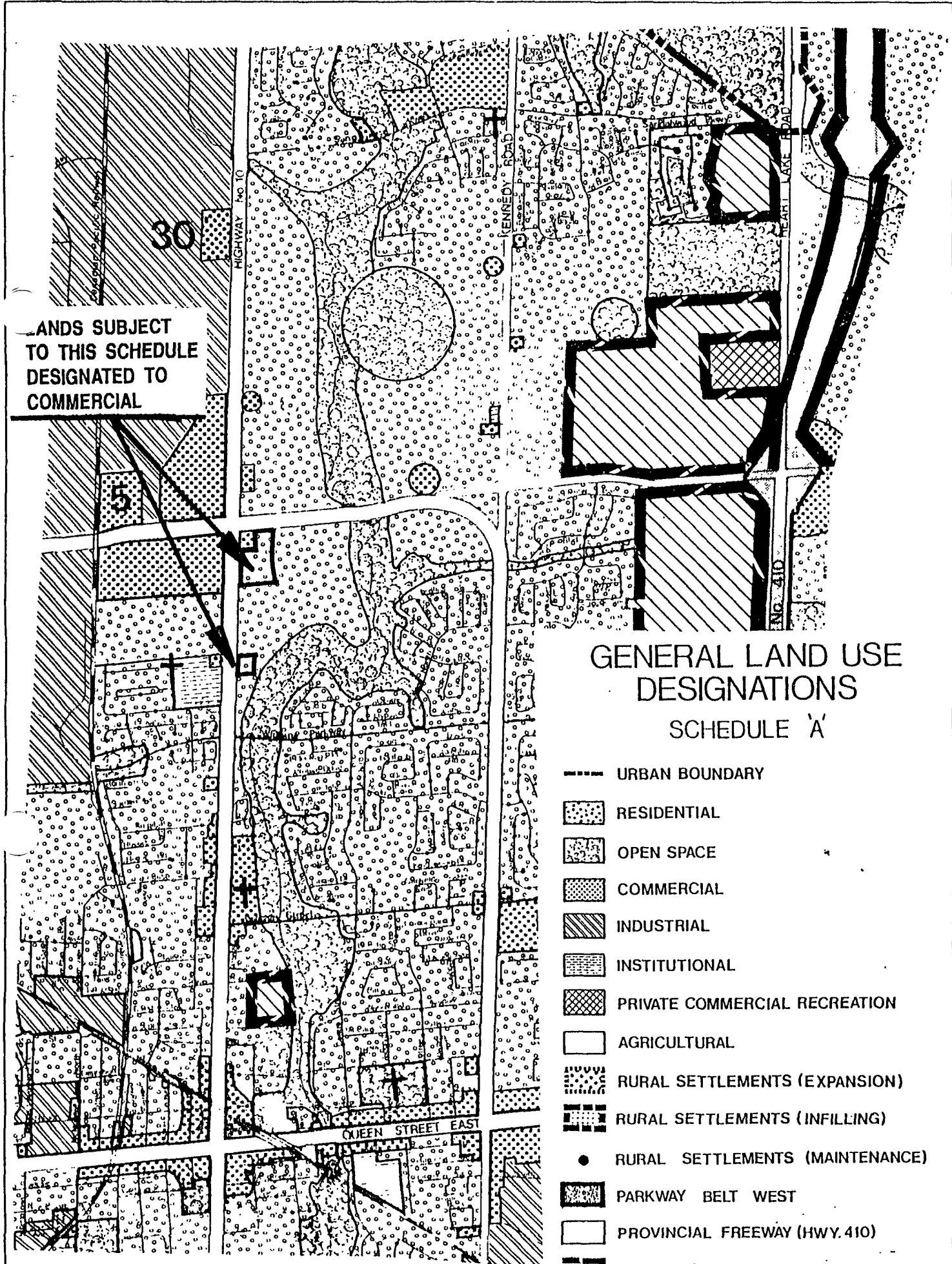
4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of Chapter 7 of the Official Plan shall apply to the implementation and interpretation of this chapter.

3.2 Amendment Number 223 A:

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

- (1) by deleting Chapter C57.
- (2) by changing any references on Plates 1 and 2 to the subject property that Part IV - CHAPTER 8(A) applies.



GENERAL LAND USE DESIGNATIONS
SCHEDULE 'A'

- URBAN BOUNDARY
- RESIDENTIAL
- OPEN SPACE
- COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- PRIVATE COMMERCIAL RECREATION
- AGRICULTURAL
- RURAL SETTLEMENTS (EXPANSION)
- RURAL SETTLEMENTS (INFILLING)
- RURAL SETTLEMENTS (MAINTENANCE)
- PARKWAY BELT WEST
- PROVINCIAL FREEWAY (HWY. 410)
- RURAL ESTATE
- RURAL ESTATE EXPANSION
- RURAL-COMMERCIAL
- OPEN SPACE - CEMETERIES
- SPECIAL STUDY AREA
- SPECIALTY AGRICULTURAL

MAY 1987

O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'A'



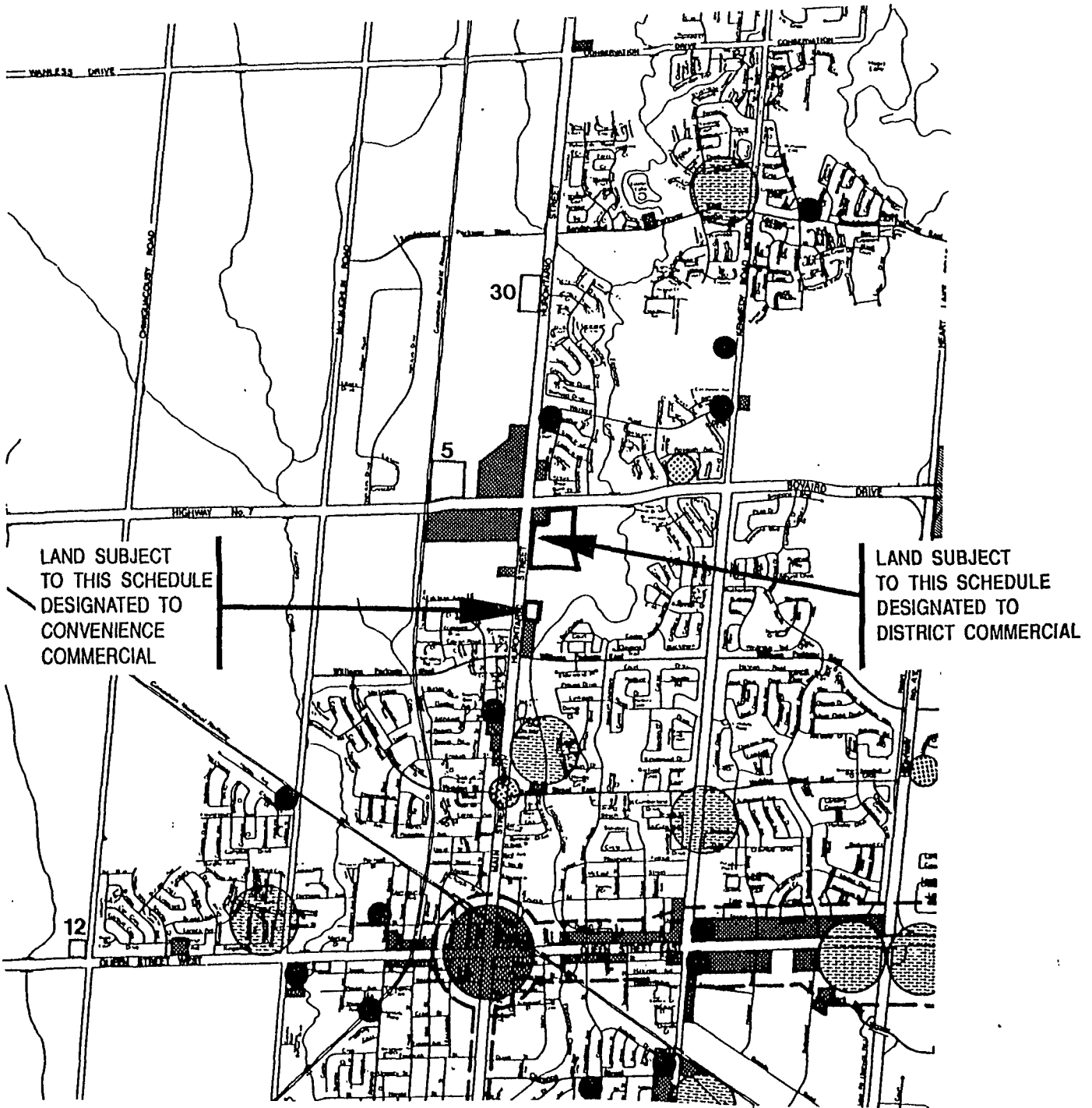
CITY OF BRAMPTON
Planning and Development

Date: 1992 11 18

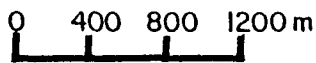
Drawn by: K.M.H.

File no. CIE9.3

Map no. 43-30y3













COMMERCIAL*
SCHEDULE 'F'



Date: MAY 1987

City of Brampton
 Planning and Development Department

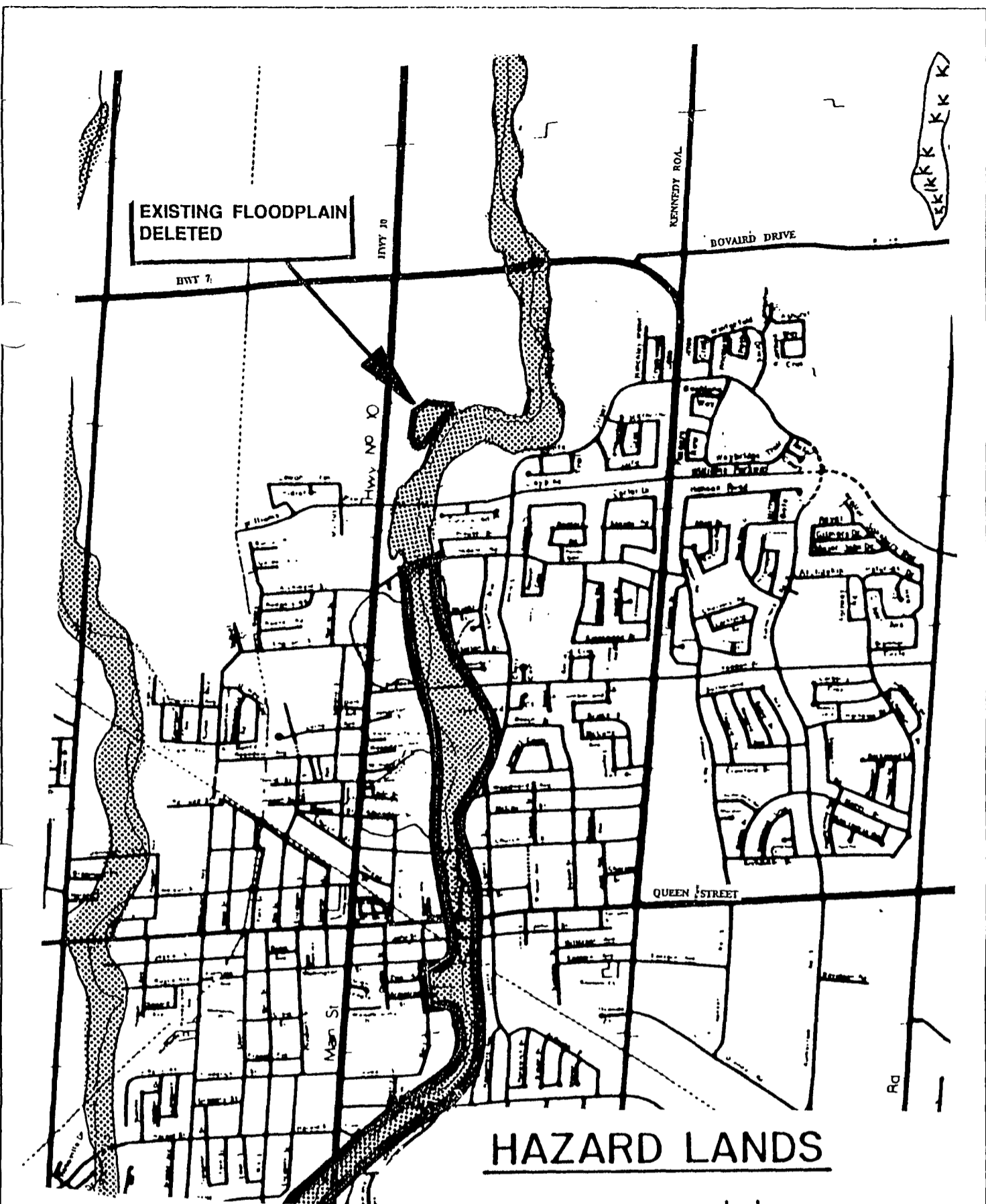
-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY & SERVICE COMMERCIAL
-  SITE SPECIFIC DESIGNATIONS
-  RURAL COMMERCIAL

O.P. AMENDMENT NO. 223 ad 223A
 SCHEDULE 'B'



CITY OF BRAMPTON
 Planning and Development

Date: 1992 11 03 Drawn by: K.M.H.
 File no. CIE9.3 Map no. 43-30 yy

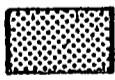


EXISTING FLOODPLAIN DELETED

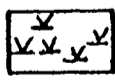
HAZARD LANDS

SCHEDULE 'B'

DEFERRED
Under Section 14(3) of
The Planning Act
No. 08



FLOODPLAINS (Approx. Boundaries)



WETLAND AREAS
(Includes Muck & Organic Soils)



STEEP SLOPE AREAS

0m 250 500 1000 metres

MAY 1987

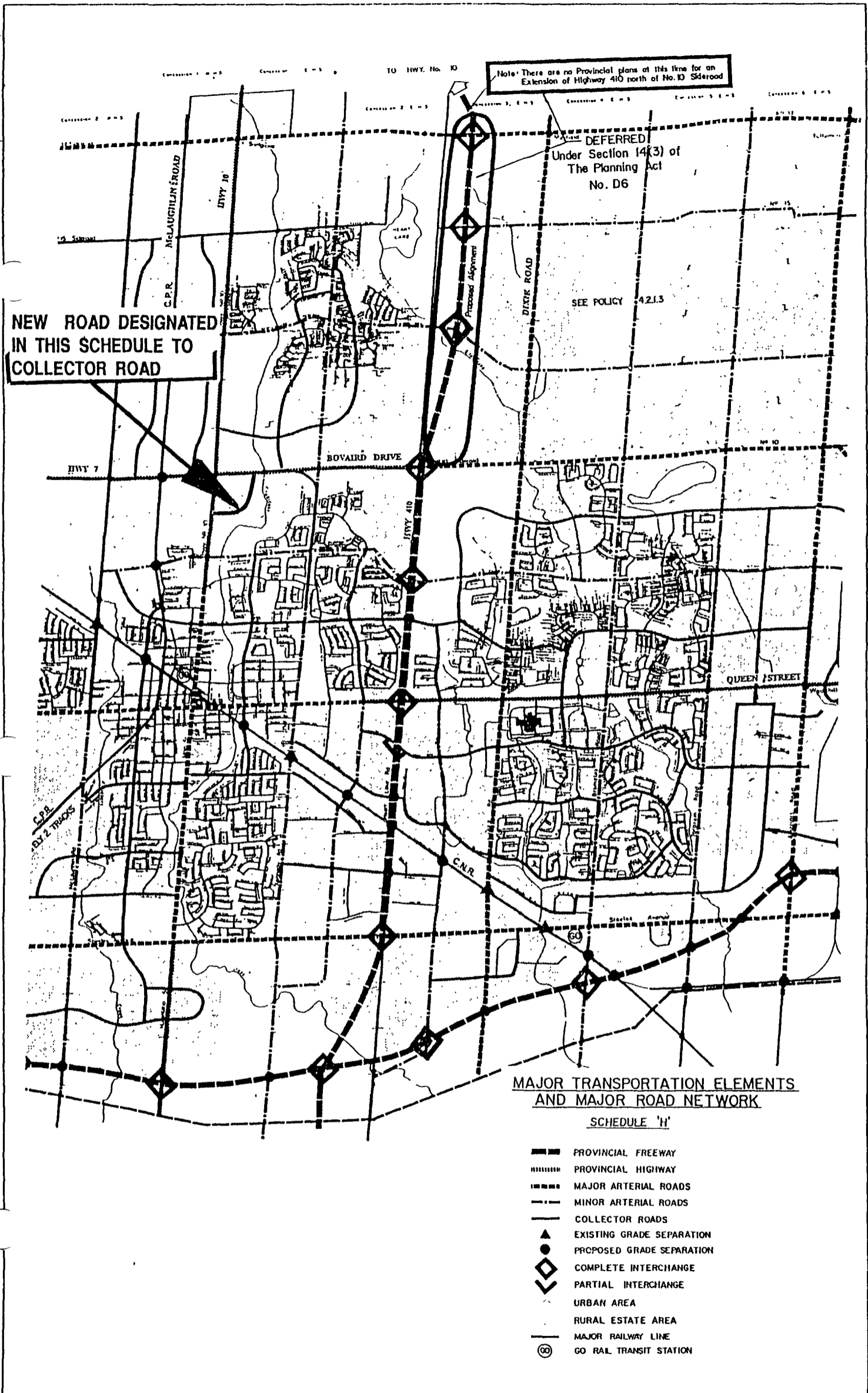
City of Brampton Planning Department

O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'C'



CITY OF BRAMPTON
Planning and Development

Date: 1992 11 18 Drawn by: K.M.H.
File no. CIE9.3 Map no. 43-30y4



O.P. AMENDMENT NO. 223 and 223A
 SCHEDULE 'D'



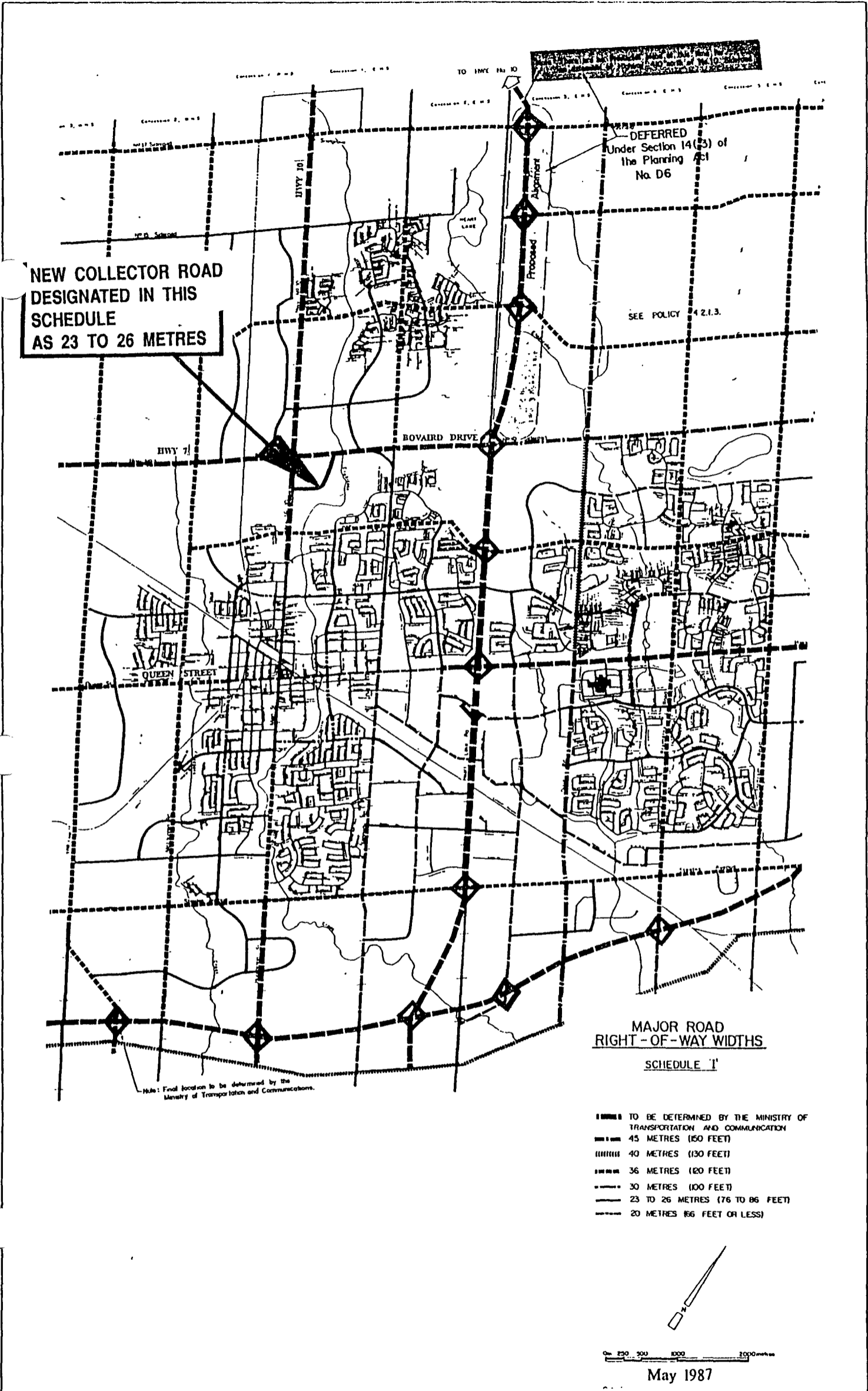
CITY OF BRAMPTON
 Planning and Development

Date: 1992 11 18

Drawn by: K.M.H.

File no. CIE9.3

Map no. 43-30y5



**NEW COLLECTOR ROAD
DESIGNATED IN THIS
SCHEDULE
AS 23 TO 26 METRES**

DEFERRED
Under Section 14(23) of
the Planning Act
No. D6

SEE POLICY 4.2.1.3.

**MAJOR ROAD
RIGHT-OF-WAY WIDTHS
SCHEDULE 'I'**

- TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

0m 250 500 1000 2000 metres

May 1987

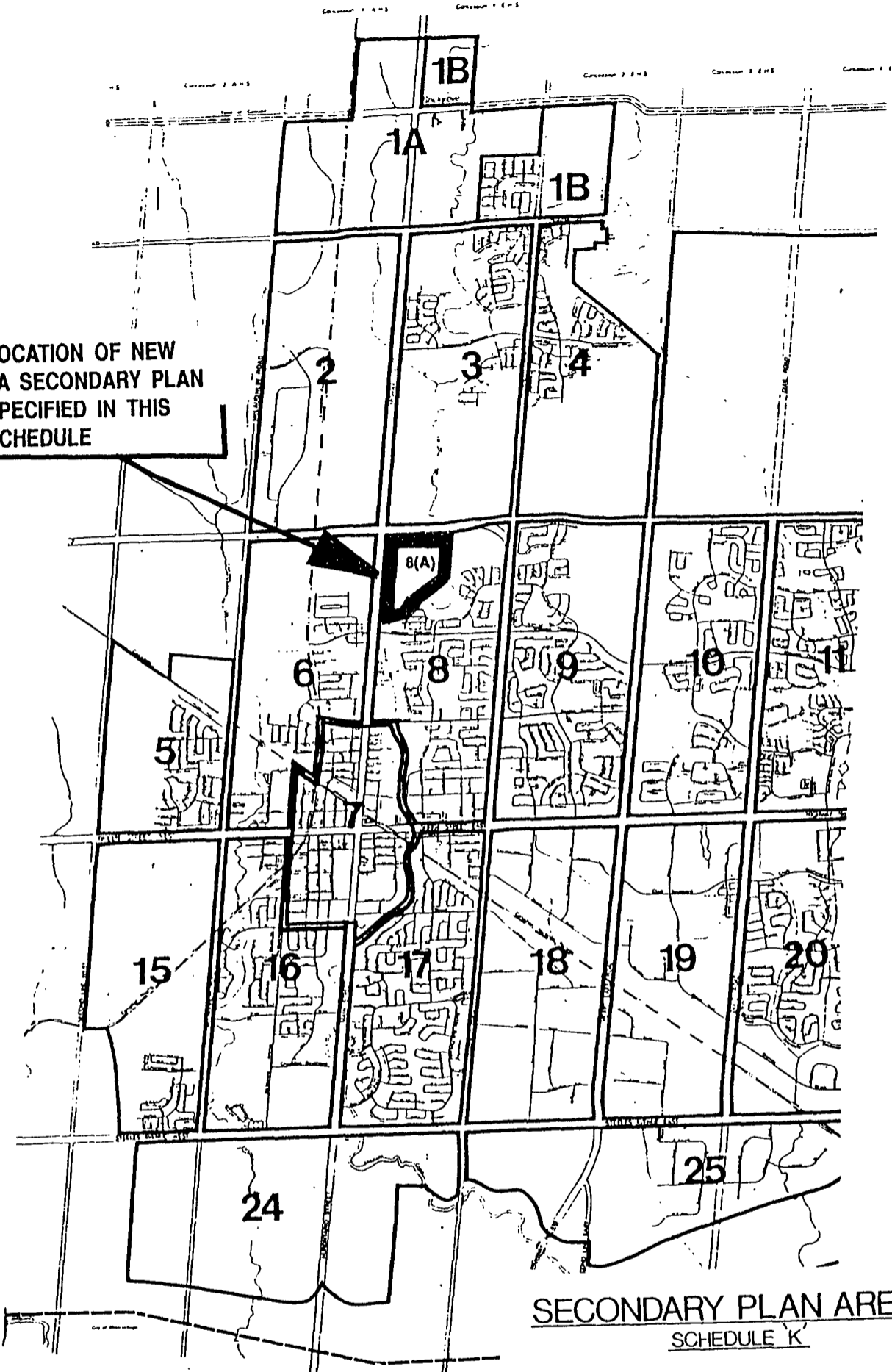
O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'E'



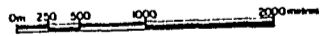
CITY OF BRAMPTON
Planning and Development

Date: 1992 11 18 Drawn by: K.M.H.
File no. CIE9.3 Map no. 43-30y7

LOCATION OF NEW
8A SECONDARY PLAN
SPECIFIED IN THIS
SCHEDULE



SECONDARY PLAN AREAS
SCHEDULE 'K'



Planning and Development Department May 1987

O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'F'



CITY OF BRAMPTON
Planning and Development

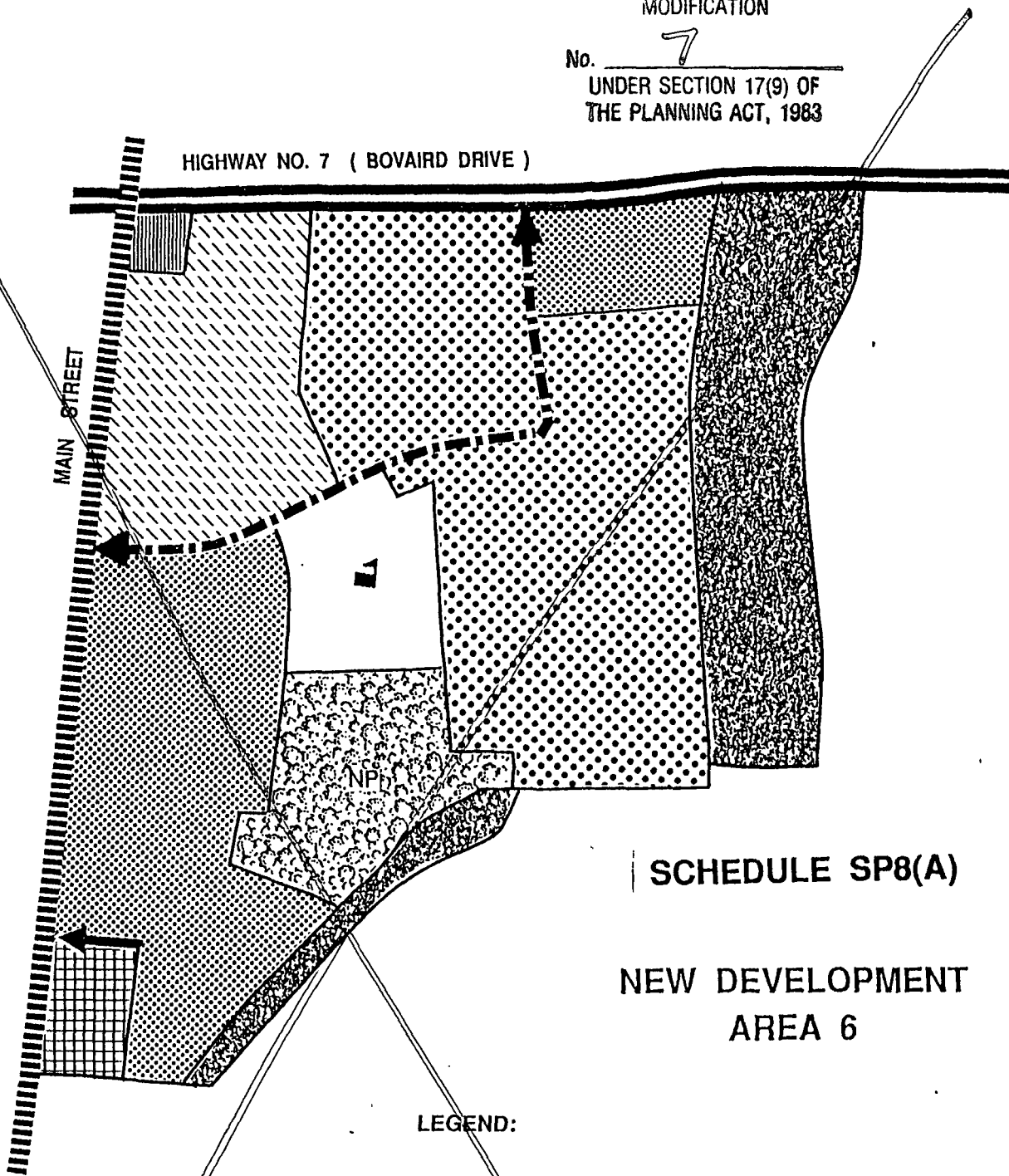
Date: 1992 11 18 Drawn by: K.M.H.
File no. C1E9.3 Map no. 43-30y6

MODIFICATION

No. 7
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

HIGHWAY NO. 7 (BOVAIRD DRIVE)













MAIN STREET



SCHEDULE SP8(A)

NEW DEVELOPMENT
AREA 6

LEGEND:

-  HAZARD LANDS
-  HIGHWAY COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  DISTRICT COMMERCIAL
-  LOW AND MEDIUM DENSITY RESIDENTIAL
-  MEDIUM AND HIGH DENSITY RESIDENTIAL
-  PUBLIC OPEN SPACE — NEIGHBOURHOOD PARK
-  SCHOOL
-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL ROAD
-  MINOR COLLECTOR ROAD
-  LOCAL ROAD ACCESS -
SUBJECT TO THE APPROVAL
OF THE MINISTRY OF TRANSPORTATION
AND THE CITY OF BRAMPTON

0 50 100 150 200 METERS

O.P. AMENDMENT NO. 223 and 223A
SCHEDULE 'G'



CITY OF BRAMPTON
Planning and Development

Date: 1992 11 02 Drawn by: K.M.H.
File no. CIE9.3 Map no. 43-30y

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 223
and
AMENDMENT NUMBER 223 A

Attached is a copy of planning reports dated June 10, 1992 and August 6, 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:

Ministry of Natural Resources	January 27, 1992
The Dufferin-Peel Roman Catholic Separate School Board	January 30, 1992
Peel Board of Education	March 4, 1992
The Metropolitan Toronto and Region Conservation Authority	March 5, 1992
Ministry of Natural Resources	May 12, 1992
Ministry of Transportation	May 26, 1992
Ministry of the Environment	July 14, 1992
The Metropolitan Toronto and Region Conservation Authority	October 15, 1992

INTER-OFFICE MEMORANDUM

G4
June 15/92

Office of the Commissioner of Planning and Development

June 10, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **EXECUTIVE SUMMARY** to the attached staff report
BACKGROUND AND STATUS REPORT - BRAMPTON BRICK LIMITED
Ward Number 5
Region of Peel File: 21T-80029B
Our File: C1E9.3

The attached staff report is a background and status report for a draft plan of proposed subdivision and application to amend the Official Plan and zoning by-law involving approximately 54.77 hectares (135.35 acres) of land located at the south-east corner of the intersection of Hurontario Street and Highway 7.

This report:

- describes the subject property;
- outlines the Official Plan and zoning status;
- briefly outlines the planning history of the subject property, including a description of the most recent draft plan of subdivision;
- provides a preliminary evaluation of the general land use components of the draft plan, and
- recommends a land use concept to be endorsed by Planning Committee.

KA/Bbrickexec

RECEIVED
CLERK'S DEPT.

JUN 12 1992

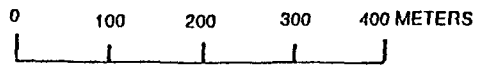
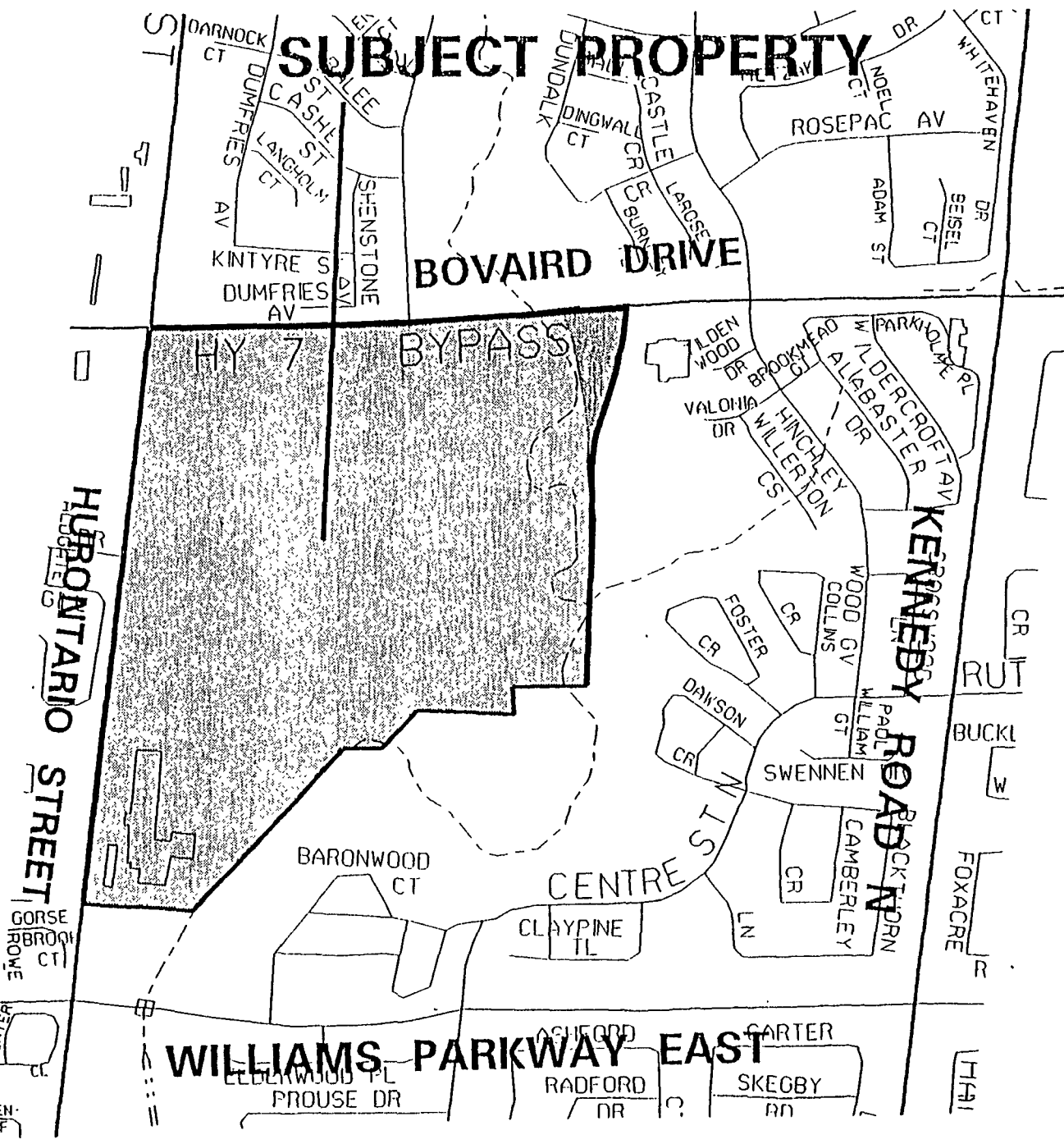
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REG. No.:

FILE No.:

C1E9.3

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED



CITY OF BRAMPTON
 Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 Q



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

ATTACHMENT #1
LOCATION MAP

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

June 10, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **BACKGROUND AND STATUS REPORT**

Draft Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law,
Part of Lots 9 and 10, Concession 1, E.H.S.,
Ward Number 5
BRAMPTON BRICK LIMITED
Region of Peel File: 21T-80029B
Our File: C1E9.3

1.0 INTRODUCTION AND BACKGROUND

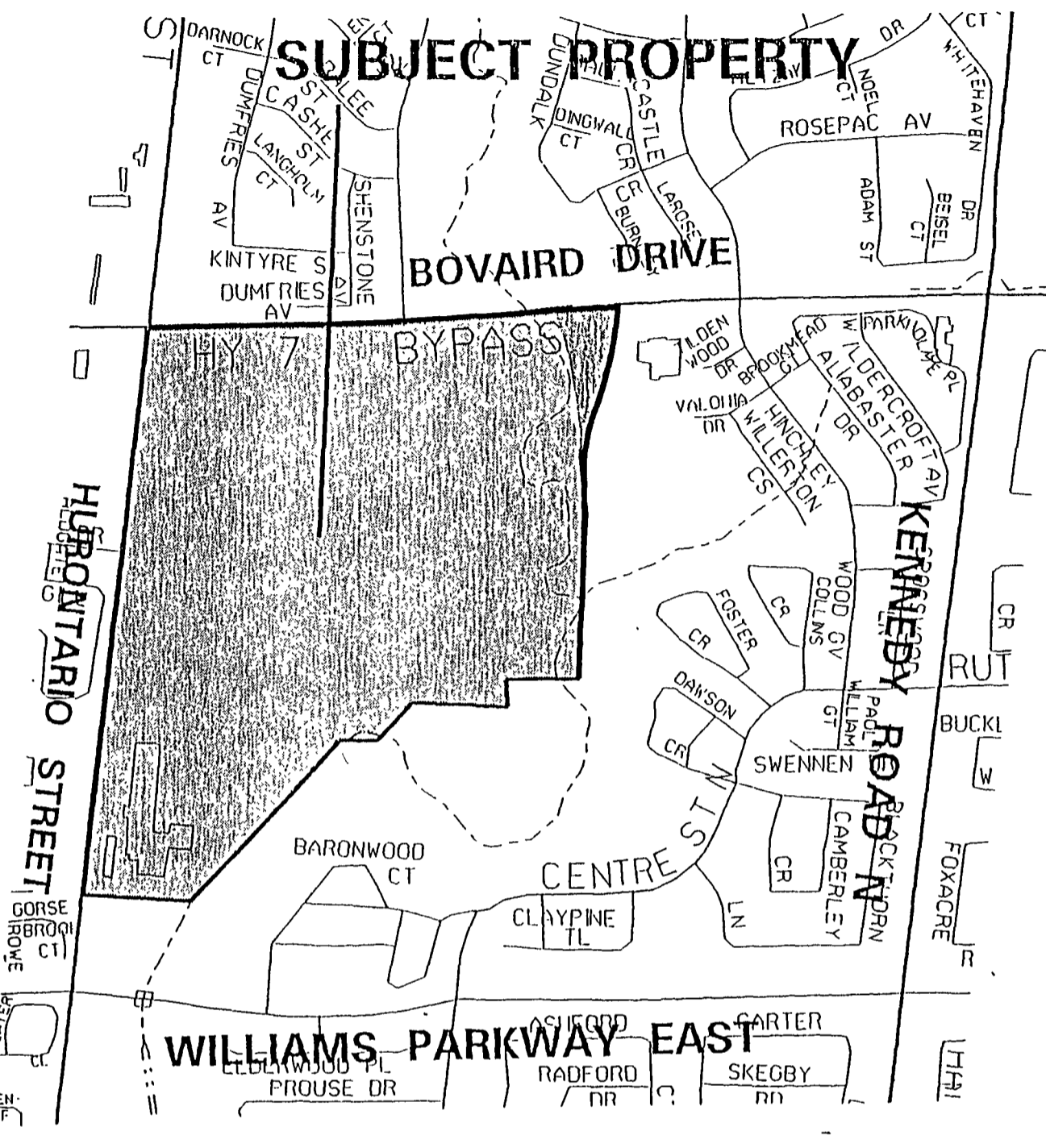
In December 1980, the Region of Peel issued draft plan approval for a predominantly residential plan of subdivision comprising an area of 54.77 hectares (135.35 acres), proposed by Brampton Brick Limited. The Brampton Brick property is located at the south-east corner of the intersection of Highways 10 and 7 (Hurontario Street and Bovaird Drive respectively. Refer to Attachment 1). With respect to the residential component, the draft approved plan illustrated 1832 dwelling units. Although an Official Plan Amendment was approved by the Ontario Municipal Board for the above noted draft approved plan, the applicant did not pursue the plan to registration and a zoning by-law was never enacted.

In December 1991, the applicant submitted a revised draft plan of subdivision to the Region of Peel and an application to amend the Official Plan and zoning by-law was submitted to the City. Since December 1991, staff has consulted with the applicant on a number of planning related matters in an attempt to achieve an acceptable plan for the subject lands.

In May, 1992 the applicant submitted a further revised draft plan. The key components of that plan include:

- a total of 1160 dwelling units consisting of:
 - 134 single family detached dwelling units;
 - 218 semi-detached dwelling units;
 - 300 quattroplex dwelling units;

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.II.
 File no. C1E9.3 Map no. 43 - 30 Q



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

**ATTACHMENT #1
 LOCATION MAP**

- 93 street townhouse dwelling units;
 - 94 block townhouse dwelling units;
 - 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units.
- two commercial blocks abutting Bovaird Drive, opposite Sunforest Drive and a third commercial block located in the southern portion of the plan;
 - a valleyland block, and
 - a park and a school block.

Based on the foregoing, it is apparent that the Brampton Brick plan is a major development proposal at a high profile location and therefore has significant implications with respect to:

- the provisions of a mix of housing units (including an affordable housing component) in an infill situation;
- the potential provision for significant employment opportunities (within the commercial component) at a key "market sensitive" location, and
- an opportunity to achieve a landmark urban design concept at this highly visible/accessible location.

Accordingly, it is the purpose of this report to:

- provide a detailed description of the subject lands;
- highlight the planning status of the subject lands;
- summarize the background history relative to the Brampton Brick site, including a description of the most current development proposal;
- undertake a preliminary planning evaluation of the proposal and identify the key issues to be resolved, and
- seek direction from Planning Committee with respect to the outstanding issues and obtain approval to proceed with the processing of the plan on the basis of a recommended land use concept.

2.0 DETAILED PROPERTY DESCRIPTION

Location: located at the south-east corner of the intersection of Highway 7 (Bovaird Drive) and Hurontario Street.

Size: has an area of approximately 54.77 hectares (135.35 acres) with a frontage of 713.87 metres (2,342.0

feet) on Highway 7 and frontage on Hurontario Street of 852.62 metres (2,797.3 feet).

Site Features: the eastern and southern boundary of the lands are traversed by the Etobicoke Creek where a significant amount of deciduous trees are located. A water filled quarry is located in the western portion of the property.

A one storey office building and warehouse are located in the south-west portion of the property where an outdoor storage area contains piles of bricks.

The surrounding land uses are as follows (refer to Attachment 2):

North: a gas bar with access to both Hurontario Street and Highway 7, beyond which are a mix of land uses consisting of a vacant lot, an automobile repair garage, and single family detached dwellings, with access on to Dumfries Avenue. At the north-east corner of Highway 7 and Sunforest Drive is a property occupied by a temporary sales office, that is designated for a church site or single family dwellings, beyond which is open space.

South: a commercial development fronting on to Hurontario Street, open space, a townhouse development and Williams Parkway.

East: vacant land which is subject to a draft plan for single family detached dwelling units (Bovaird Group Inc., Region of Peel File: 21T-88070B, Our File: C1E11.12), open space and townhouse dwelling units.

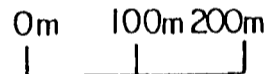
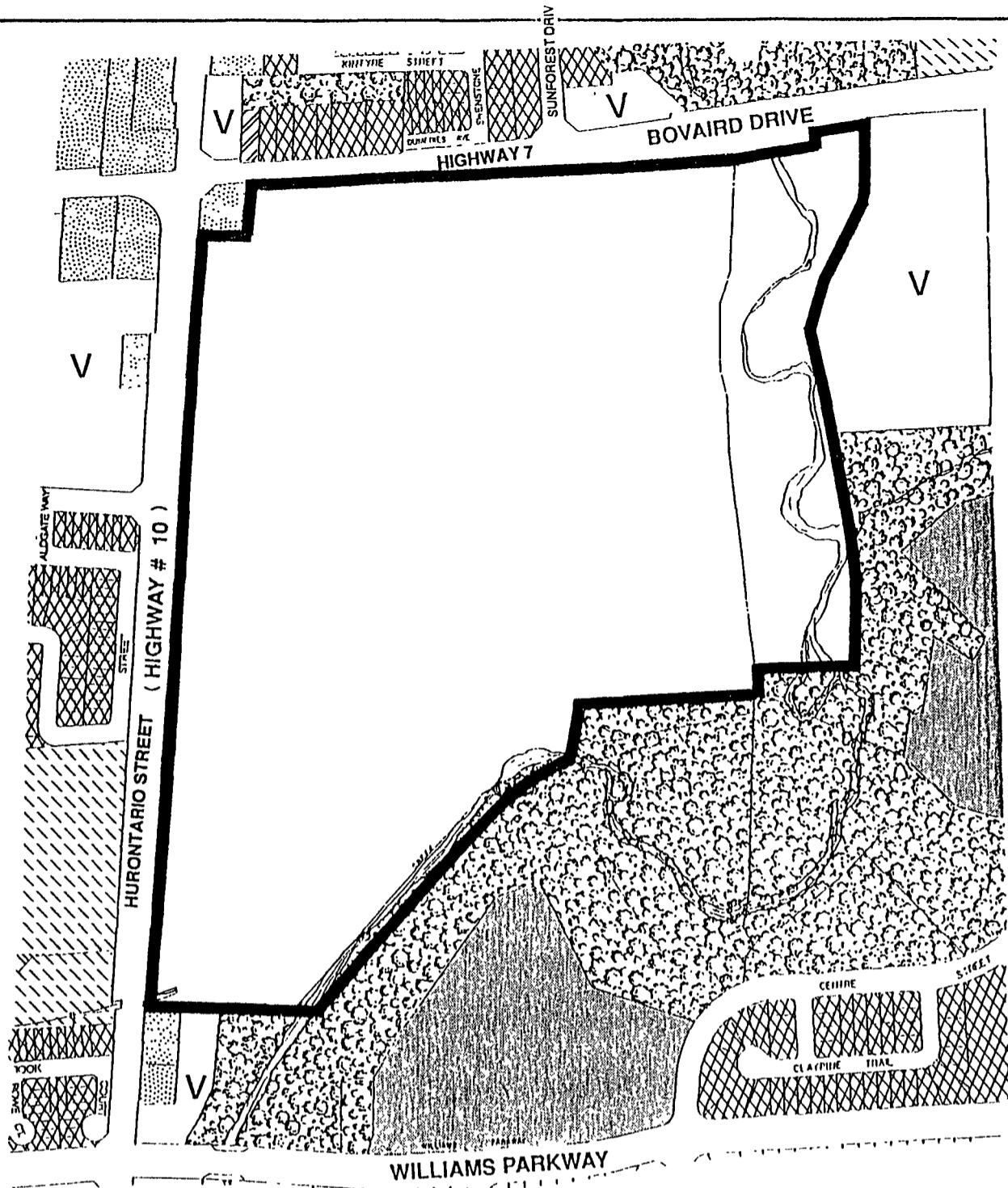
West: Hurontario Street, beyond which is a gas bar and donut shop at the south-west corner of Highway 7 and Hurontario Street, south of which are vacant lands, single family detached dwellings and institutional uses (the Salvation Army and Peel Manor). Staff has recently received a preliminary development proposal for a significant amount of commercial development located on 4.41 hectares (10.9 acres) of land, which are currently vacant and front onto Hurontario Street. The proposal also contains a high density residential component.

The north-west corner of Highway 7 and Hurontario Street supports a gas bar/restaurant use, beyond which is a Midas Muffler shop.









3.0 OFFICIAL PLAN AND ZONING STATUS

The subject property is designated as follows:

- "Residential" and "Open Space" on Schedule A of the Official Plan;



LEGEND

- | | | | |
|---|------------------|---|---------------------------|
|  | SUBJECT PROPERTY |  | TOWNHOUSES |
|  | INDUSTRIAL |  | SINGLE FAMILY RESIDENTIAL |
|  | COMMERCIAL |  | OPEN SPACE |
|  | INSTITUTIONAL |  | VACANT |

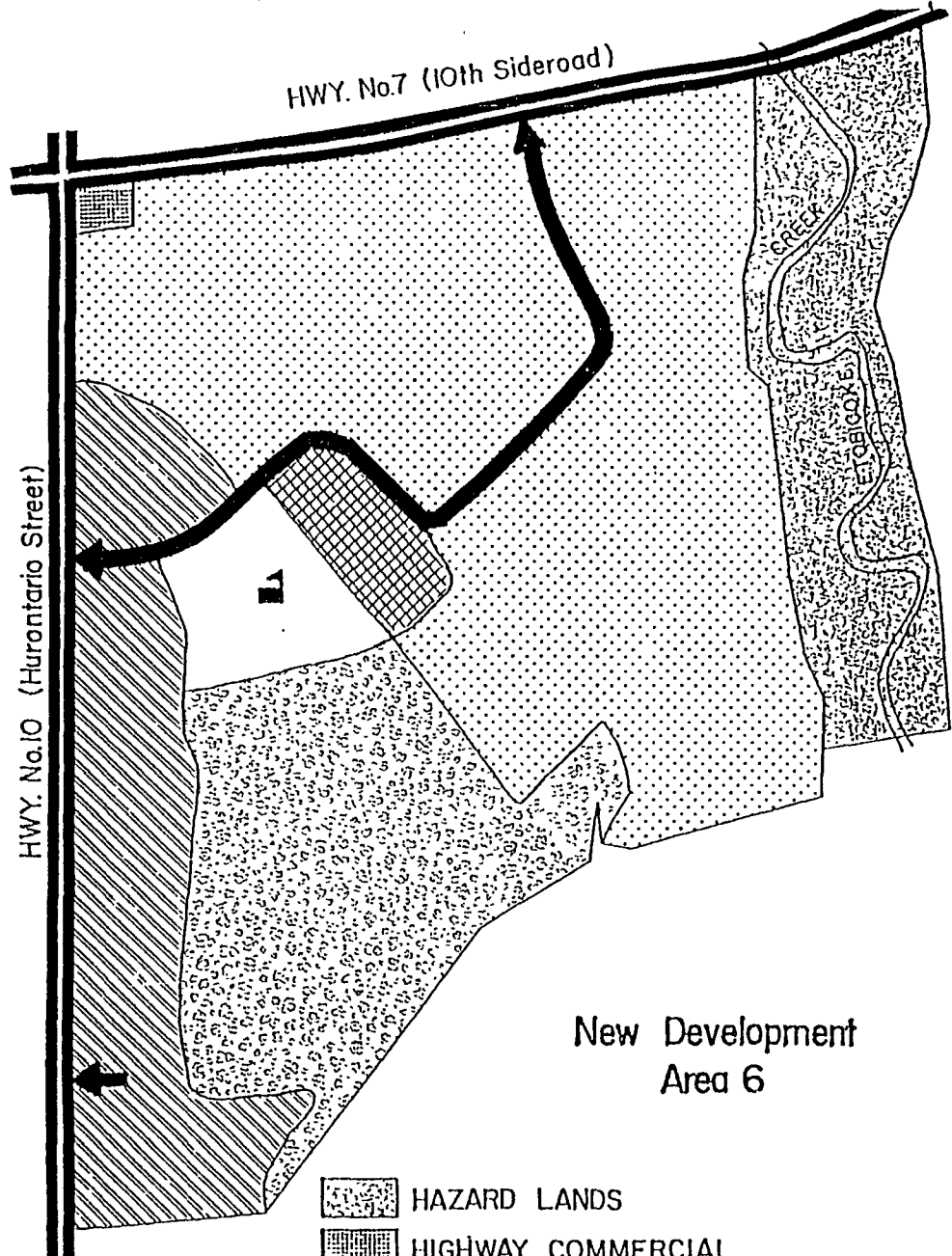
CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.II.
 File no. C1E9.3 Map no. 43 - 30 R

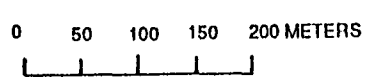


PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED


**ATTACHMENT #2
 LAND USE MAP**



New Development Area 6



-  HAZARD LANDS
-  HIGHWAY COMMERCIAL
-  HIGH DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MIXED COMMERCIAL RESIDENTIAL
-  PUBLIC OPEN SPACE
-  SCHOOL
-  PROVINCIAL HIGHWAY
-  MINOR COLLECTOR ROAD

 LOCAL ROAD ACCESS Subject To M.T.C. Approval

CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 S



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

**ATTACHMENT #3
 O.P. AMENDMENT NO. 60
 SCHEDULE 'A'**

- "Hazard Lands", "Highway Commercial", "High Density Residential", "Low Density Residential", "Mixed Commercial Residential", "Public Open Space" and "School" on Schedule A of the applicable secondary plan for the area (O.P.A. 60 - refer to Attachment 3).
- zoned "Agricultural (A)" and "Open Space (OS)" by By-law 151-88, as amended.

4.0 BACKGROUND AND PLANNING HISTORY OF THE BRAMPTON BRICK SITE

December 1980

On December 18, 1980, the Region of Peel issued draft plan approval for a predominantly residential plan of subdivision. With respect to the residential component, the draft approved plan illustrated 1832 dwelling units consisting of:

- 130 single family detached dwelling units;
- 400 semi-detached dwelling units, and
- 1302 high density dwelling units.

The following additional land uses were proposed:

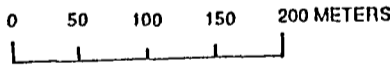
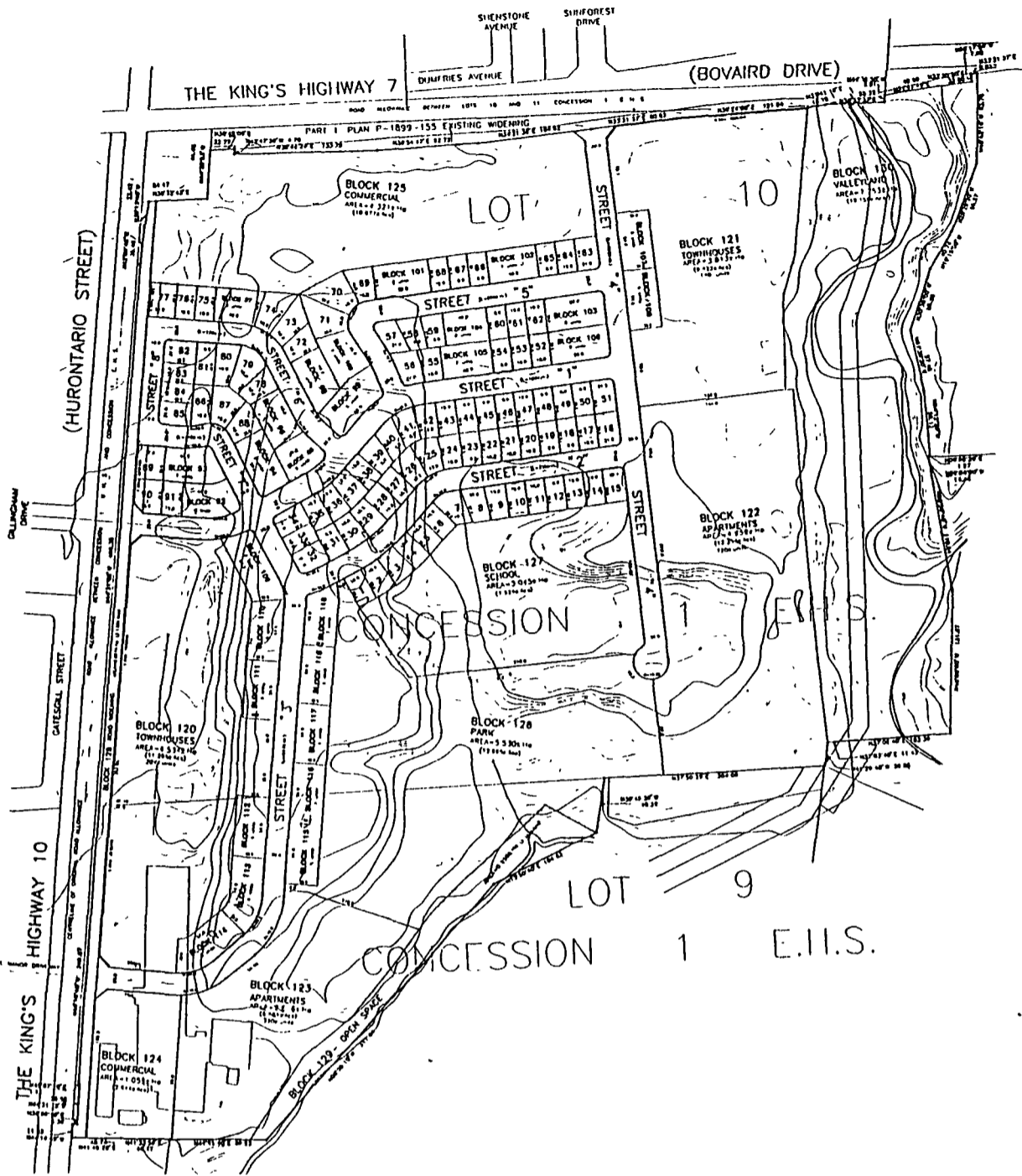
- a separate school block;
- a commercial block to be shared with a high density residential block; and
- several park or open space blocks.

December 1991

On December 10, 1991, the applicant submitted a revised draft plan of subdivision to the Region of Peel and an application to amend the Official Plan and zoning by-law was submitted to the City for the subject lands. The main features of the draft plan included (refer to Attachment 4):

- a total of 1844 dwelling units consisting of:
 - 182 semi-detached dwelling units;
 - 208 street townhouse dwelling units;
 - 344 block townhouse dwelling units, and
 - 1110 apartment dwelling units.

(Note: the elimination of single family detached dwelling units from the 1980 approved draft plan).



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 T



ATTACHMENT #4
PROPOSED PLAN OF SUBDIVISION
- DECEMBER 1991
PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

- a commercial block on the south-east corner of Highway 7 and Hurontario Street having an area of approximately 4.32 hectares (10.67 acres);
- a commercial block in the southern portion of the plan abutting Hurontario Street with an area of 1.058 hectares (2.6 acres);
- a 5.5 hectare (13.6 acre) park abutting the Etobicoke Creek;
- a 3.0 hectare (7.5 acre) school site, and
- 8.7 hectares (21.5 acres) of valleyland.

The above noted revised draft plan was reviewed by the City's Development Team in January, 1992 and subsequently, a number of modifications were suggested to the applicant, namely:

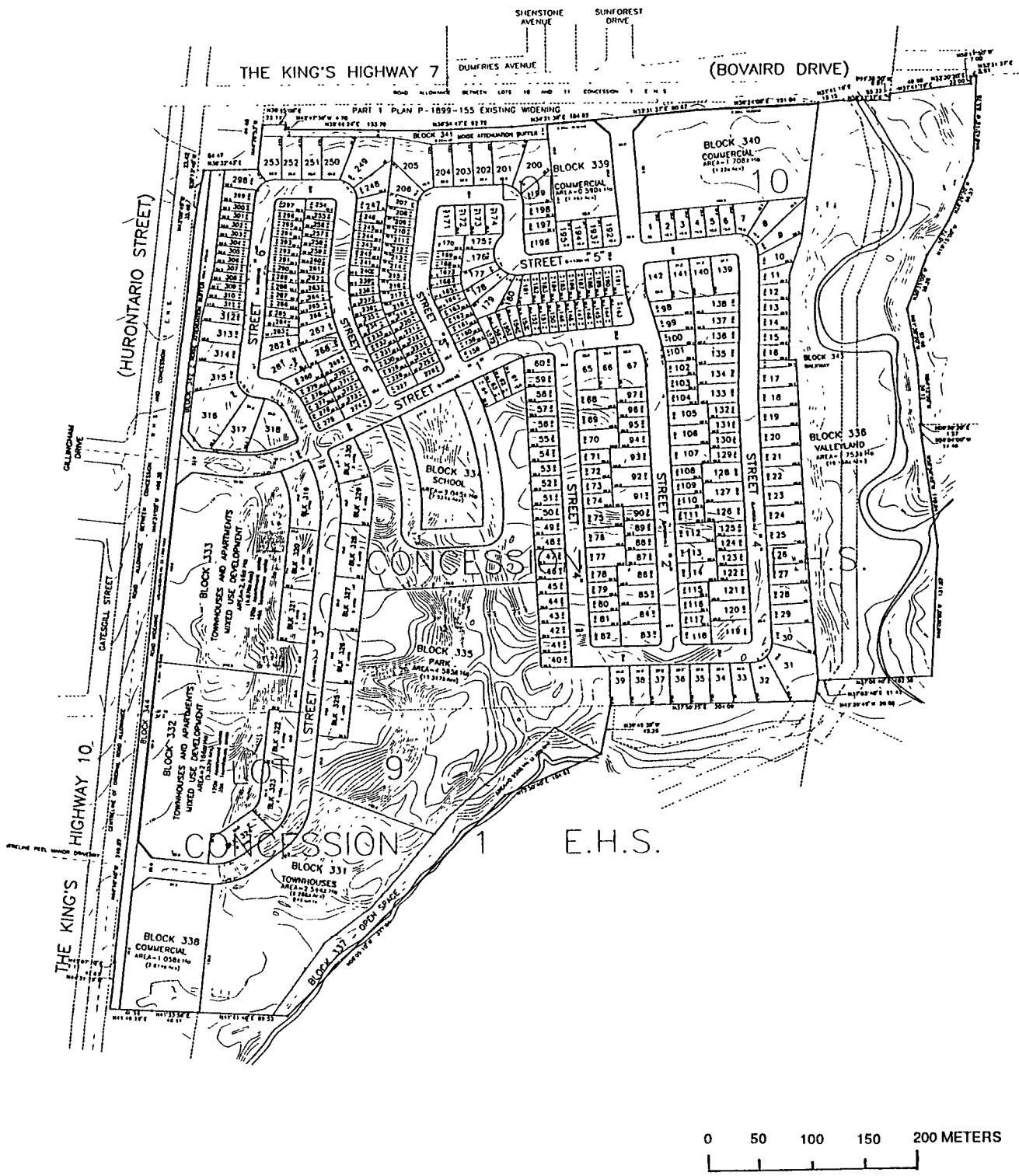
- that the top-of-bank to establish the limits of development be rewalked given that the previous site walk had been undertaken over 10 years ago;
- a reconfiguration of the school block to meet the requirements of the applicable school board;
- a reconfiguration of the park block to meet the requirements of the Parks and Recreation Division;
- a reconfiguration of the two commercial blocks to address, among other things, access, and
- a relocation of the apartment blocks to abut Bovaird Drive or Hurontario Street rather than abutting the valleyland.

In response to staff's concerns, the applicant made several revisions to the draft plan.

May 1992

On May 10, 1992, the applicant submitted a further revised draft plan to the City. The major features of this plan include (refer to Attachment 5):

- a total of 1160 dwelling units, (a reduction of 684 dwelling units from the December 1991 draft plan), consisting of:
 - 134 single family detached dwelling units;
 - 218 semi-detached dwelling units;
 - 300 quattroplex dwelling units;



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 U



**ATTACHMENT #5
 PROPOSED PLAN OF SUBDIVISION
 - MAY 1992**

**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED**

- 93 street townhouse dwelling units;
- 94 block townhouse dwelling units;
- 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units.
- two commercial blocks abutting Bovaird Drive, opposite Sunforest Drive and a third commercial block located in the southern portion of the plan similar to the December 1991 draft plan;
- a reconfiguration of the park and school blocks, and
- a replacement of the high density residential development by quattroplex dwelling units abutting the valleylands and the relocation of the high density development abutting Hurontario Street.

5.0 PRELIMINARY PLANNING EVALUATION

This section is intended to provide a preliminary land use analysis/evaluation of the proposal and is not a review of the details of the draft plan. The detailed review and analysis of the draft plan will be subject to a separate report to Planning Committee upon complete circulation of the draft plan and subsequent to Planning Committee endorsing a general land use concept for the area. A detailed planning report regarding the draft plan of subdivision is anticipated for the August/September, 1992 meeting of Planning Committee.

As reviewed by the City's Development Team, the favourable land use aspects of the May, 1992 proposal can be summarized as follows:

- it makes provision for an innovative/affordable housing form, such as quattroplex dwelling units;
- it promotes the provision of high density units along the Hurontario Street frontage. This is considered an appropriate location given the availability of transit service along this roadway. High density development in this location also reinforces a vertical definition for the area which is significant from an urban design perspective, for this high profile location at the intersection of Hurontario Street and Highway 7, and
- it makes provision for a school site and neighbourhood park in appropriate locations.

While there are many positive attributes of the development proposal, there are also several areas which remain to be addressed on the basis of general land uses. These areas include:

- commercial land use (in terms of location, market opportunity, employment opportunity, financial impact, vehicular access and streetscape design at the Hurontario/Highway 7 intersection);
- valleyland (top-of-bank) confirmation;
- the allocation and distribution of quattroplex dwelling units, and
- the neighbourhood park/open space block configuration.

Commercial Land Use

The most significant aspect of the development proposal identified by the Development Team was the location and scale of the commercial block.

With respect to location, two commercial blocks are proposed in the northern portion of the plan, opposite Sunforest Drive, abutting Highway 7 with proposed access from the internal road system. The location of these commercial blocks in close proximity to the existing single family dwellings on the north side of Highway 7 raises a land use compatibility concern. In addition, the intersection of Hurontario Street and Highway 7 is highly visible and accessible and should therefore accommodate a high order of commercial usage with appropriate vertical definition. The Business Development Office has indicated that from a market feasibility perspective, the most appropriate location for the commercial block would be the north-west corner of the proposed subdivision abutting Hurontario Street and Highway 7. Consequently, Development Team has recommended that the commercial block be relocated to the corner of Hurontario Street and Highway 7. The relocation of the commercial block, from the north-east corner of the plan to the north-west corner of the plan, will necessitate a relocation and possible redistribution of the mixed low density residential dwelling units. This will entail, among other things, a revised internal street layout to the satisfaction of the Commissioner of Public Works and Building. The applicable noise attenuation features abutting Highway 7 will also need to be incorporated into the plan, where appropriate.

The location and prescribed scale of the commercial block at the south-east corner of Hurontario Street and Highway 7 has implications with respect to:

- market opportunity;
- employment opportunity;
- financial impact;
- vehicular access, and

- streetscape design.

Market Opportunity

The December 1991 draft plan submission was supported with a commercial market opportunity analysis, which indicated a potential demand of approximately 230,000 square feet of floor space on the site. Given current and projected market conditions, it is not likely that such a floor space quantum can, in fact, be realized. In fact, the City's Business Development Office has reassessed the market opportunity and recommends that the property be developed to a maximum of 160,000 square feet of commercial floor space, comprised of the following uses:

- commercial and professional offices;
- home furnishings/home improvement retailers;
- general merchandise/apparel;
- non-anchor food stores;
- tires/battery/and other auto accessories;
- liquor store;
- personal/other services;
- other specialty retail, and
- restaurants.

The anticipated land area to accommodate the projected floor space would be a maximum of 12 acres. It is anticipated, however, that to reflect the near term market potential of the site, a somewhat smaller floor space and land area allocation may be appropriate (potentially in the range of 7 to 12 acres). Planning and Business Development staff intend to continue consultations with the applicant to achieve consensus on this issue, and report back to Planning Committee in conjunction with the detailed assessment of the draft plan of subdivision.

Employment Opportunity

In conjunction with the on-going Official Plan Review, the Business Development Office has identified key locations within the City which are most appropriate for employment related activities. These locations are typically associated with major arterial and provincial roads. The subject lands have been identified as having significant employment potential due to its direct accessibility to the major arterial (Huronario Street) and provincial highway (Highway 7). To maximize

this employment potential, the relocation of the commercial block to the Highway 7/Hurontario Street intersection is essential.

Financial Impact

The City's Treasury Division has undertaken a preliminary assessment of the project's financial impact. In this regard, it is noted that this is a predominantly residential plan of subdivision, and some off-setting commercial/industrial/business (C.I.B.) assessment would be beneficial to contribute towards the City's financial objectives. Accordingly, the Treasury Services Division compared the impact of the current (May 1992) proposal in terms of financial impact with a possible revised proposal, including the increased commercial component (as described above). It was found that both options negatively impact the City's operating position, however, the increased commercial scenario would provide less of an operating drain on the City's Revenue Fund annually. Therefore, from a financial planning perspective, an enhanced commercial component within the draft plan would be beneficial.

Vehicular Access

Vehicular access must be addressed if the two commercial blocks are relocated and consolidated at the intersection of Hurontario Street and Highway 7. In the view of the comments and findings from the Business Development Office, direct vehicular access to the abutting arterial road system is essential to maximize the market potential of the commercial block. In this regard, it should be noted that the applicant has previously failed to obtain approval from the Ministry of Transportation to have an access to/from Highway 7. Given the principles related to employment and assessment, it is in the City's best interests to achieve access from both Highway 7 and Hurontario Street for the commercial component. Hurontario Street is under the City's jurisdiction and the Public Works and Building Department has indicated a willingness to consider an access from Hurontario Street; likely a right-in/right-out arrangement. Additional access could also be achieved from the internal collector road system.

Concerning access to Highway 7, Planning and Development Services Division staff along with staff from the Public Works and Building Department initiated a meeting with the Ministry of Transportation to discuss access potential to/from Highway 7. As a result, Ministry staff have now agreed to consider a right-in/right-out access pending the submission of traffic generation projections/estimates from the applicant. This report requests a supporting resolution from City Council to secure the access to/from Highway 7.

Streetscape Design - Hurontario/Highway 7 Intersection

As noted previously, the Highway 7/Hurontario Street intersection is a

relatively high profile, visible and accessible location. Accordingly, it is essential that the streetscape design at this intersection reflect the appropriate high quality image. It should be noted that the most recent draft plan submission (refer to Attachment 5) illustrates reverse frontage, mixed low density residential uses at this location. This would also entail noise attenuation features which may not be in keeping with the prescribed image for this prominent corner location. However, the relocation of the commercial block to this location, as discussed above, would enable the implementation of a more appropriate streetscape image.

Valleyland

With respect to the valleyland portion of the plan, the top-of-bank has not been walked since draft plan approval was issued in 1980. The Parks and Recreation Division is therefore requesting that the site be rewalked to confirm the top-of-bank.

Mixed Low Density Residential - Quattroplexes

It is noted that a continuous row of quattroplex dwelling units are proposed abutting the westerly limit of the valleyland block. From an urban design perspective, staff has had concern, in the past, with respect to massing, building design as it relates to streetscape, and landscape treatment adjacent to valleyland features. Accordingly, the recommended land use concept, as shown in Attachment 6 identifies this area as a Special Study Area. Therefore, the appropriateness and massing of this housing form adjacent to the valleyland feature will have to be addressed during the detailed subdivision approval process. The massing of quattroplex dwelling units also raises concern over the availability of parking. As a result, the applicant will be required to prepare a streetscape/parking analysis to justify the proposed design/massing and proposed parking arrangements for this housing form, particularly within the Special Study Area.

Neighbourhood Park/Open Space

Concerning the park block configuration, the Parks and Recreation Division has requested a facility fit plan to ensure the suitability of the park size and its configuration.

6.0 RECOMMENDED LAND USE CONCEPT









Attachment 6 identifies a proposed land use concept for the Brampton Brick Limited lands. Development Team agrees in principle to the general location of the distribution of land uses, as discussed in

SUNFOREST DRIVE
BOVAIRD DRIVE (HIGHWAY No. 7)

HURONTARIO STREET

CONCEPT ONLY
AREA AND CONFIGURATION
TO BE DETERMINED

LEGEND

-  MIXED LOW DENSITY RESIDENTIAL:
Singles, Semis and Quattroplexes
-  TOWNHOUSES AND APARTMENTS
-  COMMERCIAL
-  INSTITUTIONAL: School Site
-  VALLEY LAND
-  NEIGHBOURHOOD PARK/OPEN SPACE
-  SPECIAL STUDY AREA (Proposed Quattroplex Units)
-  APPROXIMATE BOUNDARY OF COMMERCIAL BLOCK
(Final Area and Configuration to Be Determined)

0m 100m 200m
SCALE

CITY OF BRAMPTON

Date: 1992 06 10 Drawn by: CJK.
File no. C1E9.3 Map no. 43-97D



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

**ATTACHMENT #6
LAND USE CONCEPT
BRAMPTON BRICK LIMITED**

section 5.0 of this report. The purpose of the recommended Land Use Concept is intended to be conceptual only. It should be emphasized that the recommended land use concept substantially reflects the most recent draft plan submission by the applicant. The exceptions include:

- the location, size and configuration of the commercial block at the Hurontario Street/Highway 7 intersection, and
- the "Special Study Area" designation at the extreme south-east portion of the land which reflects the analysis required to substantiate the concentration of quattroplex dwelling units.

Staff consider these issues relatively minor in nature, that can be resolved in close consultation with the applicant.

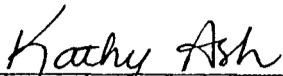
7.0 CONCLUSIONS AND RECOMMENDATIONS

This report has provided a background and status report for the proposed subdivision and application to amend the Official Plan and zoning by-law submitted by Brampton Brick Limited. A land use concept has been formulated (which substantially reflects the Brampton Brick submission) to provide a context upon which to undertake the detailed evaluation of the subject application.


Accordingly, it is recommended:

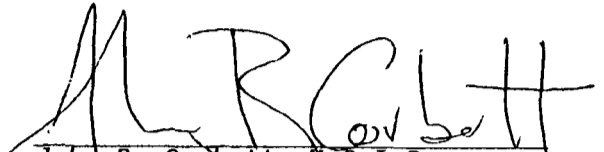
1. That the report be received;
2. That the land use concept, as depicted in Attachment 6 to this report, for the Brampton Brick Limited lands be endorsed, and that staff be directed to process the draft plan of subdivision and application to amend the Official Plan and zoning by-law by Brampton Brick Limited in accordance with this land use concept;
3. That staff be directed to continue consultations with the applicant to resolve the outstanding issues as outlined in section 5.0 of this report, and report back to Planning Committee in conjunction with the detailed evaluation of the application in August/September 1992 (pending completion of a full application circulation), and
4. That the Ministry of Transportation be encouraged to provide access from Highway 7 (right-in/right-out) to the commercial block at the south-east corner of Hurontario Street and Highway 7.

Respectfully submitted,


Kathy Ash, M.C.I.P.
Development Planner

AGREED:


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


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

KA/Brambrick

INTER-OFFICE MEMORANDUM

E4
Aug 1992

Office of the Commissioner of Planning and Development

August 6, 1992

To: Chairman of the Development Team

From: Planning and Development Department

RE: **EXECUTIVE SUMMARY** to the attached staff report
BRAMPTON BRICK LIMITED
Application to Amend the Official Plan
and Zoning By-law
and revised Draft Plan of Proposed Subdivision
Part of Lots 9 and 10, Concession 1, E.H.S.
Ward Number 5
Region of Peel File: 21T-80029B
Our File: C1E9.3

RECEIVED

CLERK'S DEPT.

AUG 07 1992

C4134 92

REG. No.:

C1E9.3

FILE No.:

The attached staff report reviews and analyses an application to amend the Official Plan and zoning by-law and a revised draft plan of proposed subdivision. The subject property involves approximately 54.77 hectares (135.35 acres) of land located at the south-east corner of the intersection of Hurontario Street and Highway #7.

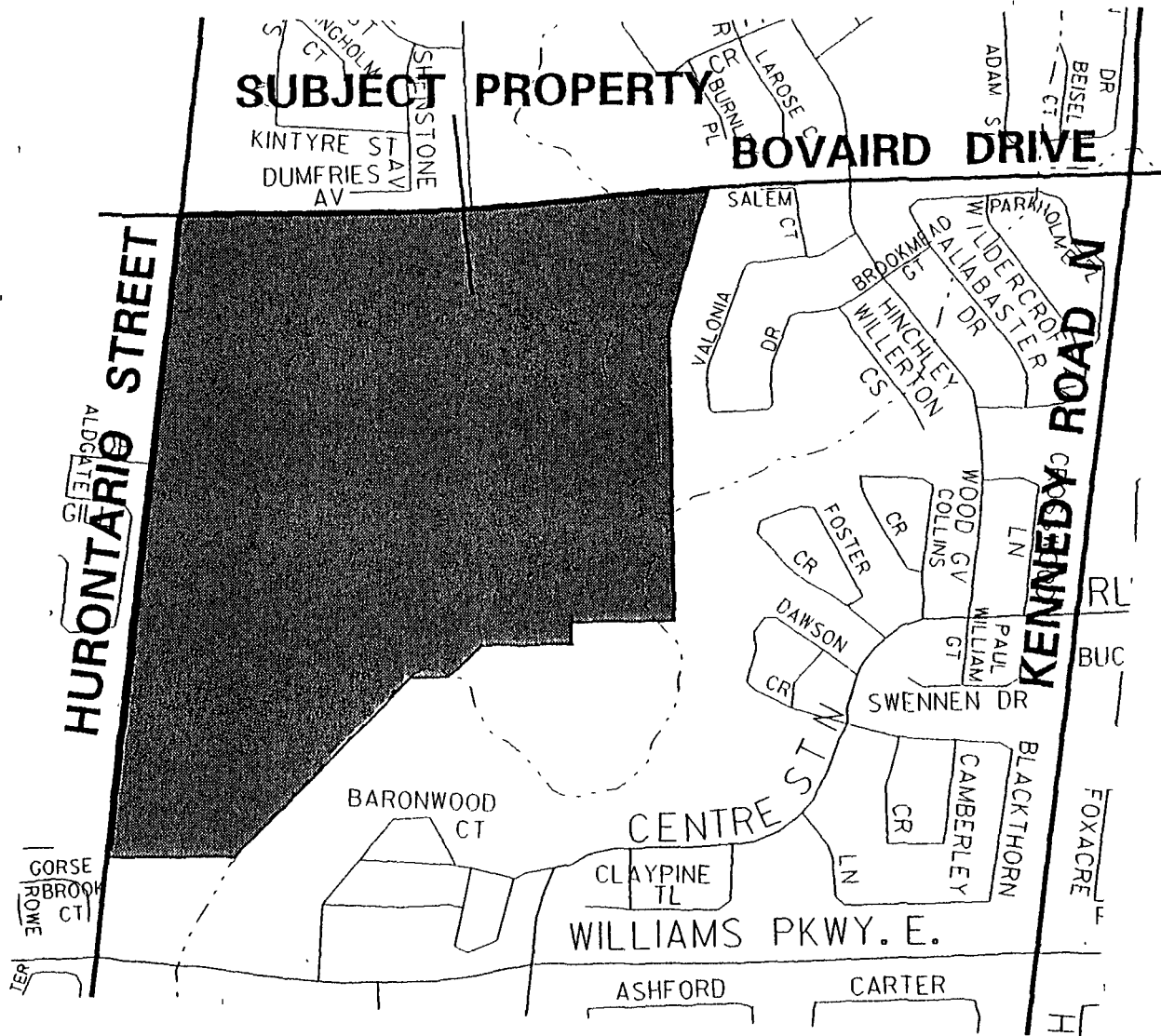
The following are key features of the proposal:

- mixed density residential development with a total of 1160 dwelling units and consisting of:
 - 134 single family detached dwelling units;
 - 218 semi-detached dwelling units;
 - 300 quattroplex dwelling units;
 - 93 street townhouse dwelling units;
 - 94 block townhouse dwelling units;
 - 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units.
- two commercial blocks abutting Bovaird Drive, opposite Sunforest Drive and a third commercial block located in the southern portion of the plan;
- a valleyland block, and
- a park and a school block.

This report:

- describes the subject property;

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.II.
 File no. C1E9.3 Map no. 43 - 30 Q



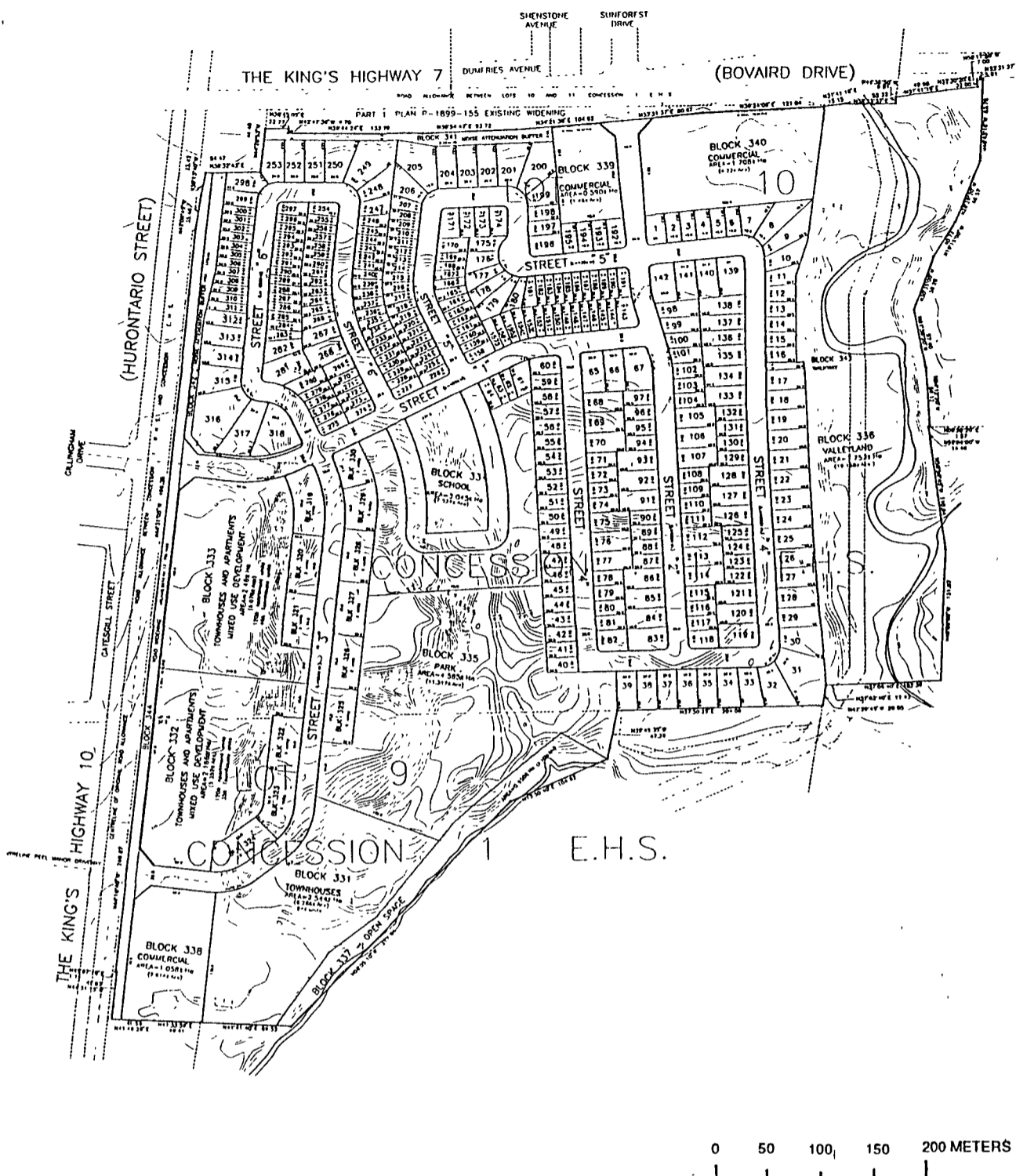
PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

**ATTACHMENT #1
 LOCATION MAP**

- *outlines the Official Plan and zoning status;*
- *outlines the planning history of the subject property;*
- *provides a planning analysis of the draft plan; and,*
- *recommends approval of the application subject to conditions of draft plan approval and redline revisions.*

In view of Council's previous concerns and limitations in approving freehold quattroplex dwelling units in the Sandringham-Wellington area, staff is requesting direction from Planning Committee with respect to the approval of any, or all, of the proposed quattroplex units with a zoning which would permit freehold tenure.

AR/Brambrick.sum



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 U



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

ATTACHMENT #5
PROPOSED PLAN OF SUBDIVISION
- MAY 1992

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

August 6, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **BRAMPTON BRICK LIMITED**

Draft Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law,
Part of Lots 9 and 10, Concession 1, E.H.S.,
Ward Number 5
Region of Peel File: 21T-80029B
Our File: C1E9.3

1.0 INTRODUCTION AND BACKGROUND

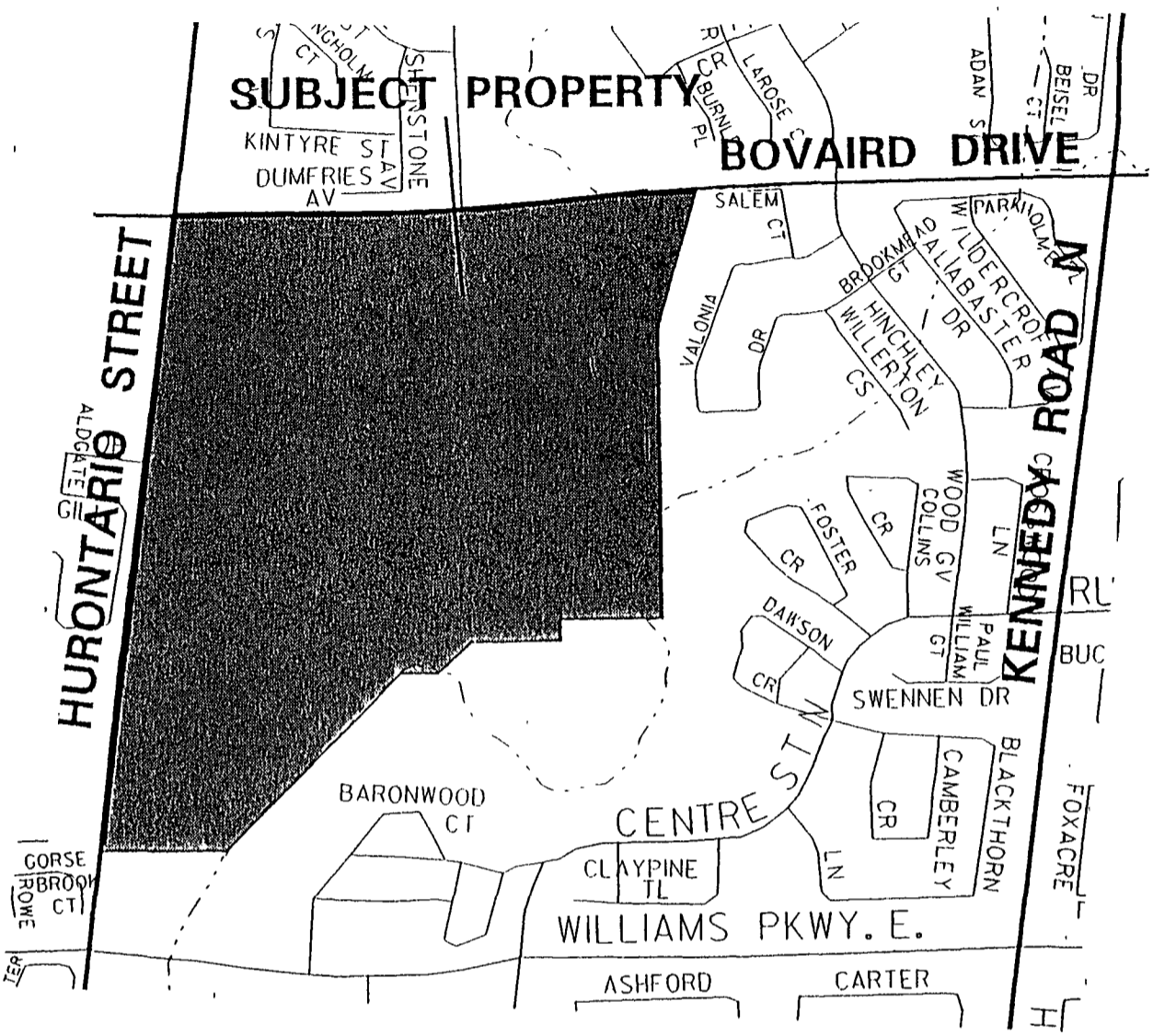
In December 1980, the Region of Peel issued draft plan approval for a predominantly residential plan of subdivision comprising an area of 54.77 hectares (135.35 acres), proposed by Brampton Brick Limited. The Brampton Brick property is located at the south-east corner of the intersection of Highways 10 and 7 (Hurontario Street and Bovaird Drive respectively. Refer to Attachment 1). With respect to the residential component, the draft approved plan illustrated 1832 dwelling units. Although an Official Plan Amendment was approved by the Ontario Municipal Board for the above noted draft approved plan, the applicant did not pursue the plan to registration and a zoning by-law was never enacted.

In December 1991, the applicant submitted a revised draft plan of subdivision to the Region of Peel and an application to amend the Official Plan and Zoning By-law to implement this revised draft plan was submitted to the City. Since December 1991, staff has consulted with the applicant on a number of planning related matters in an attempt to achieve an appropriate plan for the subject lands.

In May, 1992 the applicant submitted a further revised draft plan to address staff concerns.

To expedite the application and obtain direction from Planning Committee with respect to key aspects of the proposal, staff prepared a "Background and Status Report" dated June 10, 1992. Planning Committee discussed this report at its June 15th, 1992 meeting. Subsequently, Planning Committee endorsed the following recommendations:

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.II.
 File no. C1E9.3 Map no. 43 - 30 Q



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

**ATTACHMENT #1
 LOCATION MAP**

1. *That the report be received;*
2. *That the land use concept, as depicted in Attachment 6 to this report, for the Brampton Brick Limited lands be endorsed, and that staff be directed to process the draft plan of subdivision and application to amend the Official Plan and zoning by-law by Brampton Brick Limited in accordance with this land use concept;*
3. *That staff be directed to continue consultations with the applicant to resolve the outstanding issues as outlined in section 5.0 of this report, and report back to Planning Committee in conjunction with the detailed evaluation of the application in August/September 1992 (pending completion of a full application circulation), and,*
4. *That the Ministry of Transportation be encouraged to provide access from Highway 7 (right-in/right-out) to the commercial block at the south-east corner of Hurontario Street and Highway 7.*

It is the purpose of this report to:

- *provide a detailed description of the subject lands;*
- *summarize the background history relative to the Brampton Brick site, including a description of the most current development proposal;*
- *undertake a planning evaluation of the proposal and identify the key issues, and*
- *provide a recommendation to Planning Committee including revised conditions of approval for the subdivision*

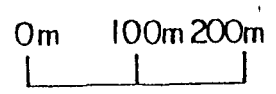
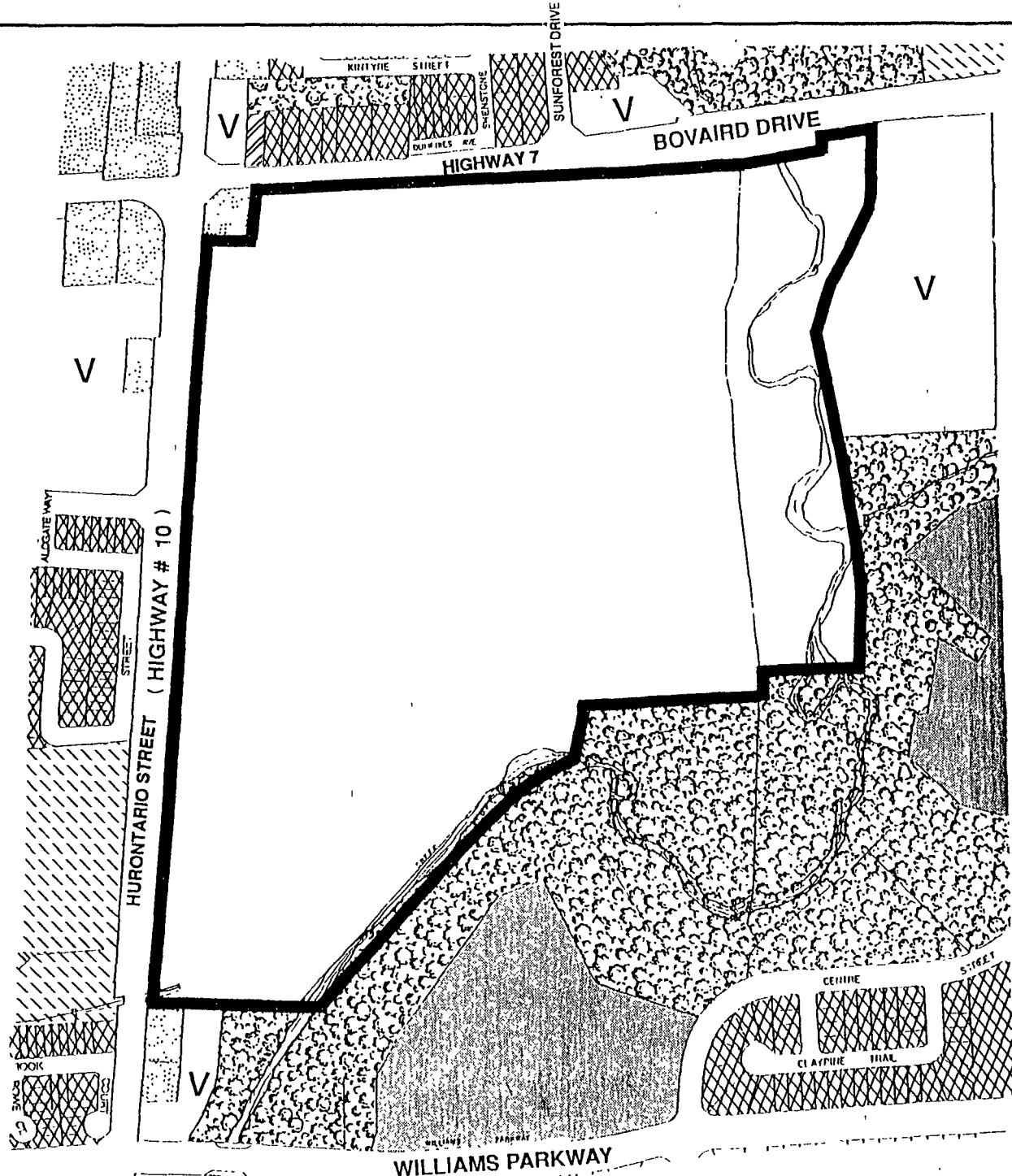
2.0 PROPERTY DESCRIPTION

The subject property is located at the south-east corner of the intersection of Highway 7 (Bovaird Drive) and Hurontario Street and has:









- *FRONTAGE of 713.87 metres (2,342.0 feet) on Highway 7 and frontage on Hurontario Street of 852.62 metres (2,797.3 feet); and*
- *an AREA of approximately 54.77 hectares (135.35 acres).*

The eastern and southern boundaries of the lands are traversed by the Etobicoke Creek where a significant amount of deciduous trees are located. The subject property contains a water filled quarry in the western portion of the property.

A one storey office building and warehouse are located in the south-west portion of the property where an outdoor storage area contains piles of bricks.



LEGEND

- | | |
|--|---|
|  SUBJECT PROPERTY |  TOWNHOUSES |
|  INDUSTRIAL |  SINGLE FAMILY RESIDENTIAL |
|  COMMERCIAL |  OPEN SPACE |
|  INSTITUTIONAL |  VACANT |

CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 R



**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED**

**ATTACHMENT #2
 LAND USE MAP**

The surrounding land uses are as follows (refer to Attachment 2):

- North: a gas bar with access to both Hurontario Street and Highway 7, beyond which are a mix of land uses consisting of a vacant lot, an automobile repair garage, and single family detached dwellings, with access on to Dumfries Avenue. At the north-east corner of Highway 7 and Sunforest Drive is a property occupied by a temporary sales office, that is zoned for a church or single family dwellings, beyond which is open space associated with the Etobicoke Creek.
- South: a commercial development fronting on to Hurontario Street, open space, a townhouse development and Williams Parkway.
- East: vacant land which is subject to a registered plan for single family detached dwelling units (Bovaird Group Inc., Region of Peel File: 43M-1048, Our File: C1E11.12), open space and townhouse dwelling units.
- West: Hurontario Street, beyond which is a gas bar and donut shop at the south-west corner of Highway 7 and Hurontario Street, south of which are vacant lands, single family detached dwellings and institutional uses (the Salvation Army and Peel Manor). Staff has recently received a preliminary development proposal for a significant amount of commercial development located on 4.41 hectares (10.9 acres) of land, which are currently vacant and front onto Hurontario Street. The proposal also contains a high density residential component. The north-west corner of Highway 7 and Hurontario Street supports a gas bar/restaurant use, beyond which is a Midas Muffler shop.

3.0 OFFICIAL PLAN AND ZONING STATUS

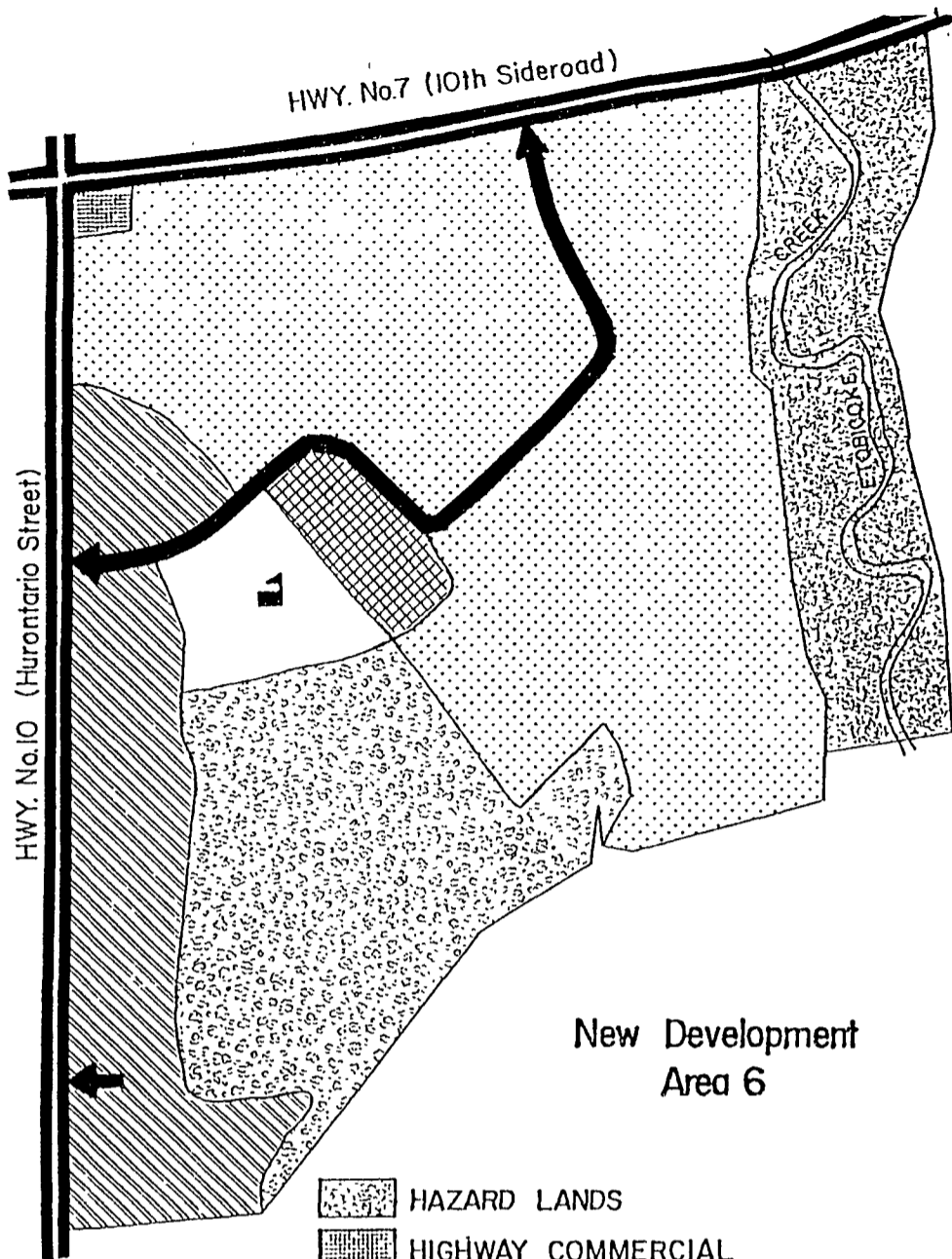
The subject property is:

- designated "Residential" and "Open Space" on Schedule A of the Official Plan;
- designated "Hazard Lands", "Highway Commercial", "High Density Residential", "Low Density Residential", "Mixed Commercial Residential", "Public Open Space" and "School" on Schedule A of the applicable secondary plan for the area (O.P.A. 60 - refer to Attachment 3); and
- zoned "Agricultural (A)" and "Open Space (OS)" by By-law 151-88, as amended.

4.0 BACKGROUND AND PLANNING HISTORY OF THE BRAMPTON BRICK SITE

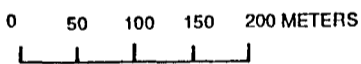
December 1980


On December 18, 1980, the Region of Peel issued draft plan approval for



**New Development
Area 6**

-  HAZARD LANDS
-  HIGHWAY COMMERCIAL
-  HIGH DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MIXED COMMERCIAL RESIDENTIAL
-  PUBLIC OPEN SPACE
-  SCHOOL
-  PROVINCIAL HIGHWAY
-  MINOR COLLECTOR ROAD



 LOCAL ROAD ACCESS Subject To M.T.C. Approval

CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
File no. C1E9.3 Map no. 43 - 30 S



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

**ATTACHMENT #3
O.P. AMENDMENT NO. 60
SCHEDULE 'A'**

a predominantly residential plan of subdivision. With respect to the residential component, the draft approved plan illustrated 1832 dwelling units consisting of:

- 130 single family detached dwelling units;
- 400 semi-detached dwelling units, and
- 1302 high density dwelling units.

The following additional land uses were proposed:

- a separate school block;
- a commercial block to be shared with a high density residential block; and
- several park or open space blocks.

December 1991

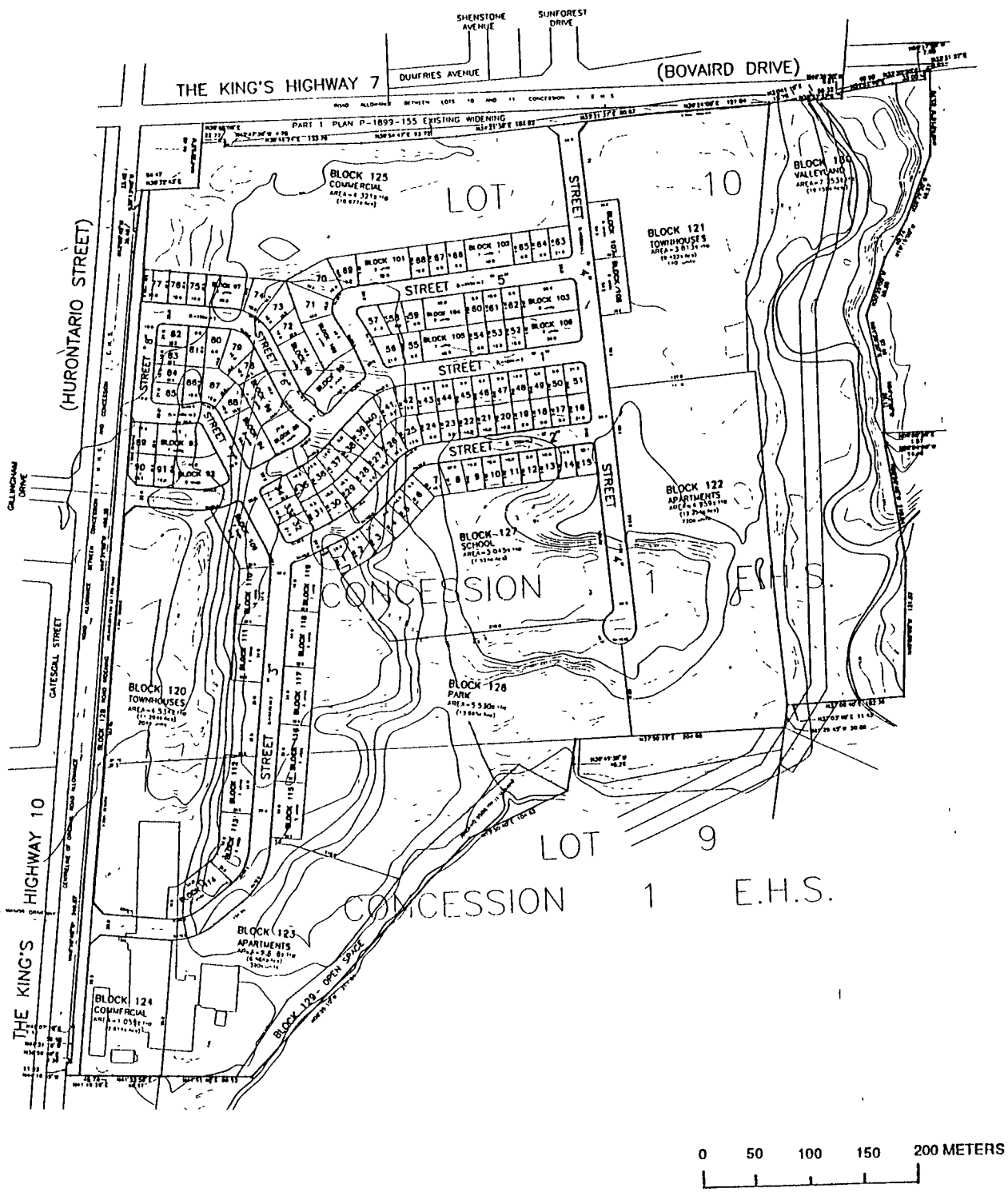
On December 10, 1991, the applicant submitted a revised draft plan of subdivision to the Region of Peel and an application to amend the Official Plan and zoning by-law was submitted to the City for the subject lands. The main features of the revised draft plan included (refer to Attachment 4):

- a total of 1844 dwelling units consisting of:
 - 182 semi-detached dwelling units;
 - 208 street townhouse dwelling units;
 - 344 block townhouse dwelling units, and
 - 1110 apartment dwelling units.

(Note: the elimination of single family detached dwelling units from the 1980 approved draft plan).

- a commercial block on the south-east corner of Highway 7 and Hurontario Street having an area of approximately 4.32 hectares (10.67 acres);
- a commercial block in the southern portion of the plan abutting Hurontario Street with an area of 1.058 hectares (2.6 acres);
- a 5.5 hectare (13.6 acre) park abutting the Etobicoke Creek;
- a 3.0 hectare (7.5 acre) school site, and
- 8.7 hectares (21.5 acres) of valleyland.

The above noted revised draft plan was reviewed by the City's Development Team in January, 1992 and subsequently, a number of modifications were suggested to the applicant, namely:



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 T



**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED**

**ATTACHMENT #4
 PROPOSED PLAN OF SUBDIVISION
 - DECEMBER 1991**

- that the top-of-bank to establish the limits of development be rewalked given that the previous site walk had been undertaken over 10 years ago;
- a reconfiguration of the school block to meet the requirements of the applicable school board;
- a reconfiguration of the park block to meet the requirements of the Parks and Recreation Division;
- a reconfiguration of the two commercial blocks to address, among other things, access, and
- a relocation of the apartment blocks to abut Bovaird Drive or Hurontario Street rather than abutting the valleyland.

In response to staff's concerns, the applicant made several revisions to the draft plan.

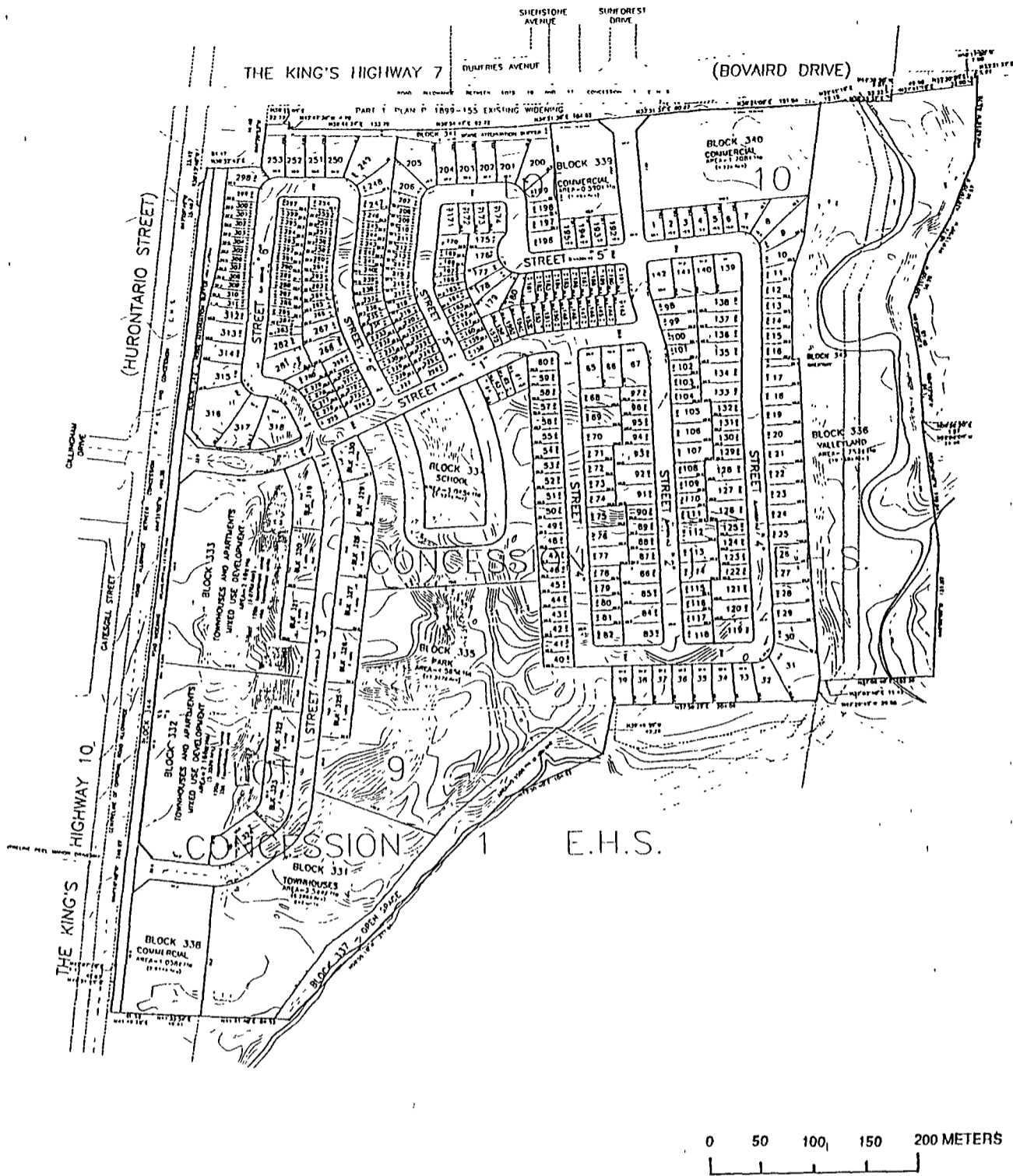
May 1992

On May 10, 1992, the applicant submitted a further revised draft plan to the City. The major features of this plan include (refer to Attachment 5):

- a total of 1160 mixed density dwelling units, (a reduction of 684 dwelling units from the December 1991 draft plan), consisting of:
 - 134 single family detached dwelling units;
 - 218 semi-detached dwelling units;
 - 300 quattroplex dwelling units;
 - 93 street townhouse dwelling units;
 - 94 block townhouse dwelling units;
 - 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units.
- two commercial blocks abutting Bovaird Drive, opposite Sunforest Drive and a third commercial block located in the southern portion of the plan similar to the December 1991 draft plan;
- a reconfiguration of the park and school blocks; and,
- a replacement of the high density residential development by quattroplex dwelling units abutting the valleylands and the relocation of the high density development abutting Hurontario Street.

In conjunction with the application, the following studies have been submitted:

- Retail Market Study;



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 U



**ATTACHMENT #5
 PROPOSED PLAN OF SUBDIVISION
 - MAY 1992**

**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED**

- *Traffic Impact Study;*
- *Noise Control Study; and*
- *Geotechnical Guidelines for Pit Backfilling Study.*

5.0 PLANNING ANALYSIS

The Background and Status Report dated June 10, 1992 provided a preliminary land use analysis/evaluation of the proposal and but did not include a review of the details of the draft plan. Planning Committee endorsed the general land use concept for the area shown in Attachment #6a. This report provides a detailed review and analysis of the draft plan based on:

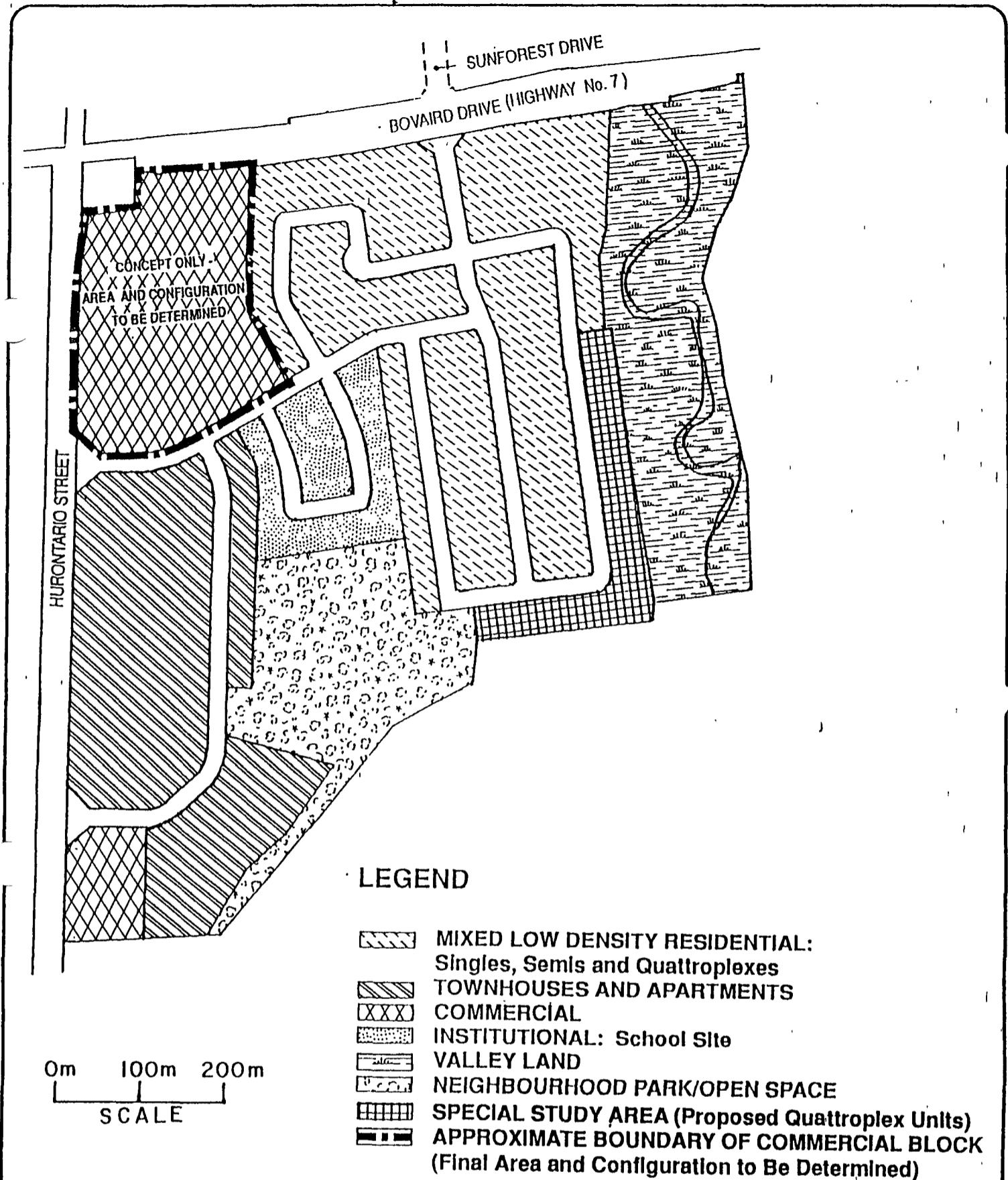
- *the previously endorsed concept plan, as noted above;*
- *additional technical analysis and land use refinement completed since the consideration of the Background and Status Report in June 1992; and*
- *comments obtained from the circulation of the plan (contained in Appendix "A").*

Accordingly, the following planning analyses the merits of the proposed of subdivision relative to:









- *Official Plan conformity;*
- *strategic planning implications;*
- *land use analysis;*
- *residential phasing strategy;*
- *geotechnical assessment (pit rehabilitation); and*
- *analysis of subdivision design.*

5.1 Official Plan Conformity

The majority of the subdivision conforms to the intent of the Official Plan which designates the subject property "Residential" and "Open Space". Schedule 'A', General Land Use Designations, in the Official Plan, and Schedule 'F', Commercial Designations, in the Official Plan do not show Commercial designations in the locations proposed on the draft plan. The application does not conform to the intent of Official Plan Amendment #60 (Attachment #3) which forms the Secondary Plan for the subject property. Although the types of land uses remain the same, their locations have been altered significantly, therefore the secondary plan must be revised for the subject property. The plan does conform to the Secondary Plan density target for New Development Area 6 which is 48 units per hectare (19 units per acre) of the gross residential area.



LEGEND

-  MIXED LOW DENSITY RESIDENTIAL: Singles, Semis and Quattroplexes
-  TOWNHOUSES AND APARTMENTS
-  COMMERCIAL
-  INSTITUTIONAL: School Site
-  VALLEY LAND
-  NEIGHBOURHOOD PARK/OPEN SPACE
-  SPECIAL STUDY AREA (Proposed Quattroplex Units)
-  APPROXIMATE BOUNDARY OF COMMERCIAL BLOCK (Final Area and Configuration to Be Determined)

0m 100m 200m
SCALE

CITY OF BRAMPTON
Date: 1992 06 10 Drawn by: CJK.
File no. C1E9.3 Map no. 43-97D



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED

ATTACHMENT #6A
LAND USE CONCEPT
BRAMPTON BRICK LIMITED

The gross residential density proposed is approximately 35.3 units per hectare (14 units per acre) which is below the target density.

5.2 Strategic Plan Goals

From a Strategic Planning perspective the plan submitted in May, 1992 has the following favourable land use aspects:

- it makes provision for an innovative/affordable housing form, such as quattroplex dwelling units, thereby implementing the "Attractive Housing Alternatives" goal stream;
- it provides for potential employment opportunities through the designation of a significant commercial component, thus contributing to the attainment of the "Prosperous Economy" goal stream; and
- the opportunity to achieve a landmark urban design concept at this highly visible and accessible location through the accommodation of high density residential development with vertical definition along the Hurontario Street corridor. This is in keeping with the "Vibrant and Attractive" goal stream.

5.3 Land Use Analysis

The land use analysis shall focus on the commercial land use (in terms of location, market opportunity, employment opportunity, financial impact, vehicular access and streetscape design at the Hurontario/Highway 7 intersection). The location and scale of the other land uses are satisfactory. The design aspects of other land uses will be discussed in the Analysis of Subdivision Design section of the report.

5.3.1 Commercial Land Use

The applicant proposes two commercial blocks in the northern portion of the plan, opposite Sunforest Drive, abutting Highway 7 with proposed access from the internal road system. The location of these commercial blocks in close proximity to the existing single family dwellings on the north side of Highway 7 raises a potential land use compatibility concern. In addition, the intersection of Hurontario Street and Highway 7 offers a more visible and accessible location and is therefore more appropriate to commercial development. The Business Development Office has indicated that from a market feasibility perspective, the most appropriate location for the commercial block would be the north-west corner of the proposed subdivision abutting Hurontario Street and Highway 7.

Accordingly, staff recommend that two commercial blocks be relocated to the corner of Hurontario Street and Highway 7. The applicant supports the relocation of these commercial blocks, from the north-east corner of the plan to the north-west corner of the plan, and has agreed to redesignate Block 340 - Commercial for townhouses. This will necessitate other land use re-allocations within the plan. In

particular, the applicant has agreed to replot Block 339 - Commercial (opposite Sunforest Drive) and the lots in the vicinity of Street '5' for single family detached, semi-detached and quattroplex dwelling units. The revised internal street layout will be to the satisfaction of the Commissioner of Public Works and Building. The applicant has also agreed to extend Block 341 - Noise Attenuation Buffer which abuts the limit of Highway #7 east to Street '2'.

The location and proposed size of the commercial block at the south-east corner of Hurontario Street and Highway 7 has implications with respect to:

- market opportunity;
- employment opportunity;
- financial impact;
- vehicular access, and
- streetscape design.

5.3.2 Market Opportunity

The December 1991 draft plan submission was supported with a commercial market opportunity analysis, which indicated a potential demand for approximately 230,000 square feet of commercial floor space on the site. Given current and projected market conditions, it is not likely that such a floor space quantum can be realized. In fact, the City's Business Development Office has reassessed the market opportunity and recommends that the property be developed to a maximum of 160,000 square feet of commercial floor space, comprised of the following uses:

- commercial and professional offices;
- home furnishings/home improvement retailers;
- general merchandise/apparel;
- non-anchor food stores;
- tires/battery/and other auto accessories;
- liquor store;
- personal/other services;
- other specialty retail; and,
- restaurants.

The anticipated land area to accommodate the projected floor space would be a maximum of 12 acres. It is anticipated, however, that to reflect the near term market potential of the site, a somewhat smaller floor space and land area allocation may be appropriate (potentially in the range of 7 to 12 acres). Planning and Development Department and Business Development Office staff and the applicant have not reached a consensus on this issue. At this time, it is appropriate to redline revise the plan to indicate a 12 acre block at the south-east corner of Hurontario Street and Highway #7 for future commercial development. A separate application to amend the zoning by-law will be required once the details of this component are finalized. The necessary Official Plan amendment for these blocks will however be developed by staff at this time.

5.3.3 Employment Opportunity

In conjunction with the on-going Official Plan Review, the Business Development Office has identified key locations within the City which are most appropriate for employment related activities. These locations are typically associated with major arterial and provincial roads. The subject lands have been identified as having significant employment potential due to its direct accessibility to a major arterial (Hurontario Street) and a provincial highway (Highway #7). To maximize this employment potential, the relocation of the commercial block to the Highway #7/Hurontario Street intersection is essential.

5.3.4 Financial Impact

The City's Treasury Division has undertaken a preliminary assessment of the project's financial impact. In this regard, it is noted that this is a predominantly residential plan of subdivision, and some off-setting commercial/industrial/business (C.I.B.) assessment would be beneficial to contribute towards the City's financial objectives. Accordingly, the Treasury Services Division compared the impact of the current (May 1992) proposal in terms of financial impact with a possible revised proposal, including the increased commercial component (as described above). It was found that both options negatively impact the City's operating position, however, the increased commercial scenario would provide less of an operating drain on the City's Revenue Fund annually. Therefore, from a financial planning perspective, an enhanced commercial component within the draft plan would be beneficial.

5.3.5 Vehicular Access

Vehicular access must be addressed if the two commercial blocks are relocated and consolidated at the intersection of Hurontario Street and Highway 7. In the view of the comments and findings from the Business Development Office, direct vehicular access to the abutting arterial road system is essential to maximize the market potential of the commercial block. In this regard, it should be noted that the applicant has previously failed to obtain approval from the Ministry of Transportation to have an access to/from Highway 7. Given the principles related to employment and assessment, it is in the City's

best interests to achieve access from both Highway 7 and Hurontario Street for the commercial component. Hurontario Street is under the City's jurisdiction and the Public Works and Building Department has indicated a willingness to consider an access from Hurontario Street; likely a right-in/right-out arrangement. Additional access could also be achieved from the internal collector road system.

Concerning access to Highway 7, Planning and Development Services Division staff along with staff from the Public Works and Building Department have met twice with the Ministry of Transportation to discuss access potential to/from Highway 7. As a result, Ministry staff have now agreed to consider a right-in/right-out access pending the submission of traffic generation projections/estimates from the applicant. The Ministry of Transportation has been made aware of the supporting resolution from City Council adopted on June 22, 1992 to secure the access to/from Highway 7.

5.3.6 Streetscape Design - Hurontario/Highway 7 Intersection

As noted previously, the Highway 7/Hurontario Street intersection is a relatively high profile, visible and accessible location. Accordingly, it is essential that the streetscape design at this intersection reflect the appropriate high quality image. It should be noted that the most recent draft plan submission (refer to Attachment 5) illustrates reverse frontage, mixed low density residential uses at this location. This would also entail noise attenuation features which may not be in keeping with the prescribed image for this prominent corner location. However, the relocation of the commercial block to this location, as discussed above, would enable the implementation of a more appropriate streetscape image. Staff intend to formulate an urban design concept for this block in conjunction with the further zoning application required.

5.4 Residential 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 Brampton North Residential Development Phasing Sub-Area. The sub-area has a remaining capacity of zero dwelling units. Staff advise that City Council does not have to allocate any additional dwelling units to the Brampton Brick plan from the remaining capacity because a total of 1832 dwelling units were previously allocated to this draft approved subdivision whereas a total of 1170 units are now proposed. The surplus units are not available for other new developments in this sub-area as the units committed previously exceeded available capacity.

5.5 Geotechnical Assessment (Pit Rehabilitation)

The subject property contains a large pit approximately 12 hectares (29.6 acres) in size. As of the beginning of 1992, the maximum depth of the pit below original grade was 24 metres (78.7 feet). The applicant has begun backfilling the pit in conformance with the "Geotechnical Guidelines for Pit Backfilling" Study which was submitted in conjunction with the subject application. The study has been circulated to the Urban Design and Zoning Division, Parks and Recreation Division, Public Works and Building Department and Region of Peel. The study provides complete details of geotechnical guidelines for the backfilling of the pit in order to provide structural support for the proposed buildings and roads.

The Region of Peel have confirmed that the study is acceptable with respect to installation of sanitary sewer and water servicing. The Public Works and Building Department, Development Services Division request that the report be revised to address the pit filling which has occurred to date. The Parks and Recreation Department requests that the Geotechnical Study address filling and compaction on the park block, after use development, clean-up of the site, and lack of clarity in its recommendations. Staff recommend a condition of approval requiring a Geotechnical Report be completed to the satisfaction of the Parks and Recreation Department, Development Services Department and Urban Design and Zoning Division.

The applicant is proposing that the pit area be filled with approved material placed in thin lifts compacted to 97% standard Proctor maximum dry density whereas the City of Brampton standard is 95%.

5.6 Analysis of Subdivision Design

Staff analysis of the draft plan of proposed subdivision can be outlined under the following topics: Interface of Subdivision with Abutting Land Uses, Internal Street System, Commercial Sites, Single Family and Semi-Detached Dwelling Unit Lots, Townhouse and Apartment Blocks, Valleyland, Distribution of Quattroplexes, Neighbourhood Park, School Site, Postal Service and Drainage.

5.6.1 Interface of Subdivision with Abutting Land Uses

The draft plan of proposed subdivision achieves land use and design compatibility with the abutting land uses. The proposed local streets which would provide access to the subdivision would intersect Highway #7 or Hurontario Street at the following locations where there are existing streets or major access points

- Street '2' intersects Highway #7 at Sunforest Drive;
- Street '1' intersects Hurontario Street at Gillingham Drive; and
- Street '3' intersects Hurontario Street at the Peel Manor Driveway.

The proposed commercial block at the south-east corner of Highway #7 and Hurontario Street would enhance and provide a good interface between the commercial node that is anticipated to develop at this intersection. The convenience commercial block at the south-east corner of Street '3' and Hurontario Street provides a logical extension of the commercial development on the east side of Hurontario Street, north of Williams Parkway.

The townhouse and apartment blocks have been located at the periphery of the subdivision along Hurontario Street and Highway #7, beyond which is low density residential development. These blocks will be conveniently served by existing transit along Hurontario Street, and also provide vertical definition along Hurontario Street in keeping with the Strategic Plan goal streams of "Attractive Housing Alternatives" and "Vibrant and Attractive City".

The conveyance of the valleyland and park blocks will serve to enhance the existing open space system in North Brampton. The valleyland will provide an open space buffer between residential uses located on both sides of the Etobicoke Creek. The applicant is proposing a variety of low rise townhouse, semi-detached and quattroplex dwelling units across the valleyland from single family detached dwelling units (Bovaird Group Inc., Region of Peel File: 21T-88070B, Our File: C1E11.12). Low rise townhouses (Block 331) would be located across the valleyland from existing townhouse development to the south-east.

With respect to noise abatement measures along abutting roads, the applicant has submitted a Noise Control Study. The applicant proposes that Lots 203 to 205 and 227 to 233 which have reverse frontage on Bovaird Drive would be buffered by a 7 to 14 metre wide block accommodating noise attenuation features - Block 341. Other similar landscape reserves may be required on Blocks 332, 333 and 340 depending on their eventual site layout. Noise attenuation berms and walls will be required along these lots and blocks.

The Urban Design and Zoning Division is satisfied that noise levels, in accordance with the guidelines of the Ministry of Environment can be achieved within the subdivision utilizing conventional noise attenuation techniques. Standard conditions of draft approval relating to the completion of a noise study, noise control measures and noise warnings satisfactory to the City of Brampton, Region of Peel and Ministry of Environment are recommended. The Urban Design and Zoning Division requires that those portions of lots or blocks located between any public street and any noise attenuation wall, be shown on the plan to be registered as a part of the buffer and be deeded to the City or applicable road authority.

To address the potential for other noise attenuation buffer blocks along the exterior street frontage of Blocks 332, 333 and 340, it is recommended that a special condition of draft approval be included. The condition will require that prior to registration of the final plan, preliminary site plans for each of Blocks 332, 333 and 340 are to be approved by the City and any additional landscape reserves required by the Commissioner of Planning and Development are to be included on the final plan for registration.

5.6.2 Internal Street System

The Public Works and Building Department, Traffic Engineering Services and Development Services Divisions have indicated that the proposed road widenings, daylight triangles, road grades, road right-of-way widths, street layout, intersection spacing and design, and residential lot access/frontage to be satisfactory. Street '1' and Street '2' north of its intersection with Street '1' would function as Residential Collectors, with the remainder of the streets and street sections functioning as local residential streets. The redline revisions consisting of the relotting of Commercial Block 339 will require the realignment of Street '5' to the satisfaction to the Public Works and Building Department. Additional 0.3 metre reserves abutting Hurontario Street, Highway #7 and local streets will be required as discussed in the 'Commercial Sites' and Townhouse and Apartment Blocks' sections of this analysis.

Staff note that the Traffic Division has advised that the intersections of Street '2' and Highway #7, Street '1' and Hurontario Street, and Street '3' and Hurontario Street may require full signalization, subject to the finalization of the traffic study submitted by the applicant.

5.6.3 Solar Orientation

Solar orientation is not a feature of the plan. However, the constraints on the design of the subdivision should not preclude other energy saving techniques. It is therefore recommended that prior to the sale of any dwelling unit, that the applicant obtain the approval of the Commissioner of Planning and Development regarding the provision of features to be included in the design of buildings to minimize energy consumption.

5.6.4 Commercial Sites

The planning rationale for relocating commercial Blocks 339 and 340 to the south-east corner of Highway #7 and Hurontario Street was discussed in the Commercial Land Use Section of this report. This section will address the proposed size, access and buffering requirements for the commercial blocks.

Block 338 - Commercial is located at the south-east corner of Street '3' and Hurontario Street. The site is to be developed for Convenience Commercial which includes a variety or grocery store. While the location and configuration of the site is suitable, the area proposed is 1 hectare (2.6 acres) which is greater than the Official Plan range of 0.4 to 0.8 hectares (1 to 2 acres). Staff can support the greater land area given the location of the site abutting Hurontario Street, commercial land uses to the south and high density residential land uses to the north and east. Utilizing an average commercial site coverage of 28 percent, a gross floor area 2962 square metres (31,883 square feet) may potentially be developed on this block.

With respect to the proposed commercial blocks relocated to the south-east corner of the intersection of Highway #7 and Hurontario Street, a 5.7 hectare (14.3 acre) commercial and townhouse development is proposed. The land area would support district scale commercial development but the tenant mix supported by the Business Development Office would not be of a standard district commercial nature. The market feasibility study prepared by the Business Development Office indicates that a supermarket could not be supported at this location but that the following uses could be supported:

- Discount Drug Store
- Home Furnishings/Home Improvement Retailers
- General Merchandisers/Apparel
- Non-anchor Food Stores
- Tires/Battery/and other auto accessories
- LCBO/Wine
- Personal/Other Services
- Other Speciality Retail (e.g., toys, food)
- Restaurant Uses
- Commercial and Professional Offices

Utilizing an average commercial site coverage of 28 percent, a gross floor area 13,337 square metres (143,566 square feet) may be developed on Block 339 - Commercial.

With respect to access to the commercial blocks, staff recommend that a 0.3 metre reserve be placed around the entire street frontage. This will ensure that access requirements will be reviewed comprehensively during the site plan approval process and will be lifted only at the approved access points.

Staff recommend that a 1.8 metre high masonry wall of a design satisfactory to the City be placed at the following locations:

- along the boundary of Block 338 where it abuts Block 331;
- along the boundary of Block 339 where it abuts Block 345 and Lots 205 to 219 (not required along Block 345 if it is developed for commercial uses); and

- if commercial development occurs on Block 345, along the boundary of Block 345 where it abuts Lots 219 to 226.

Masonry walls placed in these locations will assist in the buffering of residential land uses from commercial development.

With respect to zoning by-law requirements and restrictions for the commercial blocks, Block 338 at the south-east corner of Hurontario Street and Street '3' a standard Commercial One (C1) zone is proposed. The C1 zone permits the following uses: a retail establishment having no outdoor storage; a convenience store; a service shop; a personal service shop; a bank, trust company, finance company; an office; a dry cleaning and laundry distribution station; a laundromat; a parking lot; and a dining room restaurant, a standard restaurant, and a take-out restaurant. Commercial Block 339 and Commercial/Townhouse Block 345 are not to be zoned at this time. Block 339 and 345 will be zoned subsequent to access to the sites being approved by the City of Brampton and Ministry of Transportation. These blocks will remain in an Agricultural (A) zone.

5.6.5 Single Family Detached and Semi-Detached Dwelling Unit Lots

The size, frontage, configuration and distribution of single family detached and semi-detached dwelling unit lots are satisfactory.

The proposed redlined revisions would result in 76 single family detached lots located in the north-central section of the plan, along Streets '5', '6' and '1'. The lots would have minimum frontages of 9 metres (29.5 feet) and depths of 30 metres (98.4 feet). The standard Residential One D zone would apply to these single family lots.

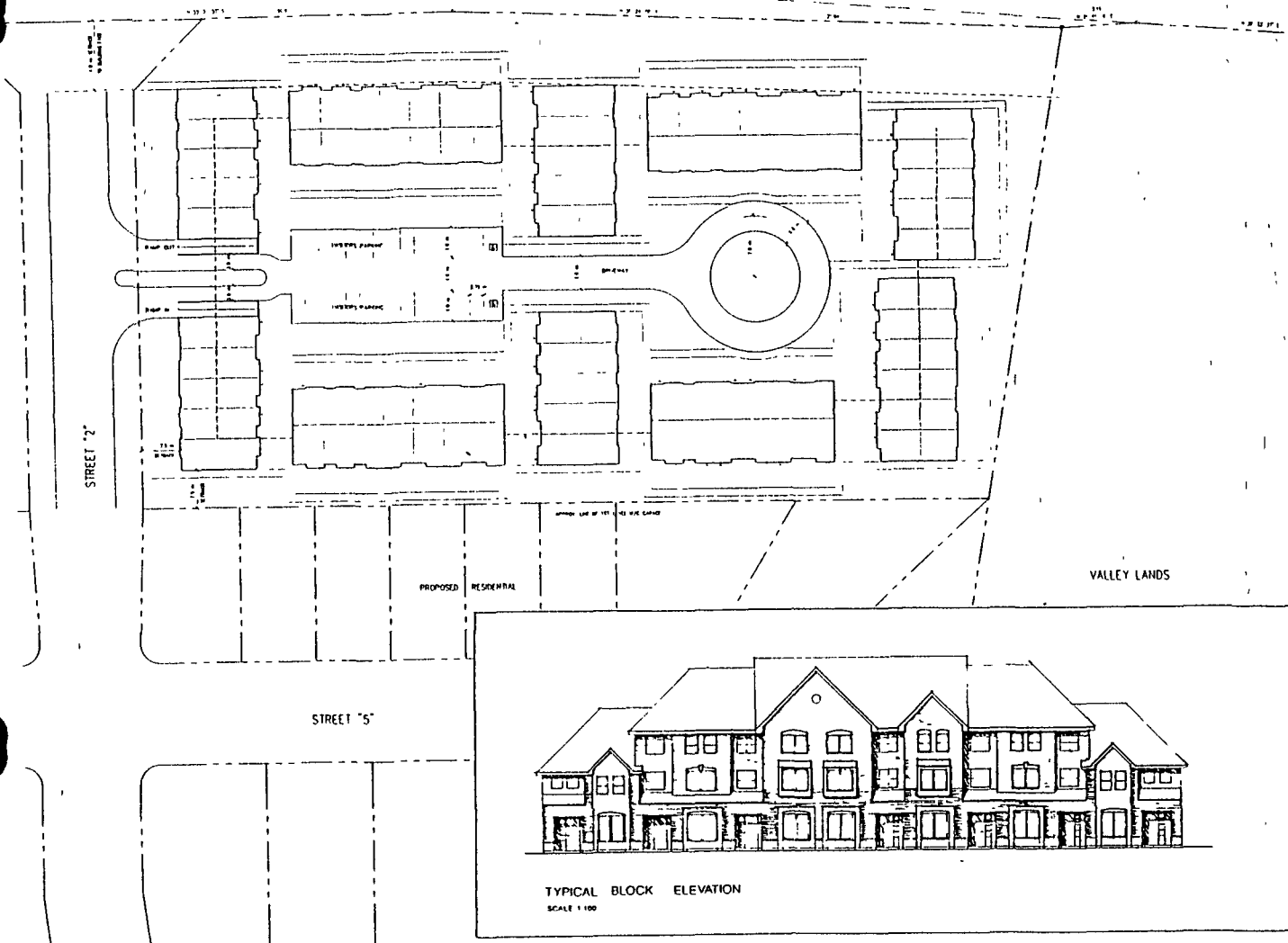
The proposed redlined revisions would result in 94 semi-detached dwelling unit lots located along Streets '1', '2', '4' '5' and '6'. The lots would have minimum frontages of 15 metres (49.2 feet) and depths ranging from 30 metres (98.4 feet) to 40 metres (131.2 feet). The applicant is proposing zoning by-law standards for the semi-detached dwelling units which have been approved by City Council for subdivisions in Springdale. One exception is that the minimum lot width for a semi-detached dwelling is proposed at 15 metres (49.2 feet). Staff note that for a two storey semi-detached dwelling, this would result in a dwelling unit with a width of 5.7 metres (18.7 feet). Since the proposed lot width reduction will not result in a reduction to building separation, the proposed 15 metre wide semi-detached lot can be supported. A Residential Two A special section zone is proposed for these lots.

5.6.6 Townhouse and Apartment Blocks

The applicant has submitted concept site plans for Block 340 - Townhouses and Blocks 332 and 333 - Townhouses and Apartments (Attachments #7 and #8 respectively). The proposed residential density for all of the block townhouse and apartment blocks are as follows:

THE KINGS HIGHWAY 7

(BOVAIRD DRIVE)



0m 25m 50m

CITY OF BRAMPTON

Date: 1992 08 04
File no. C1E8 3

Drawn by: C.J.K.
Map no. 43-30W



**ATTACHMENT 7 - CONCEPT SITE
PLAN FOR BLOCK 340 TOWNHOUSES**

**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED**

TABLE 1 - NET RESIDENTIAL DENSITY OF BLOCK
TOWNHOUSE AND APARTMENT BLOCKS

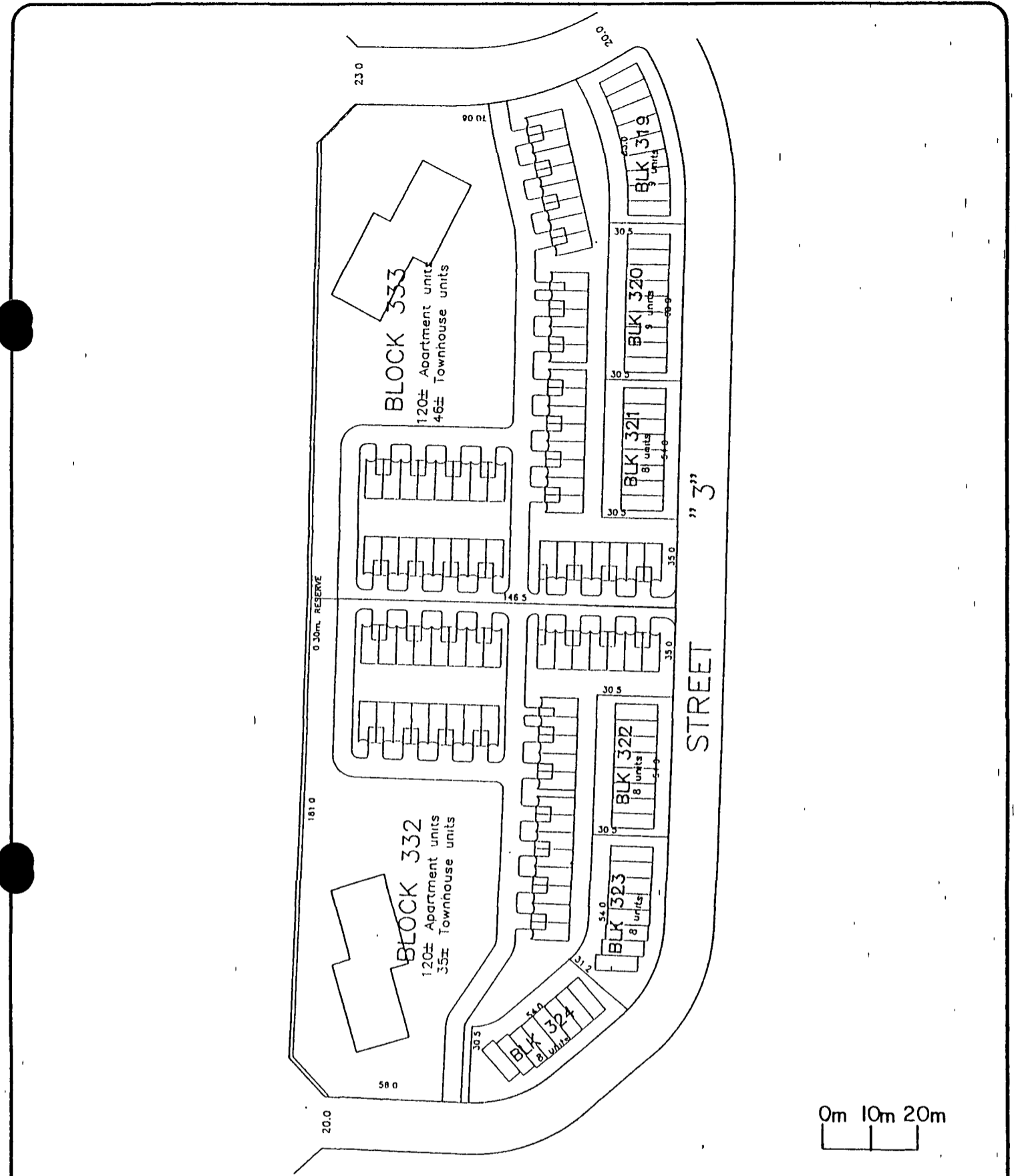
Block Number	Number of Units	Net Residential Density Units/Hectare	Density Units/Acre
331	94 townhouses	36.9*	14.9*
332	120 apartments 35 townhouses	71.5	28.9
333	120 apartments 46 townhouses	67.4	27.3
340	116 townhouses	79.5**	32.2**
345	38 townhouses	37.2	15.0

Notes:* Subject to slight increase because revised top-of-bank line reduces the net area of Block 331.

** Net land area excludes 14 metre (45.9 foot) wide noise attenuation buffer area.

The Official Plan definition for "Townhouse Density" or "Medium Density" includes block townhouses and specifies a density of 36 to 50 dwelling units per net residential hectare (15 to 20 units per net acre). The definition for "Cluster Housing Density" or "Medium-High Density" stacked townhouses and specifies a density of 51 to 75 dwelling units per net residential hectare (21 to 30 units per net acre). The definition for "Apartment or High Density" includes apartment buildings with elevators and specifies a density of 76 to 198 dwelling units per net residential hectare (31 to 80 units per net acre). All of the Blocks conform to the relevant housing type densities except for Block 340 - Townhouses. This innovative housing form is more comparable in design to garden court or walk-up apartments and not apartments served by elevators. Staff can support the maximum residential density on Block 340 of 80 dwelling units per net hectare (32.2 units per net acre) to facilitate this innovative housing form. This will necessitate a site specific Official Plan Amendment.

As with the commercial blocks, staff recommend that a 0.3 metre reserve be placed around the entire street frontage to ensure that access requirements will be reviewed comprehensively during the site plan approval process. The Public Works and Building Department, Development Services Division advise access to Street '1' will not be permitted for Block 333.



CITY OF BRAMPTON

Date: 1992 08 04
 File no. C1E8.3

Drawn by: C.J.K.
 Map no. 43-30X



**ATTACHMENT 8 CONCEPT SITE PLAN
 FOR BLOCKS 322 AND 333**

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

The concept site plan for Blocks 332 and 333 which are located along Hurontario Street between Street '1' and '3', depicts two apartment buildings with 120 units each, a probable height of 10 stories and locations at the south-east corner of Street '1' and Hurontario Street, and north-east corner of Street '3' and Hurontario Street, and the remainder of the site occupied by 81 street townhouses. Staff consider the block size and configuration to be satisfactory for apartments and street townhouses.

With respect to proposed zoning requirements and restrictions for Blocks 331, 332 and 333, a Residential Townhouse A (R3A) - special section zone is proposed for the block townhouse portions of the blocks. Modifications to the Residential Townhouse A zone include a front yard depth of 4.5 metres provided that the front of any garage or carport shall not be closer than 6 metres to the front lot line. A Residential Apartment A (R4A) zone is proposed for the apartment portions of Blocks 332 and 333.

Regarding the potential shadowing of the apartment buildings, the applicant has not submitted a shadow study because the massing of the apartment towers has not been finalized. According to staff calculations, the two apartment towers will have a minimal impact on the single family detached dwelling units located to the south-west on Gatesgill Street and Gillingham Street. Separating the single family dwelling units on Gatesgill Street from the apartment blocks are the 4.5 metre (14.7 foot) wide front yards for dwellings on Gatesgill Street, 20 metre (65.6 foot) wide Gatesgill Street right-of-way, 36 metre (118 foot) wide Hurontario Street right-of-way, and proposed minimum sideyard width for the apartment buildings of approximately 12 metres (40 feet)(calculated based on 1/2 the height of the proposed 10 storey buildings). This would result in a building to building separation of 72.5 metres (237 feet). Late afternoon shadowing throughout the year will occur for the street townhouses located to the east along Street '3'. Shadowing will be addressed during the site plan approval process for Blocks 332 and 333.

Regarding redlined revised Block 340 - Townhouses which is located at the south-east corner of Bovaird Drive and Street '2', the applicant proposes an innovative form of housing. The concept site plan indicates that each unit would have three or four floors (please refer to Attachment #7). Access would include a below ground door located at the end of one or two parking spaces, and a door located at the front of the unit at ground level. Each building would contain 10 to 14 units. The townhouses would not have rear yard amenity areas.

In total, 116 townhouse dwelling units with 232 parking spaces are proposed. The site would have 203 underground parking spaces and 29 surface level visitor parking spaces. The applicant is proposing to provide parking in conformance with the condominium apartment parking standards contained in Section 10.10.2 of By-law 151-88. The parking requirements for condominium townhouses that do not have a private garage and driveway are 2 resident spaces, 0.25 visitor spaces, 0.05

recreation equipment spaces (2.3 in total) for each dwelling unit. Preliminary review by the Urban Design and Zoning Division indicates support for this concept, subject to revisions related to highway noise attenuation measures being incorporated, surface level parking being redistributed and massing concerns being addressed. The site will be subject to a more comprehensive review through the site plan approval process.

This innovative form of housing development would require a site specific zoning. Staff propose that a Residential Townhouse A (R3A) - special section zone be used. Modifications to the Residential Townhouse A zone include the following:

- Maximum Number of Dwelling Units: 80 units per hectare
- Minimum Lot Area: 85 square metres per dwelling unit
- Minimum Parking Requirements: Resident - 1.75 spaces per unit
Visitor - 0.25 spaces per unit
Minimum of 1 parking space per unit shall be provided underground

With respect to Street Townhouse Blocks 319 to 330, staff recommend that a Residential Street Townhouse B (R3B) zone be utilized with the following modifications:

- Lot Area: Interior Lot: 185 square metres per dwelling unit
End Lot of Interior Unit: 235 square metres per dwelling unit
Corner Lot: 275 square metres per dwelling unit
- Lot Width: Interior Lot: 6 metres
End Lot of Interior Unit: 7.8 metres
Corner Lot: 9 metres
- Front Yard Depth: 4.5 metres provided that the front of any garage or carport shall not be closer than 6 metres to the front lot line

The zoning by-law requirements will also include a standard provision that front to rear access only be permitted through a non-habitable portion of the dwelling unit and no more than a two step grade difference be permitted.

5.6.7 Valleyland

With respect to the valleyland portion of the plan, the top-of-bank was walked on June 16, 1992 and two areas of concern were identified; to the rear of quattroplex Lots 23 to 25 and along the limit of Block 337 - Valleyland. With respect to the slope cross-sections for the top-of-

bank east of lots 23 to 25, no revisions to the boundary of Block 336 - Valleyland are required. The pre-grade elevations indicate that there will be a substantial area of flat land behind most of the lots abutting Block 336 - Valleyland.

The boundary of Block 337 requires adjustment to where the pre-grade elevations established by Rand Engineering meet the 3:1 slope as shown on the slope cross-sections prepared by A. Skranda Surveying. The draft plan should be redlined revised in the vicinity of Blocks 331, 335 and 337 to reflect the actual top-of-bank. This will reduce the tableland area of the park but sufficient area remains to fit the facilities required by the Parks and Recreation Department. The area of Block 331 - Townhouses will also be reduced and the net density for the block will increase slightly.

The Metropolitan Toronto and Region Conservation Authority have requested that the by-law amendment contain a provision that require a minimum setback of 10 metres for all buildings from Blocks 336 and 337 unless written approval has been received from the Authority. This condition influences townhouse Blocks 331 and 340, semi-detached dwelling unit Lots 9 to 16 and 23 to 25a, and quattroplex Lots 17 to 22 and 26 to 39. Normal rear yard setbacks would be 7.5 metres for semi-detached dwelling units, 6 metres for quattroplex dwelling units and normal rear yard setbacks for block townhouses would be 7.5 metres. Planning staff have been advised by the Authority not to redline revise the draft plan to address this condition. If the geotechnical study verifies that there is stable slope to the rear of the lots and blocks, the Authority may permit a reduction in the building setback to the valleyland blocks to less than 10 metres. Until the applicant has satisfactorily met the requirements of the Metropolitan Toronto and Region Conservation Authority, and the Authority no longer requests the condition, the proposed zoning by-law will require a 10 metre setback for all buildings from the limit of valleyland Block 336 and 337.

Staff are satisfied with the proposed access and interface of the subdivision with the valleyland. Pedestrian access to the valleyland would be achieved via the park block and a walkway located between lots 16 and 17.

5.6.8 Distribution of Quattroplexes

It is noted that a continuous row of quattroplex dwelling units are proposed abutting the westerly limit of the valleyland block. From an urban design perspective, staff has had concern, in the past, with respect to massing, building design as it relates to streetscape, and landscape treatment adjacent to valleyland features. Accordingly, the recommended land use concept (Attachment 6) which was discussed at the June 15, 1992 Planning Committee Meeting, identified this area as a "Special Study Area".

At the request of staff, the applicant has addressed the appropriateness and massing of this housing form adjacent to the valleyland feature, and the availability of parking for the proposed massing of quattroplex dwelling units. The applicant has prepared a streetscape/parking analysis to justify the proposed design/massing and proposed parking arrangements for this housing form for the "Special Study Area" (please refer to Attachment #9).

Regarding the massing of a string of 23 quattroplex lots along the valleyland, the applicant has agreed to provide visual relief by substituting 4 semi-detached lots in place of quattroplex lots number 23 to 25. Further visual relief will be provided by the planting required by the Parks and Recreation Department for the area graded to 3:1 slopes. Their requirements are that the area be reinstated at a planting density of 2200 shrubs, 480 trees, 80 caliper trees and 440 seedling stock per hectare.

With respect to the streetscape/parking analysis to justify the proposed design/massing and proposed parking arrangements for the semi-detached and quattroplex dwelling units, the applicant has verified that each dwelling unit would have 2 parking spaces. Additional street parking would be available as follows:

- 4 parking spaces for every 8 semi-detached dwelling units; and
- 6 parking spaces for every 12 quattroplex dwelling units.

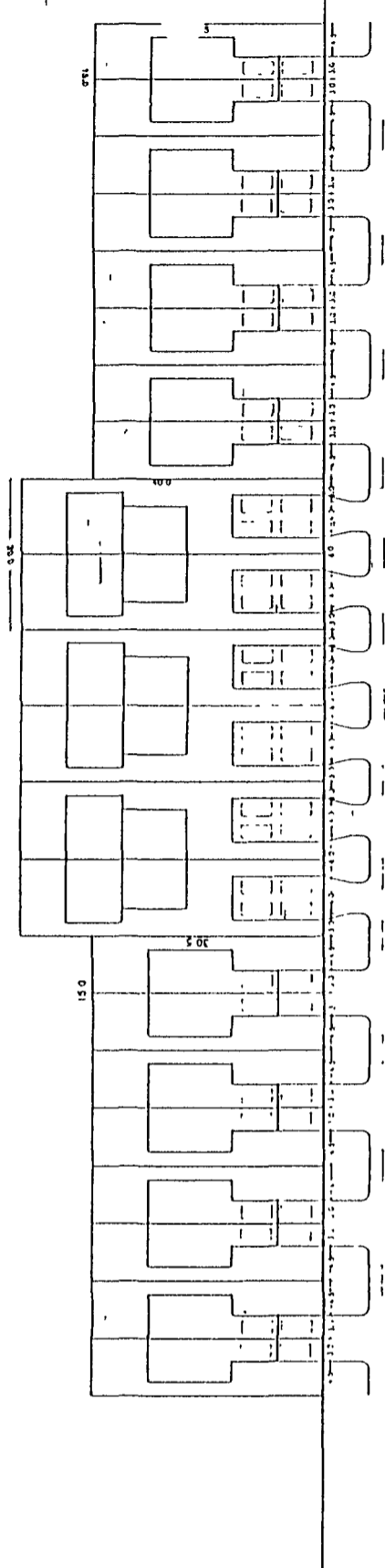
Staff are satisfied with the proposed amount of on-street parking.

With respect to the total number of quattroplex units, the Urban Design and Zoning Division have concerns. A total of 244 quattroplex units are proposed on 3 streets. The Urban Design and Zoning Division consider this type of dwelling unit to be in the experimental stage at several locations within Brampton, and more time and experience is needed to determine whether or not the concept and its current designs are widely accepted in the market. They note that because of its unusual spatial requirement, the quattroplex lot cannot be easily and economically converted to other more conventional lotting.

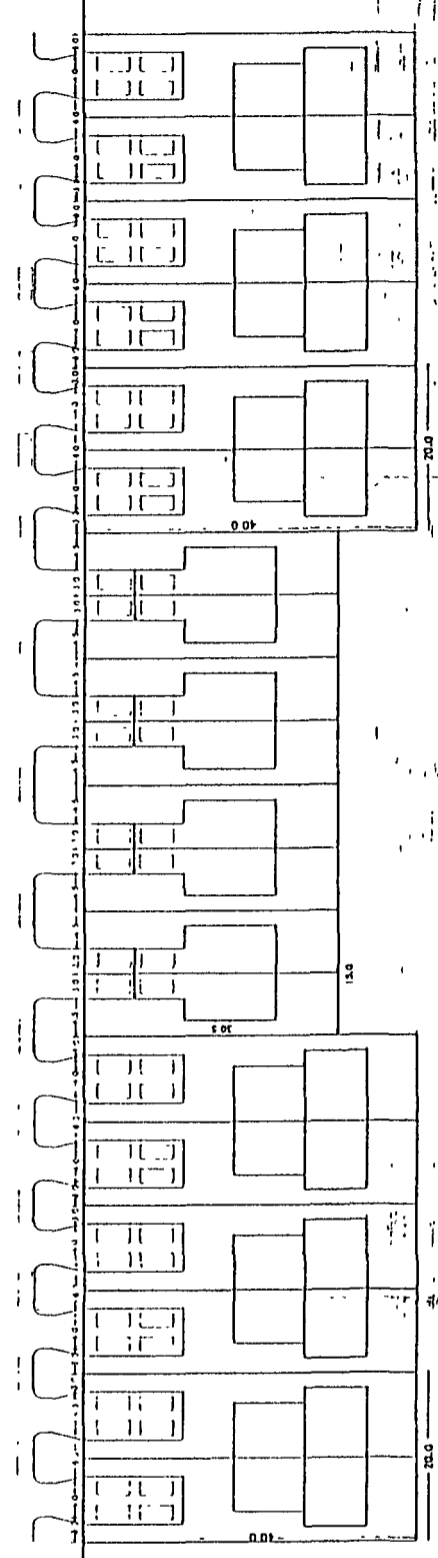
The applicant is proposing that all of the 244 quattroplex dwelling units be freehold. In view of Council's previous concerns and limitations in approving freehold quattroplex dwelling units in the Sandringham-Wellington area, staff is requesting direction from Planning Committee with respect to the approval of any, or all, of the proposed quattroplex units with a zoning which would permit freehold tenure.

The applicant is proposing zoning by-law standards for the freehold quattroplexes which have been approved by City Council for subdivisions in Springdale.

(WEST SIDE LOTS 87 TO 97)



(EAST SIDE LOTS 105 TO 114)



CITY OF BRAMPTON

Date: 1992 08 04
File no. C1E8.3

Drawn by: C.J.K.
Map no. 43-30W



ATTACHMENT #9 - STREETScape DESIGN AND PARKING PROVISIONS FOR QUATTROPLEXES AND SEMI-DETACHED DWELLING UNITS - STREET '2'

**PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED**

5.6.9 Neighbourhood Park/Open Space

Concerning the park block configuration, the Parks and Recreation Division has requested a facility fit plan to ensure the suitability of the park size and its configuration. The applicant has submitted a facility fit plan which indicates the following facilities at the 4.5 hectare (11 acre) large park:

- senior softball field (home to second base oriented south-south-west);
- junior softball field (home to second base oriented south-south-west);
- senior play ground, 900 square metres (9687.8 square feet) in size;
- 3 tennis courts;
- parking for 30 automobiles; and
- frontage of 54 metres (177 feet) along Street '3'.

The Parks and Recreation Division is satisfied with the plan subject to the following revisions: 4 tennis courts and parking for 50 automobiles. There is sufficient land area for all of these requested facilities. The park is centrally located and large enough to serve the proposed subdivision. Access to the park via the Street '3' and '4' frontages and connection to the valleyland is satisfactory.

5.6.10 School Site

The school site is intended to be developed by the Dufferin-Peel Roman Catholic Separate School Board for an elementary school. The Board is satisfied with the proposed frontage on Street '1', the block configuration and its area, central location in the subdivision abutting a park site. The Board is satisfied with the school's location to serve north Brampton.

The applicant has indicated a proposed street layout for the school block on the draft plan of subdivision, in the event that it is not developed for school purposes. Staff are satisfied with the potential road right-of-way width and configuration shown on this block. Staff note that standard single family lots with depths of 30 metres (98.4 feet) could be developed in this area if both school boards do not wish to develop Block 334 - School.

5.6.11 Postal Service

Canada Post has advised that centralized mail delivery is now part of all new residential and commercial developments in Canada. With regard to this policy and the high density and layout of street townhouses, Canada Post intends to provide mail service from a single postal kiosk for the 188 semi-detached dwelling units, 93 street townhouses, 244 quattroplex dwelling units and the school block.

In keeping with City Council's current policy regarding mail delivery, it is recommended that the applicant make satisfactory arrangement with the City and Canada Post for the provision of suitable sites for the installation of supermailboxes.

With respect to buildings or complexes with a common municipal address containing three or more units., Canada Post's multi-unit policy applies. Canada Post requires that it will be the responsibility of the owner/developer to supply, install and maintain a central mail facility to Canada Post's specifications for Blocks 331 to 333, 338 to 340, and 345.

5.6.12 Drainage

With respect to drainage, the Development Services Division, Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources require a storm water management report to address their water quantity and quality objectives.

The Metropolitan Toronto and Region Conservation Authority request that the by-law amendment contain provisions which prohibit all buildings and structures of any kind, the placement of fill or the alteration of a watercourse other than as required for flood or erosion control within Blocks 336 and 337.

The Ministry of Natural Resources has noted that the subject property contains a warmwater stream which contains fisheries habitat. The Ministry is concerned that unless proper stormwater management techniques and erosion and sedimentation control measures are employed on site both during and after construction, negative impact on the downstream water quality as it relates to fish and their habitat could result. The Ministry requires that stormwater leaving the site be treated both before and after development. The Ministry refers to 'Treatment' as providing some form (or forms) of water quality abatement usually through temporary stormwater detention or retention that would allow some settling of suspended solids and associated contaminants, prior to release. Maximizing on site stormwater retention, primarily through ground infiltration, would be encouraged through design considerations such as discharging roof leaders to rock filled catchments or splash pads and utilizing between property line swales. The Ministry advises that siting considerations that are sensitive to the natural topography and microdrainage patterns will also increase on site stormwater retention.

It may be necessary to alter the configuration of this plan through redline revisions to provide adequate land for the requirements of the stormwater management plans and erosion and sedimentation control measures. The conditions of draft approval requested by the Ministry of Natural Resources provide sufficient flexibility to allow their concerns to be addressed.

5.7 Conclusion

To achieve the revised overall land use concept, Planning staff recommend the following redline revisions to the draft plan of proposed subdivision:

- to maintain the opportunity for commercial development at the south-east corner of Hurontario Street and Bovaird Drive, Street '6', Lots 227 to 318, Block 342 - Noise Attenuation Buffer and the approximately 132 metre (433 feet) of Block 341 (excluding the redlined 4.7 metre (15.4 foot) wide road widening portion abutting Bovaird Drive) have been deleted and replaced with Block 339 - Future Development (north-western 4.76 hectares (11.77 acres) of the land area) and Block 345 - Future Development (south-eastern 1.02 acres (2.53 acres) of the land area);
- to provide control of access to municipal and provincial roads, 0.3 metre reserves have been placed along the frontage of all commercial, block townhouse and apartment blocks; the reserves shall not be lifted until site plan approval is obtained and points of access have been approved;
- to allow Highway #7 (Bovaird Drive) to be eventually widened, the Ministry of Transportation has requested additional road widening along Bovaird Drive therefore Blocks 346 and 347 consisting of road widenings of 4.7 metres (15.4 feet) and 7 metres (22.9 feet) wide respectively, have been included;
- to compensate for the deletion of Block 339 - Commercial at the north-west corner of Street '2' and Bovaird Drive, delete lots 164 to 181, 192 to 205 and Block 339 and replace them with Street '5' being extended west from its intersection with Street '2' to form a T-intersection with the western portion of Street '5' relabelled as Street '6'. The eastern portion of Street '6' (formerly Street '5') running in a north-south direction shall be relocated approximately 30 metres (98.4 feet) east, former lots 178 to lot 181 (4 lots) shall be relotted with 6 single family lots, the former lots 167 to 176, lots 192 to 205 and Block 339 shall be relotted with 15 single family lots, 6 semi-detached lots and 9 quattroplex lots;
- to permit Block 340 to be used for townhouses, delete the word "Commercial" and replace it with "Townhouses";

- to provide adequate noise attenuation for residential lots abutting the limit of Bovaird Drive, extend Block 341 east to Street '2';
- to provide more variation of unit types adjacent to Block 336 - Valleyland and visual relief, quattroplex lots numbered 23 to 25 shall be deleted and replaced with 4 semi-detached lots; and
- to reflect the top-of-bank walk conducted on June 19, 1992, the top-of-bank line shown separating Block 337 - Valleyland and Blocks 331 and 335 shall be modified accordingly.

Other minor redlined changes are also recommended including deleting the area data on Blocks 331, 335 and 336, and revising the statistical table on the plan accordingly.

6.0 CONCLUSIONS AND RECOMMENDATIONS

This report has provided a description, planning history, and planning analysis for the proposed subdivision and application to amend the Official Plan and zoning by-law submitted by Brampton Brick Limited. Based on this analysis of the plan, staff recommend approval of the application subject to the recommended revisions contained in this report and the appropriate conditions of draft approval.

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

- A. A Public Meeting be held in accordance with City Council procedures.
- B. That Planning Committee recommends to City Council that no additional units of the zero available unit capacity in the Brampton North Sub-Area need be assigned to draft plan of proposed subdivision 21T-80029B as a total of 1832 units were previously allocated to this draft approved subdivision whereas a total of 1170 units are now proposed.
- C. That Planning Committee provide staff with direction with respect to the number of the proposed 244 freehold quattroplex dwelling units that can be supported.
- D. Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the Official Plan and the zoning by-law which shall implement the proposed plan as recommended in this report. Prior to the enactment of the zoning by-law, the applicant shall submit a finalized traffic study to the satisfaction of the City and the Ministry of Transportation.
- E. The draft plan of proposed subdivision shall be subject to the following conditions:
 1. The approval be based on the draft plan, dated April 30, 1992 prepared by KLM Planning Partners and redlined revised as follows:

- (a) Street '6', lots 227 to 318, Block 342 - Noise Attenuation Buffer and the approximately 132 metre (433 feet) of Block 341 (excluding the redlined 4.7 metre (15.4 foot) wide road widening portion abutting Bovaird Drive) be deleted and replaced with Block 339 - Future Development - Commercial (north-western 4.76 hectares (11.77 acres) of the land area) and Block 345 - Future Development - Commercial/Townhouses (south-eastern 1.02 acres (2.53 acres) of the land area).
 - (b) Road widening of 4.7 metres (15.4 feet) be shown and labelled as Block 346 at the western 22.77 metre (74.7 foot) Bovaird Drive frontage of the subject property.
 - (c) Road widening of 7 metres (22.9 feet) be shown and labelled as Block 347 at the eastern 5.61 metre (18.4 foot) Bovaird Drive frontage of the subject property.
 - (d) The word "Commercial" be deleted from Block 340 and replaced with "Townhouses".
 - (e) Delete Lots 164 to 181, 192 to 205 and Block 339 and replace them with Street '5' extended west from its intersection with Street '2' to form a T-intersection with western portion of Street '5' relabelled as Street '6'.
 - (f) The eastern portion of Street '6' (formerly Street '5') running in a north-south direction be relocated approximately 30 metres (98.4 feet) east, former Lots 178 to 181 (4 lots) be relotted with 6 single family lots, and former Lots 167 to 176, Lots 192 to 205 and Block 339 be relotted with 15 single family lots, 6 semi-detached lots and 9 quattroplex lots.
 - (g) Extend Block 341 - Noise Attenuation Buffer abutting the widened limit of Bovaird Drive east to Street '2'.
 - (h) Delete quattroplex lots numbered 23 to 25 and replace with 4 semi-detached lots numbered Lots 23, 24, 25 and 25a.
 - (i) The top of bank delimiting the limit of Blocks 331, 335 and 337 be revised in accordance with the approved top of bank.
 - (j) Delete the area data on Blocks 331, 335, and 336.
 - (k) The statistics table portion of the plan be revised to reflect the foregoing revisions.
2. A Subdivision Agreement shall 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 and the installation of municipal services, and other requirements of the City of Brampton and the Region of Peel, including the payment of Regional and City development charges in accordance with their respective Development Charges By-laws.

3. *The applicant shall agree to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.*
4. *The applicant shall agree to support an appropriate amendment to the zoning by-law to permit the development of these lands in accordance with the draft approved plan of subdivision; including the prohibition of all buildings and structures of any kind, other than for flood control purposes, within Blocks 336 and 337, and a minimum building setback of 10 metres to the limit of these blocks.*
5. *The proposed road allowances, road widenings and/or daylight corners shall be dedicated as public highways on the final plan proposed for registration.*
6. *Development of the plan shall be staged to the satisfaction of the City and the Region of Peel.*
7. *The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel. In this regard, the proposed street names must be submitted as soon as possible after draft approval has been received so that finalization of the draft plan is not delayed.*
8. *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.*
9. *Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense.*
10. *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 319 to 334, 338 to 340, and 345 and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 135, 139 to 142, 165 to 166, 200 to 202 and 231 to 233.*
11. *The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.*
12. *The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwellings, or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.*

13. The applicant shall:

- a) Prior to the initiation of grading or servicing and prior to the registration of this plan or any phase thereof, submit for the approval of the City, Ministry of Transportation and the Metropolitan Toronto and Region Conservation Authority the following:
 - i) a detailed engineering report that describes the stormwater drainage system for the proposed development on the subject lands. The report should include:
 - plans illustrating how the drainage system will tie into the surrounding drainage systems, ie. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
 - the storm water management techniques which may be required to control minor or major flows
 - proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction
 - location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86
 - plans for the treatment of the small watercourse affecting the site
 - overall grading plans for the subject lands.
 - b) That the proponent obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition a).
 - c) That prior to the final registration of this plan, the owner enter into an agreement with either the Metropolitan Toronto and Region Conservation Authority or the City of Brampton with respect to the acquisition of the Valleyland Blocks 336 and 337.
 - d) That the owner agree in the subdivision agreement, in wording acceptable to the City of Brampton, Ministry of Transportation, and the Metropolitan Toronto and Region Conservation Authority:

- (i) to carry out, or cause to be carried out, to the satisfaction of the City of Brampton, Ministry of Transportation and the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report(s), as required in Condition a).
 - (ii) to obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition a).
 - (iii) prior to the initiation of any grading or construction on site, to erect a temporary siltation fence along the limit of Block 336 and 337, in addition to the property boundary adjoining these two blocks. This barrier shall remain in place until all grading and construction on the site are completed.
 - (iv) to erect a permanent 1.83 metre chain link fence along the top-of-bank line.
 - (v) to not place fill, grade, construct and buildings or structures or interfere with the channel of the watercourse within Blocks 337 and 338 without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.
14. Where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant, at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
15. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
16. 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.
17. Prior to registration, arrangements shall be made to the satisfaction of the Commissioner of Public Works and Building for a suitable construction traffic route.
18. The applicant shall agree to remove any trees and any vegetation on the subject lands as required by the City.
19. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without a topsoil removal permit issued pursuant to the City of Brampton's By-law 30-92.

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

21. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:

- a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
- b) where parks and open space and sidewalks are located;
- c) the type of parks and open space (i.e. passive or active). Active parks area should indicate the following wording:
'playground equipment or active sports fields'

Specifically, the map will indicate park Block 335 shall be an active park that will contain a senior softball field, junior softball field, senior playground, 4 tennis courts and a parking area.

- d) the type and location of fencing and noise attenuation features;
- e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
- f) the location of Blocks 319 to 333, 340 and 345 including the statement that these blocks will be used for approximately 460 townhouse units, all of which may be affordable units.
- g) the location of all quattroplex lots;
- h) the location of all schools, and commercial sites, including the statement that schools may be used for low density residential purposes if not acquired for school purposes, and the statement that the commercial sites may be used for a broad range of commercial purposes, including a possible discount drug store, home furnishings/improvement store, convenience store, bulk food store, automobile accessory store, restaurant(s) and commercial/professional offices,
- i) the location of lots designated by the Fire Department as fire break lots, and
- j) the following information must also be shown in **BOLD CAPITAL TYPE**:

"For further information on proposed and existing land use, please call the City of Brampton, Planning and Development Department, 2 Wellington Street West, 3rd Floor, between 8:30 a.m. and 4:30 p.m., telephone number 874-2050".

22. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.
23. The maps required in conditions 21 and 22 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.
24. The applicant shall, prior to the issuance of any building permit, provide to the satisfaction of the Commissioner of Public Works and Building, an engineering report indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.
25. 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 25 (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.
26. The walkway, Block 343 shall be conveyed to the City and shall be fenced to the satisfaction of the City. In this regard 1.8 metre high solid screen fencing shall be provided where the walkway abuts a residential side yard, from the rear residential property line to the mid point of the dwelling, and 1.2 metre high black vinyl chain link fencing for the balance. Where a walkway abuts a residential rear yard a solid screen wall shall be provided.
27. a. Prior to final approval the owner shall submit to the Ministry of Transportation a traffic report indicating the peak hour turning volumes at the intersection of Street 2 and Highway 7 and outlining the required highway improvements.
 - b. Prior to final approval the owners shall enter into a legal agreement with the Ministry of Transportation outlining their responsibilities regarding the construction of Street 2/Highway #7 intersection and all the associated highway improvements.

28. *Blocks 339 and 345 shall only be developed after an integrated development plan for the blocks and the precise uses and/or range of uses in accordance with the policies contained in the Official Plan Amendment are approved by the City. In this regard, the applicant shall agree that a further application to amend the zoning by-law be submitted for Blocks 339 and 345.*
29. *The applicant shall agree to erect a sign on Blocks 319 to 333, 340 and 345, and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 142, Lots 165 to 167, 200 to 202, and 231 to 233, and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Blocks 319 to 333, 340 and 345, and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 142, Lots 165 to 167, 200 to 202, and 231 to 233 will be developed for medium density residential purposes.*
30. *The applicant shall agree to erect a sign on Blocks 338, 339 and 345 and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Blocks 338, 339 and 345 will be developed for commercial purposes.*
31. *The applicant shall agree to erect a sign on Block 334 and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots, indicating that Block 334 may be used for low density residential development should the site not be required for school or park purposes.*
32. *Prior to final approval the applicant shall remove any existing buildings on the site.*
33. *The applicant shall agree to provide on the quattroplex blocks:
(a) cast-in-place raised concrete curbs around each parking area;
(b) decorative wooden screen fencing around the front yard privacy areas, to the satisfaction of the City.*
34. *Prior to registration the applicant shall agree to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on Housing to the satisfaction of the Commissioner of Planning and Development.*
35. *The applicant shall agree that in the event that Block 334 is not acquired by the Dufferin-Peel Roman Catholic School Board, the block, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.*

36. *The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department, for the provision of suitable sites for the installation of Canada Post supermailboxes.*
37. *The applicant shall agree that it will be the responsibility of the owner/developer to supply, install and maintain central mail facilities in accordance with Canada Post's multi-unit policy specifications for Blocks 331 to 333, 338 to 340 and 345.*
38. *Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, Region of Peel and the Ministry of Environment.*
39. *The applicant shall agree that the noise control measures and noise warnings recommended by the acoustical report, as required in condition number 38 above, shall be implemented to the satisfaction of the City of Brampton, Region of Peel and the Ministry of Environment.*

In this regard, revisions to the plan may be necessary to achieve acceptable rear yard areas in conjunction with satisfactory noise attenuation measures.

40. *Those portions of lots or blocks located between any park or walkway and any noise attenuation wall, required pursuant to Condition number 38 shall be shown on the plan to be registered as a part of the park or the buffer and shall be deeded to the City, or the applicable road authority, respectively.*
41. *Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivision agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.*
42. *Block 341 shall be conveyed to the City and shall be landscaped to the satisfaction of the City. In this regard the applicant shall agree to provide shrub and tree planting covering a minimum of 50 per cent of the block.*
43. *The applicant shall agree that prior to the registration of the plan, preliminary site plans for Blocks 332, 333 and 340 are to be approved by the City of Brampton and any additional landscape reserves required by the Commissioner of Planning and Development shall be included on the final plan for registration.*

44. *The applicant shall agree that all lots for detached and semi-detached dwellings having conventional rear yard setbacks and with reverse frontage on arterial roads shall be graded such that:*
- (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in rear yards where the slope is within the range of 2% to 3%;*
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and*
 - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.*
45. *The applicant shall agree to erect fencing, along the lot lines of all residential lots and blocks abutting Blocks 335, 336, and 337, both inclusive, in accordance with the City's fencing policy.*
46. *The applicant shall agree to construct a 1.8 metre high masonry wall of a design satisfactory to the City along the boundary of Block 338 where it abuts Block 331, and along the boundary of Block 339 where it abuts Block 345 and Lots 205 to 219, and if commercial development occurs on Block 345, along the boundary of Block 345 where it abuts Lots 219 to 226, within one year of the issuance of a building permit on Blocks 331 and 345 and Lots 205 to 219, and Lots 219 to 226 respectively, and prior to the issuance of building permits on Blocks 338, 339 and 345. If both Blocks 339 and 345 are developed for commercial uses, a masonry wall will not be required along their abutting boundary.*
47. *The applicant shall agree that where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.*
48. *The applicant shall agree that:*
- (a) road widening, Block 344, shall be dedicated to the City of Brampton on the final plan. In this regard, Block 344 shall have a width which when combined with the existing right-of-way of Hurontario Street which will equal 18 metres from the centre line of the original road allowance.*
 - (b) road widening, Blocks 346 and 347, shall be dedicated to the Ministry of Transportation on the final plan.*
49. *The applicant shall agree that where double car garages are provided on lots having a 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.*

50. *The applicant shall agree that 0.3 metre reserves shall be conveyed to the City along Block 332 where it abuts Hurontario Street and Street '3' east of Block 324, along Block 333 where it abuts Hurontario Street and Street '1' east of Block 319, along Block 338 where it abuts Hurontario Street and Street '3', along Block 339 where it abuts Hurontario Street and Street '1', along Block 340 where it abuts Street '2', and along Block 345 where it abuts Street '1'.*
51. *The applicant shall agree that the 0.3 metre reserves required along the frontages of Blocks 332, 333, 338, 339, 340, and 345 shall not be lifted until site plans have been approved for the blocks, in accordance with the City's site plan approval procedure, and the location and design of access has been approved.*
52. *The 0.3 metre reserves along Blocks 339 and 340 where they abut Bovaird Drive and hypotenuse of the daylight triangle at the intersection of Bovaird Drive and Street '2' shall be conveyed to the Ministry of Transportation.*
53. *Block 335 shall be conveyed to the City for park purposes, in a condition satisfactory to the City, and the applicant shall pay cash-in-lieu for the balance of the parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment. The applicant shall agree that the final size of Block 335 will be subject to the establishment of a stable 3:1 slope adjacent to Block 337.*
54. *Blocks 336 and 337 shall be conveyed to the City for open space valleyland purposes, in a condition satisfactory to the City. The applicant is to provide detailed landscape plans for Blocks 336 and 337 in accordance with City specifications acceptable to the Commissioner of Community Services that shows planting, reinstatement of disturbed area and walkway placement. The applicant is to prepare planting plans for the area distributed beyond the limit of development or area graded to 3:1 slopes and that they be reinstated at a planting density of 2200 shrubs (50-100cm), 480 trees (200 cm), 80 caliper trees (45 mm min.) and 440 seedling stock (2-3 years) per hectare. Plants are to be spaced as follows: shrubs and seedling stock 1.5m on centre (O.C.), trees 2.5m O.C. and caliper trees 3.5m O.C.*
55. *The applicant shall agree to provide a bicycle path within Block 336 in a location and at a time satisfactory to the City.*
56. *The applicant shall provide detailed plans, to the satisfaction of the City, for the development of Block 335.*

57. *The applicant shall prepare a detailed geotechnical report to the satisfaction of the City, for the development of Block 335.*
58. *Prior to registration the applicant shall submit for the review and approval of the Commissioner of Community Services, a facilities fit plan for Block 335.*
59. *The applicant shall pay an amount satisfactory to the Commissioner of Community Services for 50% of the cost of installing a bicycle path along Bovaird Drive and Hurontario Street where it abuts the subject lands.*
60. *The applicant shall agree that for those lots designated as fire break lots by the Fire Department, the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official and the Fire Chief.*
61. *The applicant shall agree to show 4 concrete bus stop pads measuring 12 feet by 25 feet on the engineering drawings at the following locations:*
 - *east side of Highway 10, at and south of Street '3';*
 - *east side of Highway 10, at the boundary of blocks 332 and 333;*
 - *east side of Highway 10, at and south of Street '1'; and*
 - *south side of Bovaird Drive, at and west of Street '2'.*
62. *The applicant shall agree 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 wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions to the Region including deepening the wells or providing a permanent water service connection from the watermain to the well systems.
63. *That the applicant shall:*

- a) *make satisfactory arrangements with The Dufferin-Peel Roman Catholic Separate School Board for the acquisition, or reservation for future acquisition of Block 334, designated for school purposes, prior to final approval of the plan.*
- b) *agree to clear, grub and grade the school site to the satisfaction of the Board.*
- c) *agree to include a clause and securities in the subdivision Agreement which prohibits the stock piling of any soils or materials on the blocks designated for school purposes in this plan.*
- d) *agree to provide the Board, for approval, servicing drawings including grading plans showing services connections to the school site.*

64. *The applicant shall agree in the Subdivision Agreement to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board:*

- a) *to place the following clause in bold capital type in any agreement of purchase and sale entered into with respect to any residential lots on this plan until the permanent school for the area has been completed. This clause is to be inserted in English and French:*

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

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

- b) *to erect and maintain signs in English and French at all major entrances to the subdivision which shall advise prospective purchasers that:*

"Until a school is constructed in this community, alternate accommodation will be provided."

"Les eleves seront heberges dans d'autres installations, jusqu'a ce qu'une ecole permanente soit construite dans leur quartier."

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

65. *The applicant shall:*

a) *Prior to final registration of the plan of subdivision, or any on site grading submit, the Ministry of Natural Resources must have reviewed and accepted the following reports describing:*

1. *the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required, in accordance with the provincial 'Urban Drainage Design Guidelines', April 1987, and 'Interim Stormwater Quality Control Guidelines for New Development', May 1991;*
2. *the impact of this development and the proposed stormwater management techniques, on the quality and quantity of ground and surface water resources as it relates to fish and their habitat. A comprehensive hydrogeological investigation must be able to demonstrate that this development will not have a negative effect on fisheries resources:*

Note: Studies should demonstrate that the pre-development hydrologic conditions will be reproduced, applying necessary mitigative technology. On-site stormwater retention will be maximized through infiltration practices and siting considerations that are sensitive to the natural topography, microdrainage patterns and natural depressions. Facilities will be designated to capture the "first flush" and maintain the recharge and baseflow contribution characteristics of the site.

3. *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 on Erosion and Sediment Control for Urban Construction Sites', May 1987, and 'Technical Guidelines: Erosion and Sediment Control', February 1989;*

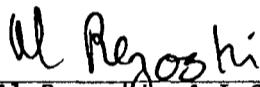
Note: Ponds for temporary sediment control shall be capable of accommodating 125 cubic metres per hectare of contributing drainage for a period of not less than 12 hours or removing particle sizes down to 40 microns.

4. 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 in any waterbody as a result of on site or other related works. Any increase in concentrations 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.
 5. site soil conditions, including grain size distribution profiles; and infiltration characteristics; and,
 6. site grading plans.
- b) That this plan be subject to redline revisions to accommodate stormwater management facilities, if required, as a result of the requirements of condition 65a.
 - c) That sufficient lands for stormwater management purposes, if required as a result of the reports required in condition 65a above, be placed in the appropriate open space zoning category.
 - d) That detailed plans be submitted 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 65a.
 - e) That the owner agree in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:
 1. to cause to be carried out the works referred to in conditions 65a and 65d above;
 2. to maintain all stormwater management and 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


3. to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.
66. 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; a copy of such confirmation shall be forwarded to the City of Brampton.
67. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
68. The applicant shall agree to place the following clause in Bold capital type in any agreement of purchase and sale entered into with respect to any lots or blocks on this plan, that are situated on lands which have been rehabilitated/filled on the former brick quarry.

"The lands were formerly occupied by a brick quarry and significant land fill has occurred in this area."


Respectfully submitted,


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

AGREED:


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

AR/Brambrick


John B. Corbett, M.C.I.P.
Director of Development

Appendix A

The following agencies and departments have no comments:

Public Works and Building Department, Building Division, ((regarding the draft plan dated November 22, 1991 (Attachment #4)), Consumers Gas (regarding the draft plan dated November 22, 1991 (Attachment #4)), Ontario Hydro (regarding the draft plan dated November 22, 1991 (Attachment #4)), Peel Regional Police (regarding the draft plan dated November 22, 1991 (Attachment #4)), and Law Department.

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

1. There is no significant existing vegetation within the table land area of the site; therefore, subject to any requirements from the Parks and Recreation Department for the valleyland, an arbourist's report is not necessary.
2. The Division is satisfied that noise levels in accordance with the guidelines of the Ministry of the Environment can be achieved within the proposed subdivision, utilizing conventional noise attenuation techniques. In this regard, it is recommended that the following requirements be included in the conditions of draft approval:
 - a) Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, Region of Peel and Ministry of Environment.
 - b) The applicant shall agree that the noise control measures and noise warnings recommended by the acoustical report, as required in condition number a) above, shall be implemented to the satisfaction of the City of Brampton, Region of Peel and the Ministry of Environment.

In this regard, revisions to the plan may be necessary to achieve acceptable outdoor living areas in conjunction with satisfactory noise attenuation measures.
3. For locations within the subdivision where acoustical walls are required to achieve satisfactory noise attenuation, the following standard condition of draft approval is also recommended:
 - c) Those portions of lots or blocks located between any park, walkway, or public street, and any noise attenuation wall, required pursuant to condition number a) shall be shown on the plan to be registered as a part of the park or the buffer and shall be deeded to the City, or the applicable road authority, respectively.

It is noted that one such block has already been identified on the draft plan, adjacent to Bovaird Drive. Other similar landscape reserves may be required on Blocks 332, 333 and 340, depending on their eventual site layout. It is recommended that a special condition of draft approval be included to the effect that prior to registration of the plan, preliminary site plans for each of these blocks are to be approved by the City and any additional landscape reserves required by the Commissioner of Planning and Development are to be included on the final plan for registration.

4. Although the Division continually encourages innovation in the design of affordable housing, staff are concerned with the number of quattroplex units (244) which are proposed on this plan. In our view, this type of dwelling unit is very much in the experimental stage at several locations within Brampton and more time and experience is required to determine whether or not the concept and its current designs are widely accepted in the market. Because of its unusual spatial requirement, the quattroplex lot cannot be easily and economically converted to other more conventional lotting.

At the request of the Development Division, the Urban Design staff have prepared a preliminary site plan for the red-lined commercial block at Hurontario Street and Highway 7.

Community Services Department, Parks and Recreation Department advise:

The applicant has submitted a draft plan which shows a neighbourhood park that is in general conformity with the O.P.A. 60 Designation.

A tableland park requirement of 4.479 ha (11.06 ac) has been calculated based on 1 ha per 300 dwelling units for the medium and high density blocks and 5% on the balance of the plan excluding the commercial block in accordance with City policy and the Planning Act.

Cash in lieu of parkland will be based on 2% of the appraised value of the commercial block.

Contained within the draft plan the applicant has proposed a neighbourhood park block comprised of 4.485 ha (11.317 ac). The general location and configuration of the park block is acceptable. The final determination of the area for park block 335 will be subject to the establishment of stable 3:1 slope adjacent to block 337 that will form the limit of development.

The applicant is required to prepare a facility fit plan that shows the general layout and relationship of a senior hardball field, T-ball diamond, senior playground, parking area for 50 cars, tennis courts and free play area acceptable to the Commissioner of Community Services. A minimum park frontage onto street 3 of 50m is required.

The applicant is required to complete the development of the park block in accordance with City specifications.

A detailed geotechnical report is to be prepared for the park block in locations where significant fill material has been placed that will investigate and provide recommendations on its development in accordance with City criteria.

The draft geotechnical report submitted by the applicant is not acceptable since it has not addressed filling and compaction on the park block, after use development, clean-up of the site, and lack of clarity in its recommendations. It is required that the consultant arrange to meet with City staff to review and arrange a terms of reference for the geotechnical report.

The valleyland, blocks 336 and 337, shown on the draft plan will form an important part of a larger open space system along the Etobicoke Creek. The limits of the valley will be subject to the staked "actual top of bank" and a projected 3:1 slope, whichever is the greater, to determine the limit of development adjacent to the valley.

The applicant is to convey lands beyond the limit of development, "top of bank", to the City and compensation for the valley purchase will be in accordance with City policy.

The applicant is to provide detailed landscape plans for blocks 336 and 337 in accordance with City specifications acceptable to the Commissioner of Community Services that shows planting, reinstatement of disturbed area and walkway placement. The applicant is to prepare planting plans for the area distributed beyond the limit of development or area graded to 3:1 slopes and that they be reinstated at a planting density of 2200 shrubs (50-100cm), 480 trees (200 cm), 80 caliper trees (45 mm min.) and 440 seedling stock (2-3 years) per hectare. Plants are to be spaced as follows: shrubs and seedling stock 1.5m on centre (O.C.), trees 2.5m O.C. and caliper trees 3.5m O.C.

That the applicant provide and install 1.2m high black vinyl chain link fence along the rear or side yard of all blocks abutting the park block 335 and open space blocks 336 and 337 and a 1.8m high solid screen wall at the rear of the commercial blocks 340, 339 and 345.

That the applicant provide cash in lieu for a bicycle path along the Hurontario and Bovaird Drive frontages of the draft plan based on 50% of the estimated cost acceptable to the Commissioner of Community Services.

The applicant is to prepare detailed landscape plans for noise attenuation Block 341 in accordance with City criteria.

The applicant is to supply and install street trees for all internal municipal streets within the plan of subdivision.

Community Services Department, Fire Department advise:

No objection to this proposed amendment. Firebreaks will be designated when the final draft plan is received from the Planning Department.

The Community Services Department, Transit Division advise

In respect to the above noted draft plan of proposed subdivision, the relocation of the medium and high density residential lands is satisfactory for transit requirements.

Additionally, the Transit Department requires four (4) concrete bus stop pads measuring 12 feet by 25 feet be shown on the engineering drawings at the following locations:

- east side of Highway 10, at and south of street 3;
- east side of Highway 10, at the boundary of Blocks 332 and 333.

(Pedestrian access should be provided from these blocks to the bus stop pad on Highway 10).

- east side of Highway 10 - at and south of street 1;
- south side of Bovaird Drive, at and west of street 2.

The Business Development Department advise:

It is the intention of this brief to answer two important questions pertaining to the Kerbel Group development application located on the southeast quadrant of Highway #10 and Highway #7.:

1. What is the maximum amount of commercial space that can be supported, from an economic perspective, in the marketplace surrounding and encompassing the former Brampton Brick Lands?
2. What type of commercial centre should be developed at this location taking into consideration the scale and form of existing competition, locational attributes of the site, physical attributes of the site, and the prominence of "fit" of the site within the existing future commercial hierarchy?

The answer to these questions will allow one to recommend an appropriate merchandise mix (i.e., range an scope of permitted commercial uses) on the main commercial block of the subdivision.

PART 1 COMMERCIAL MARKET OVERVIEW AND POTENTIAL

Prior to assessing the market feasibility of the commercial block on the subject property it is imperative to make one key site specific assumption:

- In order to capitalize on the visibility and accessibility opportunities (i.e., marketability) it is assumed that the commercial block is located on the most northern and western portion of the overall subdivision.

A brief review of the report from Ernst and Young, entitled "Retail Market Study: Brampton Brick Limited", will allow us to assess the data upon which their analysis is based and in turn will allow us to update their numbers where required.

Supply: Competition

With respect to the existing competitive structure in the study area, defined by Ernst and Young, a total of 437,400 square feet of "effective" space was reported for the following locations/categories: Kingspoint Shopping Centre, Heart Lake Town Centre, Conestoga Square, Other Main and Vodden, Centennial Mall, Miscellaneous Other.

Table #1 illustrates the total retail inventory, for the Ernst and Young trade area, compiled by the Business Development Office in 1991.

Table 1: Competitive Inventory: Defined Trade Area

<u>PLAZA NAME</u>	<u>GLA: S.F.</u>
<u>Primary Trade Area</u>	
Petro-Canada Plaza	6,500
Squires Plaza	12,000
Wexford Plaza	21,000
Main Centre	32,204
Conestoga Square	88,419
Footman Plaza	17,550
Lethbridge Plaza	15,977
White Rose Plaza	30,500
Belmont Property (Approved)	25,715
Sub Total	249,865
<u>Secondary Trade Area</u>	
Hy & Zels	35,000
Rosedale S.C.	13,000
Kingspoint Plaza	214,305
Fortinos	39,310
389 Main Street North	35,775
Main Street North	35,000
Garden Foods	19,175
Heart Lake T.C.	170,000
Sub Total	561,565
Grand Total	811,430

The implementation of an "Effective" competitive share of total space is truly unfair and arbitrary measure of the competitive structure in the study area. As a result, the Business Development Office believes that the floorspace standard used in the Ernst & Young report, to define the total supply in the trade area, is understated. For the purpose of this discussion the total inventory of 811,430 square feet, extracted from Table 1, will be used as the basis for measuring the level of competition. Arguably, the use of the total inventory in the trade area, rather than a share of the total space derived in an arbitrarily fashion, is a more responsible method of undertaking this or any market analysis.

Demand

Population

Since the projections of populations used in the Ernst & Young study are based primarily on the Brampton Planning & Development Department's data, these figures will be used in the forthcoming opportunity analysis. Although, it must be noted that the use of Assessment population data in the Ernst & Young report (see Bar Chart on Page #10) and the Planning Department projections indicates that the population forecasted in the study must be low. Both the Assessment Office and Brampton Planning Department have a history of deriving low base population figures.

The low population projections inherent in the Ernst & Young study suggests that the entire Expenditure analysis is conservative.

Expenditure Potential

The Ernst & Young method for calculating the per capita Department Store Type Merchandise (DSTM) and Food and Convenience Type Merchandise (FCTM) expenditure potential in the trade area is sound. For the purpose of this summary the Ernst & Young expenditure values will be used.

Site Residual Analysis

Ernst & Young employed a site residual analysis to assess market opportunity. For the purpose of the Business Development review of the commercial potential at the subject property, the same methodology will be employed. Table #2 outlines the results of our analysis:

Table 2: Site Residual Analysis

MODEL INPUTS	1993	1996
1) Population	39,600	45,600
2) Space Warranted at 1991 service levels (s.f./cap) Retail/ Service (Office)	35.03	35.03
Total Potential (s.f.)	1,387,188	1,597,368

LESS		
1) Pre-assigned - downtown & Regional Competition - 30% of Total potential (s.f.)	415,156	555,408

LESS		
2) Existing Supply (s.f.)	815,430	811,430

TOTAL TRADE AREA OPPORTUNITY Residual (s.f.)	160,602	230,530

- 1) Ernst & Young Report, 1991
- 2) Business Development Office, 1991

According to the space residual analysis undertaken in Table #2 the maximum retail/service floorspace potential in the Ernst & Young defined trade area is 160,602 square feet in 1993 and 230,530 square feet 1996.

Give the "prominence" of this intersection the Business Development Office believes that the former Brampton Brick lands can absorb 100% of the potential in the trade area by 1993.

The Business Development Office recommends that the shopping centre at the subject property be developed to a maximum of 160,000 square feet.

PART 2: MERCHANDISE MIX

The Business Development Office is of the opinion that the market cannot absorb, in the study period, a traditional shopping centre anchored by a major food store and a junior department store.

Our analysis reveals that an appropriate development concept for the site would involve the creation of a non-traditional shopping centre with the following uses:

- Discount Drug Store
- Home Furnishings/Home Improvement Retailers
- General Merchandisers/Apparel
- Non-anchor Food Stores
- Tires/Battery/and other auto accessories
- LCBO/Wine
- Personal/Other Services
- Other Speciality Retail (e.g., toys, food)
- Restaurant Uses
- Commercial and Professional Offices

The distribution of the aforementioned uses into floorspace quantum can take various forms. Given the market opportunity the ideal merchandise mix for the centre would take the following built-form:

Table 3: Merchandise Mix

PERMITTED USES	GLA:SF
Discount Drug Store	25,000
Home Furnishings/Home Improvement Retailers	30,000
Convenience/Variety/Smoke/Gift	10,000
General Merchandisers/Apparel	10,000
Non-anchor Food Stores (BULK)	5,000
Tires/Battery/and other auto accessories	10,000
LCBO/Wine	5,000
Personal/Other Services	10,000
Other Specialty Retail (e.g., toys, food)	10,000
Restaurant Uses	15,000
Commercial and Professional Offices	30,000
<hr/>	
Total Development Potential on Site	160,000

PART 3: CONCLUSION

The answer to the two key questions of this report are as follows:

1. The site can accommodate 160,000 square feet by 1993.
2. The merchandising mix, or permitted uses, should be created within the context of a non-traditional shopping centre. The specific list of uses was illustrated on Table 3.
3. In order for this concept to be successful it is recommended that the commercial block be located on the most northern and western portion of the subject property.

Public Works and Building Department, Traffic Engineering Services advise that there are outstanding matters with respect to the traffic study submitted in support of the application. Accordingly, the traffic study should be completed to the satisfaction of the City and the Ministry of Transportation prior to the enactment of the zoning by-law.

Public Works and Building Department, Development Services Division advise

1. The Hurontario Street frontage must be regraded, sodded and landscaped.
2. A bicycle path must be constructed across the total length of Block 336 immediately following registration of the plan.
3. All matters pertaining to Bovaird Drive (Highway #7) shall be addressed by the Ministry of Transportation.
4. The road widening along Hurontario Street shall achieve a width from centreline of 18.0 metres.
5. Access provision to Block 338 must be approved by the Traffic Department.
6. The applicant shall submit a storm water management report that will address water quantity and quality objectives at the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources.
7. Access to Block 333 shall not be permitted from Street '1'.
8. The Traffic Engineering Division will comment under separate cover regarding the traffic study and compliance with traffic design criteria.
9. A top of bank and rear lot line establishment shall be completed prior to final approval.
10. The report by Peto-MacCallum Limited must be revised to address the filling which has occurred to date.

The revised top of bank and 3:1 slope as related to the existing slope along along the valley edge have been reviewed by the Department and they have no objection to the plan subject to the top of bank revisions.

Treasury Services Department advise:

The following outlines an evaluation of two development options for the Brampton Brick site. The attached Table 1 specifies statistics related to both the initial proposal and the suggested revision.

Employing the statistics in Table 1, Ontario Ministry of Revenue tax data as well as information regarding unit density and persons per unit from both the initial proposal and the Planning Department, Table 2 summarizes the financial impact results. The two proposals were evaluated to determine their impact on the City's annual net financial position and long-term goal to improve its existing 68/32 assessment ratio.

Impacts upon the City's annual operating position arise from a development proposal for a number of reasons. As the Residential Mill Rate is always 85% of the Commercial/Industrial Mill Rate within Municipal property tax calculations, a dollar of new C.I.B. assessment will contribute 15% more to the City's operating revenues annually than is the case for a dollar of new Residential assessment. Further, operating subsidies associated with servicing a development's residents (ie. providing recreation facilities and programmes) negatively impact the City's Revenue Fund in the case of residential, but not non-residential developments. Finally, the City achieves a greater proportion of individuals both living and working in the City as its assessment ratio is improved.

As detailed in Table 2 it was found that (in 1991 dollars):

1. A greater number of residents are associated with the Initial Proposal relative to the suggested revised case;
2. The initial proposal is composed entirely of residential assessment, while the second case has an 81/19 split. Both proposals would, therefore, act to erode the City's current assessment ratio split, but to a lesser degree for the suggested revised case. Total assessment is also greater in the latter case.
3. Although both option negatively impact the City's operating position, the suggested revised case will provide less of an operating drain on the City's Revenue Fund annually (a negative \$350,000 annual operating impact versus a negative \$410,000 annual operating impact).

TABLE 1 - TYPE/UNIT COUNT/ACREAGE ALLOCATIONS

TYPE	INITIAL PROPOSAL			SUGGESTED REVISION		
	UNITS	ACRES	UNIT/ ACRE/ CVG	UNITS(2)	ACRES(3)	UNITS/ ACRE/ CVG
Single Family	134	9.71	13.80	64	4.63	13.80
Medium Density(1)	786	45.75	17.18	764	44.47	17.18
Apartment	240	6.03	39.79	360	6.03	59.69
Commercial-Office				30,000 sq. ft.	1.46	0.4696
Commercial-Retail				100,000 sq. ft.	4.88	0.4696
Total		61.49			61.49	

Notes: 1 Medium Density classification includes semi-detached, townhouses, and quattroplexes.

- 2 For single family and medium density, acreage calculated based on new unit count divided by original unit count multiplied by original acreage allocation.
- 3 Total acreage for apartment set at original 6.031. Commercial complex allotted remainder to equate to same total acreage as originally noted.

TABLE 2 - SUMMARY OF RESULTS

	INITIAL PROPOSAL	SUGGESTED REVISION
Population (Note 1)	3632	3571
Residential Assessment	\$24,145,047	\$23,401,078
% of Total Assessment	100%	80.81%
C.I.B. Assessment	\$0	\$5,558,746
% of Total Assessment	0%	19.19%
Total Assessment	\$24,145,047	\$28,959,824
Net Annual Operating Gain or Loss	(\$410,076)	(\$348,218)

Note 1: Within calculations of population, persons per unit of 3.4 for single family and medium density and 2.1 for apartment was assumed.

The Metropolitan Toronto and Region Conservation Authority advised the following on March 5, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

Staff have now had an opportunity to review the application and would have no objections to draft plan approvals subject to the following conditions:

1. Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, (MTRCA), the following:
 - (a) a detailed engineering report that describes the storm drainage system for the proposed development of the subject lands. This report should include:
 - plans illustrating how this drainage system will tie into surrounding drainage systems, ie. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?

- *stormwater management techniques which may be required to control minor or major flows;*
 - *proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction;*
 - *location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.*
- (b) *plans for the treatment of the small watercourse affecting the site.*
- (c) *overall grading plans for the subject lands.*
2. *That the proponent obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition 1.*
3. *That prior to the final registration of this plan, the owner enter into an agreement with either the MTRCA or the City of Brampton with respect to the acquisition of the Valleyland Blocks 129 and 130*.*
4. *That the owner agree in the subdivision agreement, in wording acceptable to the MTRCA:*
- (a) *to carry out, or cause to be carried out, to the satisfaction of the MTRCA, the recommendations referred to in the report(s), as required in Condition 1.*
 - (b) *to obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition 1.*
 - (c) *prior to the initiation of any grading or construction on site, to erect a temporary siltation fence along the limit of Block 129 and 130*, in addition to the property boundary adjoining these two blocks (see enclosure). This barrier shall remain in place until all grading and construction on the site are completed.*
 - (d) *to erect a permanent 1.83 metre chain link fence along the top-of-bank line.*
 - (e) *to not place fill, grade, construct and buildings or structures or interfere with the channel of the watercourse within Blocks 129 and 130* without prior written approvals being received from the MTRCA.*
5. *The municipality's restricted area by-law shall contain provisions which will have the effect of:*

- (a) prohibiting all buildings and structures of any kind; the placement of fill; or the alteration of a watercourse other than as required for flood or erosion control within Blocks 129 and 130*.
- (b) requiring a minimum setback of 10 metres for all buildings from Blocks 129 and 130* unless written approval has been received from the MTRCA.

We trust this is satisfactory. In order to expedite the clearance of Condition 4, we would request that a copy of the signed subdivision agreement be forwarded to this Authority when available.

[* Note: Blocks 129 and 130 are shown as blocks 336 and 337 respectively on the draft plan dated April 30, 1992.]

[Supplemental Comments with respect to a fill permit request, dated July 23, 1992]

The Metropolitan Toronto and Region Conservation Authority staff have now completed their review of the application to place fill. The following comments are provided.

Staff acknowledge that the existing grades in the area of the pit eliminate flooding under Regional Storm conditions from the pit. Staff further note that the pit does not form part of the Etobicoke Creek valley feature.

Accordingly, staff recommend that the following course of action be undertaken in order to expedite the decommissioning operation and resolve the issue of the top-of-bank adjacent to the Etobicoke Creek in order to clarify the draft plan of subdivision:

- The existing permit application be split into two parts. The first, an application to place fill within that part of the pit regulated by this Authority, can be dealt with provided geotechnical confirmation that fill in this area will not impact the top-of-bank of the Etobicoke Creek valley. Requirements of the City of Brampton regarding fill compaction should also be met.
- The second application to place fill could deal with the valley limit issue. In this regard, the survey as per the site meeting on 19.6.92., should be submitted indicating toe-of-slope and a 3:1 line projected from the toe-of-slope. Subject to geotechnical confirmation that this 3:1 slope will be stable against long-term failure, this line would form the development limit between the valleyland and tableland portions of the site. Staff will then require a comprehensive rehabilitation plan for the Etobicoke Creek valley wall.

Should this recommended course of action be acceptable, the applicant should submit a letter of agreement along with a second permit application for the applicable proposal.

The Region of Peel Housing Department advised the following on February 17, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

The proposal is identified as supporting affordable housing and includes semi-detached and townhouse dwellings, as well as apartments. The proposal incorporates various densities in sufficient proportions to meet, potentially at least, the provisions of the Provincial Land Use Planning for Housing Policy Statement. Further comment from this perspective is difficult since there is no indication how the actual affordability requirements of the Statement will be met or what the plans of the developer are in this regard since no unit prices are provided.

The developer has also been in contact with Peel Non-Profit and has expressed an interest in a turnkey development with the Corporation. No formal negotiations have been undertaken.

Staff would be prepared to meet with the Developer, Regional or City Planners to discuss means which might be employed in achieving the affordability requirements of the Statement. In addition, the Housing Opportunity Centre is available to assist the Developer in supporting and promoting affordable housing initiatives in Peel Region, with concurrence of local planning staff.

The Region of Peel Planning Department advised the following on March 5, 1992 regarding the Noise Control Feasibility Study for draft plan dated November 22, 1991 (Attachment #4):

We feel it would be more appropriate that the detailed noise report include the on street townhouse units, whereas the townhouse and apartment blocks (Blocks 120 to 123 inclusive) could be further assessed at the detailed site plan stage.

Section 4.4 of the report should be clarified in light of the Region of Peel's current policy requiring the use of central air conditioning only. Although not addressed in the feasibility study, Blocks 107 to 114 may necessitate noise attenuation measures. We trust that these specific locations together with the other on street townhouse units will be assessed in the detailed noise report.

In addition, we anticipate revisions to the draft plan of subdivision which should be finalized prior to submission of the detailed noise report.

We trust that the Ministry of Environment will be given the opportunity to also review the noise feasibility study.

The Region of Peel Transportation Policy Section advised the following on February 13, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

Approximately 650 auto trips will be generated in the a.m. peak hour from this site. As the site does not abut any regional roads, the impact on the regional roads will be minimal.

The Region of Peel Public Works Department advised the following on February 19, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

PART A - SERVICING

1. *Sanitary Sewer Facilities*

- Sanitary sewer facilities are available in a 990 mm dia. sewer located on an easement along Etobicoke Creek at the east limit of the subject site.

2. *Water Facilities*

- The lands are located in Water Pressure Zone 6.
- Water facilities are available in a 400 mm dia. watermain on Highway No. 7 and a 300 mm dia. main on Hurontario Street.
- Provision will be required for watermain looping from Highway No. 7 to Hurontario Street.

3. *Region Roads*

- Region roads are not adversely affected.

4. *Waste Management*

Brampton Residential

- There are no waste disposal sites or hazardous wastes on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1992.
- It is expected that this development will generate approximately 2324.5 tonnes of solid waste per year. (0.37 tonnes/resident/year x 5691.8 residents = 2106 tonnes/year) plus (1.37 tonnes/employee/year x 159.5 employees x 218.5 tonnes/year = 2324.5 tonnes/year).
- In the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detailed soil investigation by a qualified Geotechnical Engineer.
- Should the subject property be found to contain an old landfill site or hazardous wastes, then the developer shall take appropriate measures to clean up the subject property to the satisfaction of the ministry of the Environment, the Region of Peel, and the Area Municipality.

PART B - FINANCIAL IMPACT

1. *Development Charges*

- *Full residential development charges apply.*

2. *Frontage Charges*

- *Watermain frontage charges apply on Hurontario Street and Highway No. 7, calculated at the current rate.*

3. *Capital Budget*

- *There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain or road improvements in the Five Year Capital Budget and Forecast.*

PART C- SPECIFIC DRAFT PLAN CONDITIONS

- *The developer will be required to enter into an Urban Development Agreement with the City and Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services will be in accordance with the latest Region standards and requirements.*
- *Provision will be required in the Urban Development Agreement for the following clause:*

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

Regional Public Works staff have completed their review of the report dated April 1991 as prepared by Peto MacCallum Limited entitled "Geo Technical Guidelines for Pit Backfilling for the Brampton Brickyard Development" and confirm that it is acceptable with respect to installation of sanitary sewer and water servicing.

Bell Canada requested on March 13, 1992 that the following two paragraphs be added as conditions of draft plan approval:

Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the Municipality to be installed underground; a copy of such confirmation shall be forwarded to the Municipality.

The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

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

The Ministry of Municipal Affairs advise that they will be monitoring the application for conformity with the "Land Use Planning for Housing" Policy Statement.

The Ministry of Environment advise:

The Ministry has now had an opportunity to review the revised plan submitted February 5, 1992. Because of the significant changes in the area since the date of our initial comments on the proposal, a new site visit was scheduled, and our revised comments are as follows.

The plan has been revised to propose a total of 1844 residential units consisting of a variety of new-housing,, semi-detached and apartment units. The site would also be developed with two commercial Blocks, three open space Blocks and one school Block.

A major concern raised in our comments, dated 1980, was the existence of a concrete block manufacturing plant located to the west of the proposed development. Since that time, the concrete block manufacturing plant has closed. In this respect, our concern regarding off-site land use compatibility has been eliminated.

We do however have a concern regarding the impact of the rear of the proposed commercial block fronting on Highway Number 7 on the rear yard of the proposed lots/Blocks fronting on proposed roads 5 and 6. In this regard we recommend that the proponent prepare a noise assessment regarding the impact of noise from, not only Highway Number 7, but also the proposed rear lanes of commercial Block on the proposed residences. We also recommend that during the Site Plan Approval process the City of Brampton consider the potential impact of the proposed commercial uses on the rear lots of the proposed residences.

Also of concern in our 1980 comments was the phase-out and clean-up of the Brampton Brick on-site operation. The proponent has submitted to the Oakville District Office of this Ministry a proposal report for the clean-up and remediation of the site to bring it within MOE residential standards. The report includes a schedule of operations regarding the clean-up of the site.

This report has been reviewed and accepted by the District Office. As a condition of draft approval, we will require that the recommendations and schedule be carried out by the proponents. Written verification from the Oakville District Office that the work has been undertaken will be required prior to final approval.

We had also noted in 1980 that elevated levels of fluoride concentration were found on-site. Testing conducted more recently indicates that fluoride levels are not within normal limits.

Our concern regarding noise from Highway Numbers 7 and 10 is still a concern. As such, we will require, as condition of approval, that a noise assessment study be carried out to the satisfaction of the Ministry and that the recommendations be carried out by way of the provisions of the subdivision agreement.

Our concern regarding the potential for massive sediment migration off the construction site to the Etobicoke Creek remains. However, this Ministry no longer requires the receipt and approval of a storm water management report, as the responsibility to ensure adequate stormwater control is now practised by other agencies. We continue to recommend, however, that extreme caution be exercised during the construction and site preparation period when the problem will be most severe.

We also note that the revised plan does not propose the creation of a pond on-site. As such our concern regarding the requirement for a Permit To Take Water has been eliminated.

In summary, this Ministry has reviewed the revised subdivision proposal and has no objection to draft approval provided the following is included as conditions of draft approval.

Conditions:

- 1. Prior to final approval, the owner shall engage the services of a consultant to complete a noise study recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton.*
- 2. Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivision agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreements.*
- 3. In the event that a slight noise level excess will remain, despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of their subdivision agreement for subsequent inclusions in Offers of Purchase of Sale for the affected lots:*

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

4. That prior to final approval, Central Region Planning Unit shall be in receipt of written verification from the Oakville District Office that confirms that the recommendations of the report have been carried out and that the site has been cleaned up to the levels proposed in the accepted site remediation report. Please note that scheduling for remedial work must be confirmed with the Oakville District Office so that MOE personnel may be present during trenching and excavation for inspection purposes.

The Ministry of Natural Resources advised the following on January 27, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

"In principle we do not object to the development of this property as a subdivision, and consider it a proper rehabilitation of the site. The Ministry of Natural Resources would be prepared to cancel and accept surrender of the licence for a gravel pit on this property upon the receipt of draft approval. We therefore, have no objection to the redesignation or rezoning of this property.

Presently the Ministry is reviewing the revised plan as sent, to determine our conditions of draft approval. This Ministry will have concerns in the areas of sediment control and stormwater management. We will forward draft conditions on the revised plan when we complete our review."

The Ministry of Natural Resources advised the following on May 12, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

The subject property contains a warmwater stream, which contains fisheries habitat.

There is concern that, unless proper stormwater management techniques and erosion and sedimentation control measures are employed on site both during and after construction, negative impact on the downstream water quality as it relates to fish and their habitat could result. Stormwater leaving the site will require 'treatment', both before and after development. 'Treatment' refers to providing some form (or forms) of water quality abatement usually through temporary stormwater detention or retention that would allow some settling of suspended solids and associated contaminants, prior to release. Maximizing on site stormwater retention, primarily through ground infiltration, is encouraged through design considerations such as discharging roof leaders to rock filled catchments or splash pads and utilizing between property line swales. Siting considerations that are sensitive to the natural topography and microdrainage patterns will also increase on site stormwater retention.

It may be necessary to alter the configuration of this plan through redline revisions to provide adequate land for the requirements of the stormwater management plans and erosion and sedimentation control measures. The conditions of draft approval that follow provide sufficient flexibility to allow us to address our concerns.

Accordingly, the Ministry of Natural Resources would not object to draft approval, subject to the following conditions:

- 1) Prior to final registration of the plan of subdivision, or any on site grading submit, the Ministry of Natural Resources must have reviewed and accepted the following reports describing:
 - a. the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required, in accordance with the provincial 'Urban Drainage Design Guidelines', April 1987, and "Interim Stormwater Quality Control Guidelines for New Development", May 1991;
 - b. the impact of this development and the proposed stormwater management techniques, on the quality and quantity of ground and surface water resources as it relates to fish and their habitat. A comprehensive hydrogeological investigation must be able to demonstrate that this development will not have a negative effect on fisheries resources:

Note: Studies should demonstrate that the pre-development hydrologic conditions will be reproduced, applying necessary mitigative technology. On-site stormwater retention will be maximized through infiltration practices and siting considerations that are sensitive to the natural topography, microdrainage patterns and natural depressions. Facilities will be designated to capture the "first flush" and maintain the recharge and baseflow contribution characteristics of the site.

- c. 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 on Erosion and Sediment Control for Urban Construction Sites', May 1987, and 'Technical Guidelines: Erosion and Sediment Control', February 1989;

Note: Ponds for temporary 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.

- d. 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 in any waterbody as a result of on site or other related works. Any increase in concentrations 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.
 - e. site soil conditions, including grain size distribution profiles; and infiltration characteristics; and,
 - f. site grading plans.
- 2) That this plan be subject to redline revisions to accommodate stormwater management facilities, if required, as a result of the requirements of condition 1.
 - 3) That sufficient lands for stormwater management purposes, if required as a result of the reports required in condition 1. above, be placed in the appropriate open space zoning category.
 - 4) That detailed plans be submitted 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 1.
 - 5) That the owner agree 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 conditions 1., and 4. above;
 - b. to maintain all stormwater management and 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.

Ministry of Transportation had the following comments regarding the plan shown on attachment #4 and related traffic study as they relate to Highways #7 and #10:

Highway #7

- a. When the subdivision is fully developed, Hwy 7 / Street 4 intersection will require signalization and illumination. Therefore, all the required underground hardware must be installed during construction of this intersection.
- b. Due to the anticipated eastbound traffic volume, a separate right-turn taper and a parallel lane will be required for Hwy 7 / Street 4 intersection.
- c. The location of Street 4 intersection is acceptable, but it must be aligned with Sunforest Drive on the north side of Hwy 7 to form a 90 degrees intersection.
- d. Access from Hwy 7 to Blocks 121, 125 and 130 will NOT be permitted.
- e. We are presently studying the expansion requirements for Hwy 7 in this area. The exact land requirements for the expansion have not yet been established. We will advise you when our requirements are finalized. In the meantime, we think that the blocks shown on the attached plan may be sufficient and we require that they be set aside for highway widening. It must be understood, however, that further lands may be required, but we would not know until the Hwy 7 study is complete.
- f. We understand that the underpath under Hwy 7 as originally requested is no longer required. Therefore, we request that the original Condition 30 be deleted.

Highway #10

- a. This section of Hwy 10 is under municipal jurisdiction. Therefore, this comment is given for information only and is not an MTO requirements.

Our analysis indicates that signalization and illumination will be required at the intersections of Hwy 10 with Streets 1 and 3. The City should consider requiring the installation of all the necessary underground hardware during construction of these intersections.

Requested Conditions of Draft Approval

- The blocks shown in yellow on the plan, be dedicated on the final plan as public highway (they are required for Hwy 7 widening).
- Visibility triangles on both sides of Street 4 at Hwy 7 be dedicated on the final plan as public highway.
- Prior to final approval, 0.3m reserve blocks along the widened limit of Hwy 7 frontage (including the visibility triangles) be conveyed by deed to the Ministry of Transportation free and clear of any encumbrances. This reserve shall be shown as a block on the final plan.

- Prior to final approval, a copy of the grading and drainage plan must be submitted to the Ministry of Transportation for their review and approval.
- Prior to final approval the owner shall submit to the Ministry of Transportation a traffic report indicating the peak hour turning volumes at the intersection of Street 4 and Hwy 7 and outlining the required highway improvements (see notes)
- Prior to final approval the owners shall enter into a legal agreement with the Ministry of Transportation outlining their responsibilities regarding the construction of Street 4 / Hwy 7 intersection and all the associated highway improvements.

Requested Notes

- When dealing with the Ministry of Transportation, all documents should be submitted to:

Transportation Corridor Management Office
2nd floor, West Building
1201 Wilson Avenue, Downsview, Ontario
M3M 1J8
- To facilitate the conveyance of the 0.3m reserve, the Ministry of Transportation requires a signed copy of the M Plan proposed for registration and executed deeds, in duplicate, conveying the reserve blocks to: "Her Majesty, the Queen in the right of the Province of Ontario as represented by the Minister of Transportation".
- The cost of all highway improvements required to accommodate the subdivision are the owner's responsibility. A legal agreement with MTO and a letter of credit will be required to address these improvements.
- The Ministry of Transportation advise that prior to any grading or construction, permits under the Public Transportation and Highway Improvement Act are required for buildings and structures, access, signs and utility encroachment. MTO Toronto district office (tel. 416/235-5385) should be contacted in this regard.
- The Ministry of Transportation advise that noise barriers (if required) will not be permitted to locate on the highway right-of-way. They must be located entirely on the owners's land.

Ministry of Transportation - Entrances For The Proposed Commercial Block
(dated June 4, 1992)

The Ministry of Transportation comments regarding the Conceptual Site Plan are as follows:

The section of Highway 7 fronted by the captioned development has been designated as a Controlled Access Highway (C.A.H.). The C.A.H. criteria does not allow new access to/from the highway except via public road access at intervals compatible with the design of the highway for Registered Plans of Subdivision. Moreover, we foresee very heavy traffic volumes on Highway 7 even with the future extension of Highway 410. In order to maintain an acceptable level of service on Highway 7, we anticipate future widening of Highway 7 to 6 lanes, and we would not allow the highway operation to be derogated by additional points of conflict such as the mid-block entrance requested. Besides, excellent access to the captioned development is attainable via Hurontario Street and the proposed municipal road (opposite Sunforest Drive) 400 metres east of the Highway 7/10 intersection. According to the traffic projections submitted by the developer, the Sunforest / Highway 7 intersection will warrant signalization as soon as the development begins. Underground provisions have already been installed by this Ministry in our previous work project on the highway.

With regard to the proposed entrances on Hurontario Street, we have no objection in principle provided such development will not contribute to any adverse impact on the operation of the Highway 7/10 intersection. We are, however, concerned with the proximity between the proposed north entrance to Hurontario Street and the Highway 7/10 intersection.

A traffic study report will have to be submitted for our review and approval. The report should include traffic volume and turning movement projections, existing/projected AM/PM peak hour flow, background traffic volume, percentage of commercial vehicles, impacts on the Highway 7/10 intersection and impacts on the entrances on both sides of the highways.

For your information, the development will also be expected to submit a Stormwater Management Report, drainage plans and site plans for our approval. Permits for any subsequent construction will be required as well from MTO

[With respect to access to Highway 7, Planning and Development Services Division staff along with staff from the Public Works and Building Department have met twice with the Ministry of Transportation to discuss access potential to/from Highway 7. As a result, Ministry staff have now agreed to consider a right-in/right-out access pending the submission of traffic generation projections/estimates from the applicant. The Ministry of Transportation has been made aware of the supporting resolution from City Council adopted on June 22, 1992 to secure the access to/from Highway 7.]

The Dufferin-Peel Roman Catholic Separate School Board advised the following on January 30, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

"Further to our meeting which was held on January 22, 1992 the Dufferin-Peel Roman Catholic Separate School Board has the following comments:

1. The Board is satisfied with the frontage and acreage of the proposed site.

2. The site shall be reconfigured so that the proposed site fronts a collector road. The school bus flow is impeded by Street 'A' in the above-noted plan.
3. The Board would like to remain adjacent to the proposed park.
4. The Board would like to know what type of linkages the City Parks Department proposes for the valleyland. In particular, proposed linkages with the valleylands to the north of Bovaird Drive.
5. Given the density in the above noted plan, the Board expects to generate about 300 to 350 Kindergarten to Grade 8 students.

The Peel Board of Education advised the following on March 4, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

The revised plan incorporates the following student yield:

	Jr. Kinder-5	6-8	9-OAC
180 single family detached	46	27	36
552 multiple family	166	83	110
1110 apartments	155	67	110
1844 dwelling units	367	177	257

These students are currently within the boundaries of the following schools:

	OME -10%	Projected Sept. 92
Kingswood P.S.	418	700
Sir J.A. MacDonald Sr. P.S.	398	414
Central Peel	1462	1485

Since the Peel Board is in the process of finalizing accomodation plans for the north end of Brampton, the Board requests the opportunity to monitor discussions regarding the school site contained in this plan with the Dufferin Peel Roman Catholic Separate School Board staff.

Canada Post advised the following on April 14, 1992 regarding the draft plan dated November 22, 1991 (Attachment #4):

Canada Post appreciates the opportunity to comment on the above mentioned plan. Centralized mail delivery is now part of all new residential and commercial developments in Canada.

With regard to this policy and in consideration of the relatively high density and layout of the on street townhouses, it is our intention to provide mail service from a single postal kiosk for the 182 semi-detached dwellings on lots 1-91, the 208 street townhouses on blocks 92-119 and the school on block 127 of this plan.

Attached herewith is a supplementary document describing pertinent information and conditions associated with the implementation of a Postal Kiosk. Complete specification documents are available at the applicant's request.

Canada Post Corporation's multi-unit policy applies to buildings or complexes with a common municipal address containing three or more units. Therefore, with respect to this plan; it will be the responsibility of the owner/developer to supply, install and maintain a central mail facility to Canada Post's specifications for blocks 120 - 125.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

F3
Sep 1992

Date: September 17, 1992

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **BRAMPTON BRICK LIMITED**

Draft Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law,
Part of Lots 9 and 10, Concession 1, E.H.S.,
Ward Number 5
Region of Peel File: 21T-80029B
Our File: C1E9.3

RECEIVED

CLERK'S DEPT.

SEP 18 1992

CY 848.92

REG. No.:

FILE No.:

C1E9.3

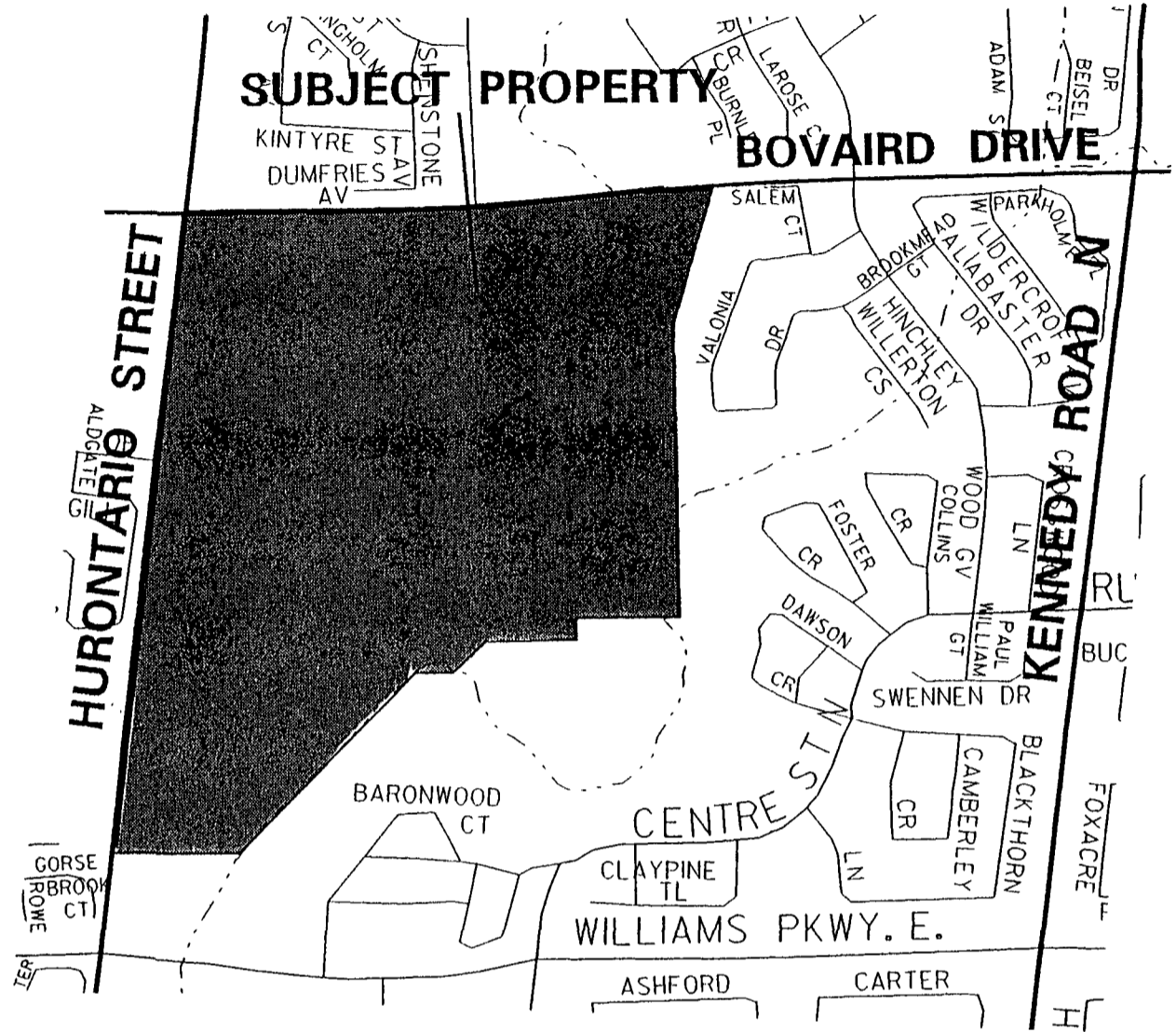
The notes of the Public Meeting held on September 2, 1992, with respect to the above noted application are attached for the information of City Council.

The subject property is located at the south-east corner of the intersection of Highway 7 (Bovaird Drive) and Main Street. The applicant is proposing the following:

- mixed density residential development with a total of 1160 dwelling units and consisting of:
 - 134 single family detached dwelling units;
 - 218 semi-detached dwelling units;
 - 300 quattroplex dwelling units;
 - 93 street townhouse dwelling units;
 - 94 block townhouse dwelling units;
 - 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units.
- two commercial blocks abutting Bovaird Drive, opposite Sunforest Drive and a third commercial block located in the southern portion of the plan;
- a valleyland block, and
- a park and a school block.

There were approximately twenty members of the public present and six people which spoke to the application. Planning staff have received no correspondence in regards to the application. Staff has spoken by telephone to three residents in the notification area.

PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
BRAMPTON BRICK LIMITED



CITY OF BRAMPTON

Date : 1992 06 10 Prepared by : K.M.H.
 File no. C1E9.3 Map no. 43 - 30 Q



PLANNING AND DEVELOPMENT DEPARTMENT STAFF REPORT
 BRAMPTON BRICK LIMITED

**ATTACHMENT #1
 LOCATION MAP**

Concerns have been raised with respect to the following:

- o development on or near the valleylands;
- o height of the apartment buildings;
- o density of the proposed development compared to subdivisions to the north;
- o impact on recreational facilities and schools; and
- o traffic impact on Williams Parkway.

Development on or Near the Valleylands

Concern has been expressed that semi-detached dwellings, quattroplex dwellings and block townhouses, not single-family dwelling units would be abutting the two valleyland blocks. There are no Official Plan policies which require single-family lots be developed adjacent to valleylands. In the past, it is assumed that primarily market conditions have resulted in single family dwelling units being developed abutting the Etobicoke Creek in North Brampton. There are no established planning policies requiring only single-family dwellings along the valleyland. However, it is interesting to note that Official Plan policy 2.1.14.10 states that other housing forms, specifically apartments are suitable adjacent to significant topographic features such as valleylands. In this regard apartment dwellings were previously proposed abutting the valley. However, these were re-located to Main Street to improve accessibility for transit purposes. The allocation of quattroplex units along the valleyland is acceptable from a land use perspective.

Regarding the development of the valleyland, staff note that no buildings or structures will be allowed in the valleyland. The valleyland will be deeded to the City of Brampton, zoned "Open Space (OS)", and be utilized for recreational purposes. The top of bank (limit of development) was established during a site walk in June 1992 by representatives of the Planning and Development Department, Parks and Recreation Department, Public Works and Building Department and Metropolitan Toronto and Region Conservation Authority.

Height of the Apartment Buildings

The proposed apartment buildings abutting Main Street will be approximately 10 stories. Concern was raised about shadowing and a lack of privacy for the residents on Baronwood Court (across the valleyland to the south-east). Staff have calculated that there is a distance separation of approximately 390 metres (1279 feet) separating the closest apartment building from the townhouses on Baronwood Crescent. The dwelling units on Baronwood Crescent will not be significantly impacted by the proposed apartment buildings.

BOVAIRD

DUMFRIES AVE

DRIVE



CITY OF BRAMPTON

Date: 92 07 24
File No.: C1E9.3

Prepared by: JRB
Map No. 43-30V

LEGEND

 REDLINED

0 50 100 150 200 METERS

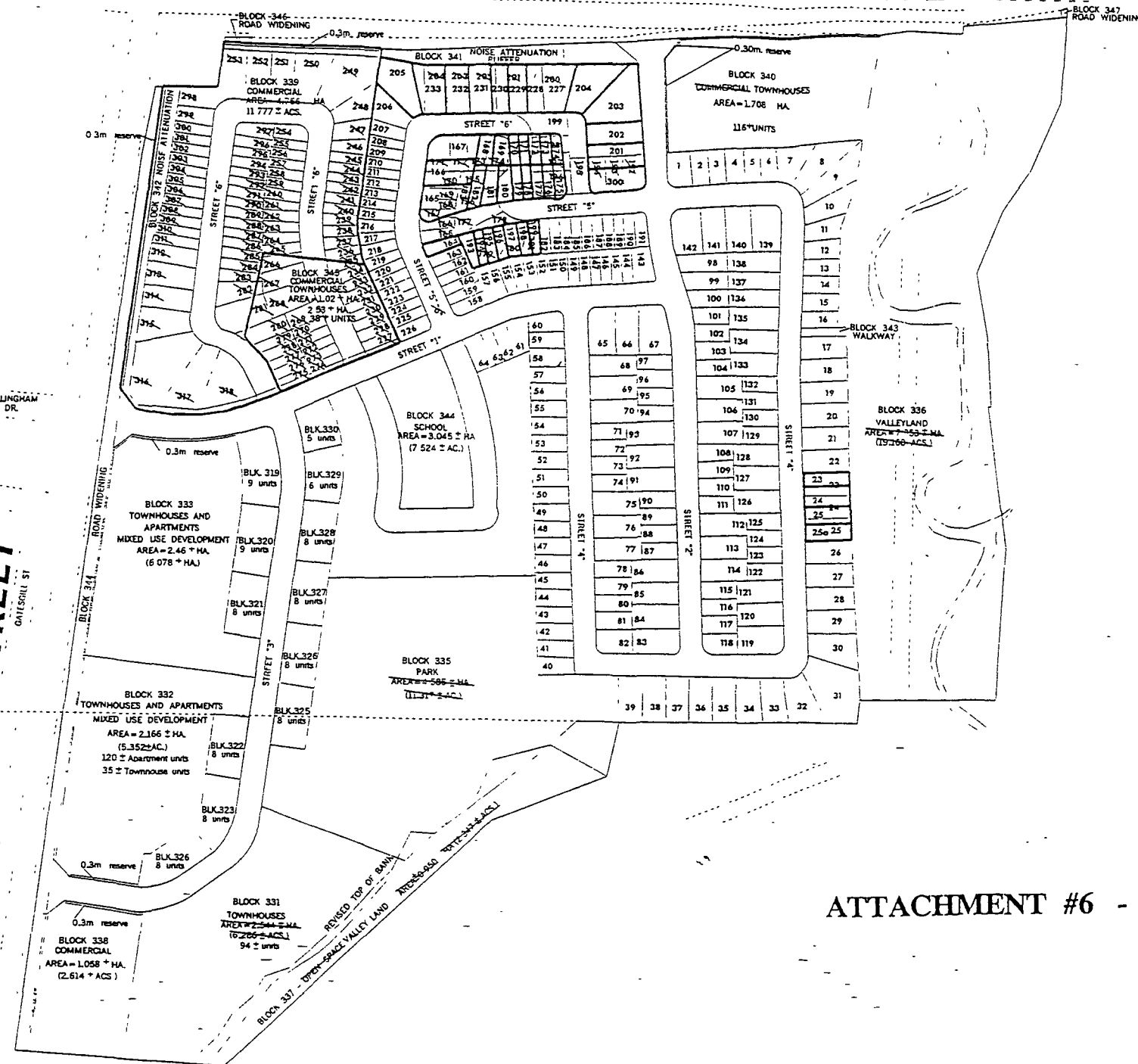


REDLINED REVISED DRAFT PLAN OF PROPOSED SUBDIVISION

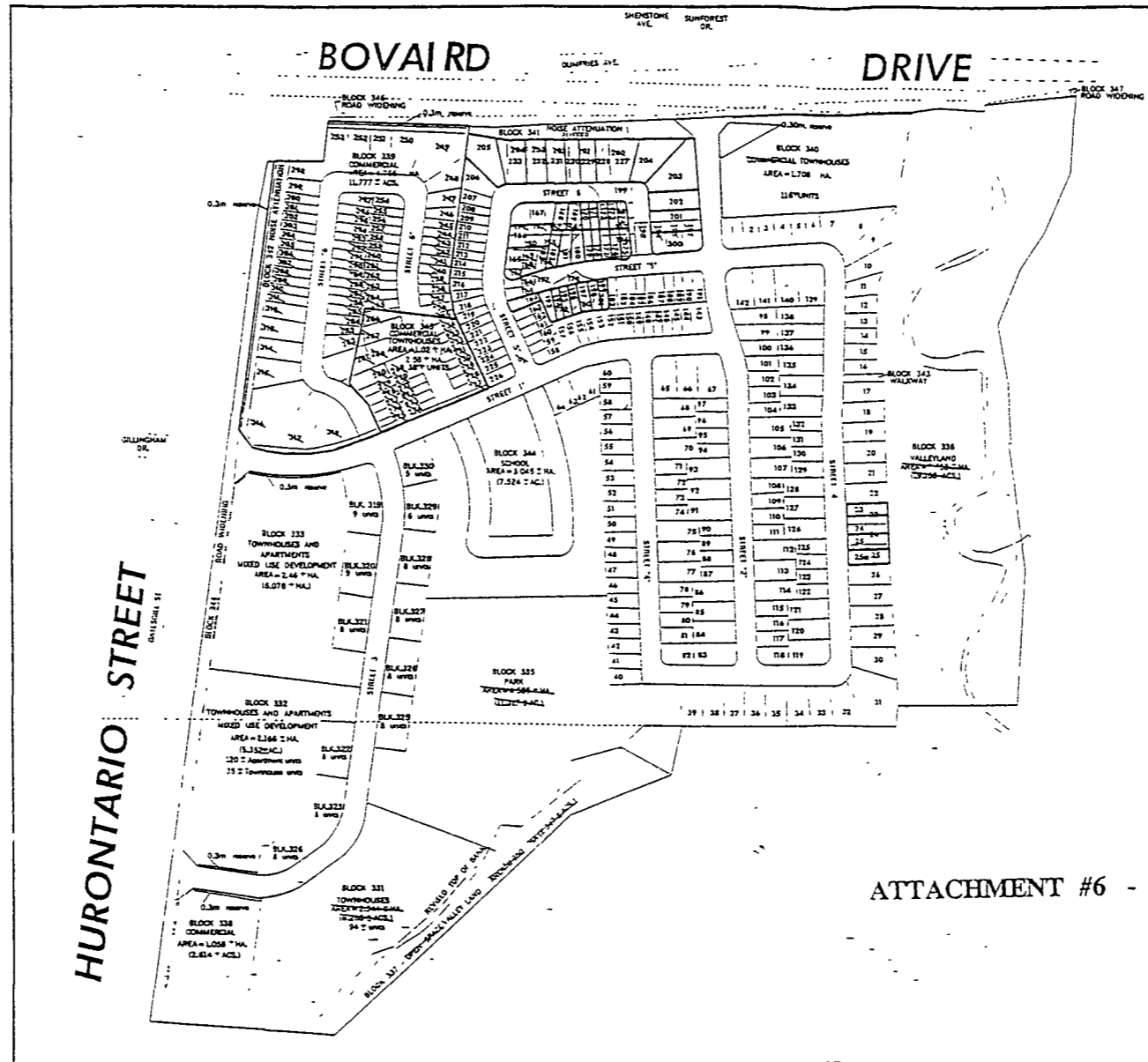
PLANNING AND DEVELOPMENT
STAFF REPORT
BRAMPTON BRICK LIMITED

HURONTARIO STREET
GATESHEAD ST

GILLINGHAM DR.



ATTACHMENT #6




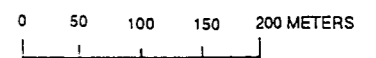
ATTACHMENT #6 -



CITY OF BRAMPTON
 Date: 92 07 24 Prepared by: JRB
 File No. C1E9.3 Map No. 43-30V

LEGEND

 REDLINED



**REDLINED REVISED
 DRAFT PLAN OF
 PROPOSED
 SUBDIVISION**

PLANNING AND DEVELOPMENT
 STAFF REPORT
 BRAMPTON BRICK LIMITED

Other than the proposed dwelling units on the subject property, the closest dwelling units to the apartment buildings are located to the west. According to staff calculations, the two apartment buildings will have a minimal impact on the single-family detached dwelling units located to the south-west on Gatesgill Street and Gillingham Street. Separating the single family dwelling units on Gatesgill Street from the apartment blocks are the 4.5 metre (14.7 foot) wide front yards for dwellings on Gatesgill Street, 20 metre (65.6 foot) wide Gatesgill Street right-of-way, 36 metre (118 foot) wide Hurontario Street right-of-way, and proposed minimum side yard width for the apartment buildings of approximately 12 metres (40 feet)(calculated based on 1/2 the height of the proposed 10 storey buildings). This would result in a building to building separation of 72.5 metres (237 feet). Late afternoon shadowing throughout the year will occur for the street townhouses located to the east along Street '3'. Shadowing will be addressed during the site plan approval process for Blocks 332 and 333. The detailed design of the apartment blocks will also be subject to the rigors of site plan control.

Density of the Proposed Development Compared to Subdivisions to the North-east

The gross residential density proposed is approximately 35.3 units per hectare (14 units per acre) which is below the target density contained in the existing Secondary Plan for New Development Area 6 which is 48 units per hectare (19 units per acre) of the gross residential area. Given the location of the subject property at the intersection of two major arterials, servicing in place for the subdivision, and buffering of the subdivision by valleylands and major arterials, staff support the proposed residential density. Staff note that City Council and the Region of Peel approved a previous plan of subdivision with 1832 dwelling units. The redline revised plan would represent a decrease of 653 dwelling units which represents a 35 percent reduction in the number of dwelling units previously approved.

Residents at the Public Meeting requested a comparison of gross residential densities between the subject property and lands to the north-east. These calculations have been provided to the residents subsequent to the Public Meeting. Staff note that such a comparison is not an appropriate method to evaluate the merits of the subject proposal given:

- o The lands to the north-east are subject to separate secondary plan documents that have different density targets and housing mix policies. It is normal that densities vary significantly between different sections of the city, and separation is provided between the areas to achieve a satisfactory land use pattern. In this regard, major arterial roads and valleylands are typical land use and density breaks between neighbourhoods; and
- o The Brampton Brick lands have been designated for high density residential development on a long-standing basis, prior to the development of the lands to the north-east.

Impact on Recreational Facilities and Schools

The Parks and Recreation Department has not expressed concern about impacts on recreational facilities. The subject property will have a 4.5 hectare (11.3

acre) park with tennis courts, baseball fields and play equipment. Block 336 - Valleyland will have a bicycle and walking path developed along its length. The subject property will be served by existing recreation centres (Jim Archdekin Recreation Centre.

The Peel Board of Education has indicated that the development will be served by Kingswood Public School, Sir J.A. MacDonald Senior School, and Central Peel. All of these schools were projected exceed capacity for September 1992. However, the School Board has not objected to this development.

The subject property would be developed with an elementary separate school which would have the capacity to serve the students generated by the development.

Traffic Impact on Williams Parkway

The Traffic Impact Study does not indicate the impact of the subject development on Williams Parkway. The Public Works and Building Department have verified that Williams Parkway has excess capacity and the traffic from the proposed development can be accommodated. The majority of the traffic impact will be on Bovaird Drive and Main Street.

The applicant has submitted a revised draft plan of proposed subdivision which incorporates the majority of redline revisions requested by the City of Brampton. The plan dated May 1992 proposed mixed density residential development with a total of 1160 dwelling units whereas the revised plan dated August 25, 1992 proposes mixed density residential development with a total of 1179 dwelling units. The following is a summary of the changes to the plan:

- o 60 single family detached dwelling units have been removed because of the relocation of the district scale commercial space to the south-east corner of the intersection of Main Street and Bovaird Drive and relotting in the area of Streets '5' and '6';
- o 28 semi-detached dwelling units have been deleted because of the overall relotting that has occurred;
- o 44 quattroplex dwelling units have been deleted primarily because of the relocation of the district scale commercial space to the south-east corner of the intersection of Main Street and Bovaird Drive and relotting in the area of Streets '5' and '6'; and
- o 151 block townhouse dwelling units have been added primarily because of the relocation of the commercial space on Block 340 with block townhouses.

Planning staff support the revised draft plan which was discussed along with the plan dated May 1992 at the Public Meeting.

With respect to the development conditions approved by City Council at its August 17, 1992 meeting, staff recommend that Condition #28 be modified. The condition relates to the commercial blocks at the south-east corner of the intersection of Main Street and Bovaird Drive. The condition states:

"28. Blocks 339 and 345 shall only be developed after an integrated development plan for the blocks and the precise uses and/or range of uses in accordance with the policies contained in the Official Plan Amendment are approved by the City. In this regard, the applicant shall agree that a further application to amend the zoning by-law be submitted for Blocks 339 and 345."

The staff of the Planning and Development Department and Business Development Office and the applicant have come to an agreement regarding the permitted uses on these blocks. Staff recommend that a zoning by-law for the entire subdivision be prepared at this time.

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

- A. The notes of the Public Meeting be received;
- B. That the application be approved subject to the conditions approved by City Council at its meeting of August 17, 1992 (attached in their entirety in Appendix A), with the exception of the following:

Delete condition #28 which states:

"28. Blocks 339 and 345 shall only be developed after an integrated development plan for the blocks and the precise uses and/or range of uses in accordance with the policies contained in the Official Plan Amendment are approved by the City. In this regard, the applicant shall agree that a further application to amend the zoning by-law be submitted for Blocks 339 and 345."

and replace with the following:

"28. Blocks 339 and 345 shall only be developed after an integrated development plan for the blocks and the precise uses and/or range of uses in accordance with the policies contained in the Official Plan Amendment are approved by the City."

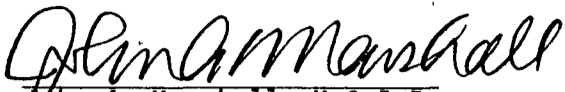
- C. Staff be directed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,



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

AGREED:



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



John Corbett, Director
Planning and Development
Services Division

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Appendix A

Conditions approved by City Council at its meeting on August 17, 1992 for plan of subdivision 21T-80029B:

- A. A Public Meeting be held in accordance with City Council procedures.
- B. That Planning Committee recommends to City Council that no additional units of the zero available unit capacity in the Brampton North Sub-Area need be assigned to draft plan of proposed subdivision 21T-80029B as a total of 1832 units were previously allocated to this draft approved subdivision whereas a total of 1170 units are now proposed.
- C. That Planning Committee provide staff with direction with respect to the number of the proposed 244 freehold quattroplex dwelling units that can be supported.
- D. Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the Official Plan and the zoning by-law which shall implement the proposed plan as recommended in this report. Prior to the enactment of the zoning by-law, the applicant shall submit a finalized traffic study to the satisfaction of the City and the Ministry of Transportation.
- E. The draft plan of proposed subdivision shall be subject to the following conditions:
 1. The approval be based on the draft plan, dated April 30, 1992 prepared by KLM Planning Partners and redlined revised as follows:
 - (a) Street '6', lots 227 to 318, Block 342 - Noise Attenuation Buffer and the approximately 132 metre (433 feet) of Block 341 (excluding the redlined 4.7 metre (15.4 foot) wide road widening portion abutting Bovaird Drive) be deleted and replaced with Block 339 - Future Development - Commercial (north-western 4.76 hectares (11.77 acres) of the land area) and Block 345 - Future Development - Commercial/Townhouses (south-eastern 1.02 acres (2.53 acres) of the land area).

- (b) Road widening of 4.7 metres (15.4 feet) be shown and labelled as Block 346 at the western 22.77 metre (74.7 foot) Bovaird Drive frontage of the subject property.
 - (c) Road widening of 7 metres (22.9 feet) be shown and labelled as Block 347 at the eastern 5.61 metre (18.4 foot) Bovaird Drive frontage of the subject property.
 - (d) The word "Commercial" be deleted from Block 340 and replaced with "Townhouses".
 - (e) Delete Lots 164 to 181, 192 to 205 and Block 339 and replace them with Street '5' extended west from its intersection with Street '2' to form a T-intersection with with western portion of Street '5' relabelled as Street '6'.
 - (f) The eastern portion of Street '6' (formerly Street '5') running in a north-south direction be relocated approximately 30 metres (98.4 feet) east, former Lots 178 to 181 (4 lots) be relotted with 6 single family lots, and former Lots 167 to 176, Lots 192 to 205 and Block 339 be relotted with 15 single family lots, 6 semi-detached lots and 9 quattroplex lots.
 - (g) Extend Block 341 - Noise Attenuation Buffer abutting the widened limit of Bovaird Drive east to Street '2'.
 - (h) Delete quattroplex lots numbered 23 to 25 and replace with 4 semi-detached lots numbered Lots 23, 24, 25 and 25a.
 - (i) The top of bank delimiting the limit of Blocks 331, 335 and 337 be revised in accordance with the approved top of bank.
 - (j) Delete the area data on Blocks 331, 335, and 336.
 - (k) The statistics table portion of the plan be revised to reflect the foregoing revisions.
2. A Subdivision Agreement shall 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 and the installation of municipal services, and other requirements of the City of Brampton and the Region of Peel, including the payment of Regional and City development charges in accordance with their respective Development Charges By-laws.

3. *The applicant shall agree to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.*
4. *The applicant shall agree to support an appropriate amendment to the zoning by-law to permit the development of these lands in accordance with the draft approved plan of subdivision; including the prohibition of all buildings and structures of any kind, other than for flood control purposes, within Blocks 336 and 337, and a minimum building setback of 10 metres to the limit of these blocks.*
5. *The proposed road allowances, road widenings and/or daylight corners shall be dedicated as public highways on the final plan proposed for registration.*
6. *Development of the plan shall be staged to the satisfaction of the City and the Region of Peel.*
7. *The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel. In this regard, the proposed street names must be submitted as soon as possible after draft approval has been received so that finalization of the draft plan is not delayed.*
8. *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.*
9. *Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense.*
10. *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 319 to 334, 338 to 340, and 345 and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 135, 139 to 142, 165 to 166, 200 to 202 and 231 to 233.*
11. *The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.*
12. *The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwellings, or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.*

13. The applicant shall:

- a) Prior to the initiation of grading or servicing and prior to the registration of this plan or any phase thereof, submit for the approval of the City, Ministry of Transportation and the Metropolitan Toronto and Region Conservation Authority the following:
 - i) a detailed engineering report that describes the stormwater drainage system for the proposed development on the subject lands. The report should include:
 - plans illustrating how the drainage system will tie into the surrounding drainage systems, ie. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
 - the storm water management techniques which may be required to control minor or major flows
 - proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction
 - location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86
 - plans for the treatment of the small watercourse affecting the site
 - overall grading plans for the subject lands.
- b) That the proponent obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition a).
- c) That prior to the final registration of this plan, the owner enter into an agreement with either the Metropolitan Toronto and Region Conservation Authority or the City of Brampton with respect to the acquisition of the Valleyland Blocks 336 and 337.
- d) That the owner agree in the subdivision agreement, in wording acceptable to the City of Brampton, Ministry of Transportation, and the Metropolitan Toronto and Region Conservation Authority:

- (i) to carry out, or cause to be carried out, to the satisfaction of the City of Brampton, Ministry of Transportation and the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report(s), as required in Condition a).
 - (ii) to obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition a).
 - (iii) prior to the initiation of any grading or construction on site, to erect a temporary siltation fence along the limit of Block 336 and 337, in addition to the property boundary adjoining these two blocks. This barrier shall remain in place until all grading and construction on the site are completed.
 - (iv) to erect a permanent 1.83 metre chain link fence along the top-of-bank line.
 - (v) to not place fill, grade, construct and buildings or structures or interfere with the channel of the watercourse within Blocks 337 and 338 without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.
14. Where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant, at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
15. The applicant shall agree that stormwater overland flow routes shall be kept within roads or approved walkways only.
16. 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.
17. Prior to registration, arrangements shall be made to the satisfaction of the Commissioner of Public Works and Building for a suitable construction traffic route.
18. The applicant shall agree to remove any trees and any vegetation on the subject lands as required by the City.
19. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without a topsoil removal permit issued pursuant to the City of Brampton's By-law 30-92.

20. The applicant shall make satisfactory arrangements with the City for the provision of street trees along all internal streets within the subject plan.
21. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
- a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
 - b) where parks and open space and sidewalks are located;
 - c) the type of parks and open space (i.e. passive or active).
Active parks area should indicate the following wording:

'playground equipment or active sports fields'
- Specifically, the map will indicate park Block 335 shall be an active park that will contain a senior softball field, junior softball field, senior playground, 4 tennis courts and a parking area.
- d) the type and location of fencing and noise attenuation features;
 - e) the location of all Canada Post Supermailboxes as approved by Canada Post and the City;
 - f) the location of Blocks 319 to 333, 340 and 345 including the statement that these blocks will be used for approximately 460 townhouse units, all of which may be affordable units.
 - g) the location of all quattroplex lots;
 - h) the location of all schools, and commercial sites, including the statement that schools may be used for low density residential purposes if not acquired for school purposes, and the statement that the commercial sites may be used for a broad range of commercial purposes, including a possible discount drug store, home furnishings/improvement store, convenience store, bulk food store, automobile accessory store, restaurant(s) and commercial/professional offices,
 - i) the location of lots designated by the Fire Department as fire break lots, and
 - j) the following information must also be shown in **BOLD CAPITAL TYPE**:

"For further information on proposed and existing land use, please call the City of Brampton, Planning and Development Department, 2 Wellington Street West, 3rd Floor, between 8:30 a.m. and 4:30 p.m., telephone number 874-2050".

22. The applicant shall agree to display, in the sales office, the secondary plan for the area with the subject lands outlined.
23. The maps required in conditions 21 and 22 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.
24. The applicant shall, prior to the issuance of any building permit, provide to the satisfaction of the Commissioner of Public Works and Building, an engineering report indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.
25. 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 25 (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.
26. The walkway, Block 343 shall be conveyed to the City and shall be fenced to the satisfaction of the City. In this regard 1.8 metre high solid screen fencing shall be provided where the walkway abuts a residential side yard, from the rear residential property line to the mid point of the dwelling, and 1.2 metre high black vinyl chain link fencing for the balance. Where a walkway abuts a residential rear yard a solid screen wall shall be provided.
27. a. Prior to final approval the owner shall submit to the Ministry of Transportation a traffic report indicating the peak hour turning volumes at the intersection of Street 2 and Highway 7 and outlining the required highway improvements.
 - b. Prior to final approval the owners shall enter into a legal agreement with the Ministry of Transportation

outlining their responsibilities regarding the construction of Street 2/Highway #7 intersection and all the associated highway improvements.

28. Blocks 339 and 345 shall only be developed after an integrated development plan for the blocks and the precise uses and/or range of uses in accordance with the policies contained in the Official Plan Amendment are approved by the City. In this regard, the applicant shall agree that a further application to amend the zoning by-law be submitted for Blocks 339 and 345.
29. The applicant shall agree to erect a sign on Blocks 319 to 333, 340 and 345, and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 142, Lots 165 to 167, 200 to 202, and 231 to 233, and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Blocks 319 to 333, 340 and 345, and Lots 17 to 22, 26 to 39, 65 to 70, 75 to 77, 83 to 86, 91 to 93, 105 to 107, 112 to 114, 119 to 121, 126 to 128, 133 to 142, Lots 165 to 167, 200 to 202, and 231 to 233 will be developed for medium density residential purposes.
30. The applicant shall agree to erect a sign on Blocks 338, 339 and 345 and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots and blocks, indicating that Blocks 338, 339 and 345 will be developed for commercial purposes.
31. The applicant shall agree to erect a sign on Block 334 and include a statement, in bold type, in all offers of purchase and sale for all abutting residential lots, indicating that Block 334 may be used for low density residential development should the site not be required for school or park purposes.
32. Prior to final approval the applicant shall remove any existing buildings on the site.
33. The applicant shall agree to provide on the quattroplex blocks:
 - (a) cast-in-place raised concrete curbs around each parking area;
 - (b) decorative wooden screen fencing around the front yard privacy areas, to the satisfaction of the City.
34. Prior to registration the applicant shall agree to supply, within the plan, affordable housing in accordance with the Provincial Policy Statement on Housing to the satisfaction of the Commissioner of Planning and Development.
35. The applicant shall agree that in the event that Block 334 is not acquired by the Dufferin-Peel Roman Catholic School Board,

the block, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.

36. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department, for the provision of suitable sites for the installation of Canada Post supermailboxes.
37. The applicant shall agree that it will be the responsibility of the owner/developer to supply, install and maintain central mail facilities in accordance with Canada Post's multi-unit policy specifications for Blocks 331 to 333, 338 to 340 and 345.
38. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, Region of Peel and the Ministry of Environment.
39. The applicant shall agree that the noise control measures and noise warnings recommended by the acoustical report, as required in condition number 38 above, shall be implemented to the satisfaction of the City of Brampton, Region of Peel and the Ministry of Environment.

In this regard, revisions to the plan may be necessary to achieve acceptable rear yard areas in conjunction with satisfactory noise attenuation measures.
40. Those portions of lots or blocks located between any park or walkway and any noise attenuation wall, required pursuant to Condition number 38 shall be shown on the plan to be registered as a part of the park or the buffer and shall be deeded to the City, or the applicable road authority, respectively.
41. Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivision agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
42. Block 341 shall be conveyed to the City and shall be landscaped to the satisfaction of the City. In this regard the applicant shall agree to provide shrub and tree planting covering a minimum of 50 per cent of the block.
43. The applicant shall agree that prior to the registration of the plan, preliminary site plans for Blocks 332, 333 and 340 are to be approved by the City of Brampton and any additional landscape reserves required by the Commissioner of Planning and Development shall be included on the final plan for

registration.

44. The applicant shall agree that all lots for detached and semi-detached dwellings having conventional rear yard setbacks and with reverse frontage on arterial roads shall be graded such that:
 - (a) there is a minimum depth of 7.5 metres across the entire width of the dwelling in rear yards where the slope is within the range of 2% to 3%;
 - (b) the area graded at 2% to 3% comprises at least 2/3 of the total rear yard depth, and
 - (c) that the remaining portion of rear yard be graded at no steeper than 3:1.
45. The applicant shall agree to erect fencing, along the lot lines of all residential lots and blocks abutting Blocks 335, 336, and 337, both inclusive, in accordance with the City's fencing policy.
46. The applicant shall agree to construct a 1.8 metre high masonry wall of a design satisfactory to the City along the boundary of Block 338 where it abuts Block 331, and along the boundary of Block 339 where it abuts Block 345 and Lots 205 to 219, and if commercial development occurs on Block 345, along the boundary of Block 345 where it abuts Lots 219 to 226, within one year of the issuance of a building permit on Blocks 331 and 345 and Lots 205 to 219, and Lots 219 to 226 respectively, and prior to the issuance of building permits on Blocks 338, 339 and 345. If both Blocks 339 and 345 are developed for commercial uses, a masonry wall will not be required along their abutting boundary.
47. The applicant shall agree that where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.
48. The applicant shall agree that:
 - (a) road widening, Block 344, shall be dedicated to the City of Brampton on the final plan. In this regard, Block 344 shall have a width which when combined with the existing right-of-way of Hurontario Street which will equal 18 metres from the centre line of the original road allowance.
 - (b) road widening, Blocks 346 and 347, shall be dedicated to the Ministry of Transportation on the final plan.
49. The applicant shall agree that where double car garages are provided on lots having a 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.

50. *The applicant shall agree that 0.3 metre reserves shall be conveyed to the City along Block 332 where it abuts Hurontario Street and Street '3' east of Block 324, along Block 333 where it abuts Hurontario Street and Street '1' east of Block 319, along Block 338 where it abuts Hurontario Street and Street '3', along Block 339 where it abuts Hurontario Street and Street '1', along Block 340 where it abuts Street '2', and along Block 345 where it abuts Street '1'.*
51. *The applicant shall agree that the 0.3 metre reserves required along the frontages of Blocks 332, 333, 338, 339, 340, and 345 shall not be lifted until site plans have been approved for the blocks, in accordance with the City's site plan approval procedure, and the location and design of access has been approved.*
52. *The 0.3 metre reserves along Blocks 339 and 340 where they abut Bovaird Drive and hypotenuse of the daylight triangle at the intersection of Bovaird Drive and Street '2' shall be conveyed to the Ministry of Transportation.*
53. *Block 335 shall be conveyed to the City for park purposes, in a condition satisfactory to the City, and the applicant shall pay cash-in-lieu for the balance of the parkland required in accordance with the Planning Act and City policy or make other arrangements to the satisfaction of the City for this payment. The applicant shall agree that the final size of Block 335 will be subject to the establishment of a stable 3:1 slope adjacent to Block 337.*
54. *Blocks 336 and 337 shall be conveyed to the City for open space valleyland purposes, in a condition satisfactory to the City. The applicant is to provide detailed landscape plans for Blocks 336 and 337 in accordance with City specifications acceptable to the Commissioner of Community Services that shows planting, reinstatement of disturbed area and walkway placement. The applicant is to prepare planting plans for the area distributed beyond the limit of development or area graded to 3:1 slopes and that they be reinstated at a planting density of 2200 shrubs (50-100cm), 480 trees (200 cm), 80 caliper trees (45 mm min.) and 440 seedling stock (2-3 years) per hectare. Plants are to be spaced as follows: shrubs and seedling stock 1.5m on centre (O.C.), trees 2.5m O.C. and caliper trees 3.5m O.C.*
55. *The applicant shall agree to provide a bicycle path within Block 336 in a location and at a time satisfactory to the City.*
56. *The applicant shall provide detailed plans, to the satisfaction of the City, for the development of Block 335.*

57. *The applicant shall prepare a detailed geotechnical report to the satisfaction of the City, for the development of Block 335.*
58. *Prior to registration the applicant shall submit for the review and approval of the Commissioner of Community Services, a facilities fit plan for Block 335.*
59. *The applicant shall pay an amount satisfactory to the Commissioner of Community Services for 50% of the cost of installing a bicycle path along Bovaird Drive and Hurontario Street where it abuts the subject lands.*
60. *The applicant shall agree that for those lots designated as fire break lots by the Fire Department, the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official and the Fire Chief.*
61. *The applicant shall agree to show 4 concrete bus stop pads measuring 12 feet by 25 feet on the engineering drawings at the following locations:*
 - o east side of Highway 10, at and south of Street '3';*
 - o east side of Highway 10, at the boundary of blocks 332 and 333;*
 - o east side of Highway 10, at and south of Street '1'; and*
 - o south side of Bovaird Drive, at and west of Street '2'.*
62. *The applicant shall agree 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 wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions to the Region including deepening the wells or providing a permanent water service connection from the watermain to the well systems.

63. *That the applicant shall:*

- a) *make satisfactory arrangements with The Dufferin-Peel Roman Catholic Separate School Board for the acquisition, or reservation for future acquisition of Block 334, designated for school purposes, prior to final approval of the plan.*
- b) *agree to clear, grub and grade the school site to the satisfaction of the Board.*
- c) *agree to include a clause and securities in the subdivision Agreement which prohibits the stock piling of any soils or materials on the blocks designated for school purposes in this plan.*
- d) *agree to provide the Board, for approval, servicing drawings including grading plans showing services connections to the school site.*

64. *The applicant shall agree in the Subdivision Agreement to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board:*

- a) *to place the following clause in bold capital type in any agreement of purchase and sale entered into with respect to any residential lots on this plan until the permanent school for the area has been completed. This clause is to be inserted in English and French:*

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

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

- b) *to erect and maintain signs in English and French at all major entrances to the subdivision which shall advise prospective purchasers that:*

"Until a school is constructed in this community, alternate accommodation will be provided."

"Les eleves seront heberges dans d'autres installations, jusqu'a ce qu'une ecole permanente soit construite dans leur quartier."

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

65. *The applicant shall:*

- a) *Prior to final registration of the plan of subdivision, or any on site grading submit, the Ministry of Natural Resources must have reviewed and accepted the following reports describing:*
1. *the manner in which stormwater will be conveyed from the site, including any stormwater management techniques that may be required, in accordance with the provincial 'Urban Drainage Design Guidelines', April 1987, and 'Interim Stormwater Quality Control Guidelines for New Development', May 1991;*
 2. *the impact of this development and the proposed stormwater management techniques, on the quality and quantity of ground and surface water resources as it relates to fish and their habitat. A comprehensive hydrogeological investigation must be able to demonstrate that this development will not have a negative effect on fisheries resources:*

Note: Studies should demonstrate that the pre-development hydrologic conditions will be reproduced, applying necessary mitigative technology. On-site stormwater retention will be maximized through infiltration practices and siting considerations that are sensitive to the natural topography, microdrainage patterns and natural depressions. Facilities will be designated to capture the "first flush" and maintain the recharge and baseflow contribution characteristics of the site.
 3. *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 on Erosion and Sediment Control for Urban Construction Sites', May 1987, and 'Technical Guidelines: Erosion and Sediment Control', February 1989;*

Note: Ponds for temporary 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.

4. 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 in any waterbody as a result of on site or other related works. Any increase in concentrations 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.
 5. site soil conditions, including grain size distribution profiles; and infiltration characteristics; and,
 6. site grading plans.
- b) That this plan be subject to redline revisions to accommodate stormwater management facilities, if required, as a result of the requirements of condition 65a.
 - c) That sufficient lands for stormwater management purposes, if required as a result of the reports required in condition 65a above, be placed in the appropriate open space zoning category.
 - d) That detailed plans be submitted 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 65a.
 - e) That the owner agree in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:
 1. to cause to be carried out the works referred to in conditions 65a and 65d above;
 2. to maintain all stormwater management and 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

3. *to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.*

66. *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; a copy of such confirmation shall be forwarded to the City of Brampton.*

67. *The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.*

68. *The applicant shall agree to place the following clause in Bold capital type in any agreement of purchase and sale entered into with respect to any lots or blocks on this plan, that are situated on lands which have been rehabilitated/filled on the former brick quarry.*

"The lands were formerly occupied by a brick quarry and significant land fill has occurred in this area."

PUBLIC MEETING

A Special Meeting of the Planning Committee was held on Wednesday, September 2, 1992, in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 8:02 p.m., with respect to an application by BRAMPTON BRICK LIMITED (File: C1E9.3 - Ward 5) to amend both the Official Plan and Zoning By-law, and revised Draft Plan of Proposed Subdivision to permit a total of 1179 mixed density residential dwelling units consisting of 74 single family detached dwelling units, 190 semi-detached dwelling units, 256 quattroplex dwelling units, 93 street townhouse dwelling units, 245 block townhouse dwelling units and 321 mixed medium and high density dwelling units comprised of 81 block townhouse dwelling units and 240 apartment dwelling units; a district scale commercial block at the south-east corner of the intersection of Bovaird Drive (Highway #7) and Main Street; a convenience commercial block on the east side of Hurontario Street at the southern end of the subject property; a 3 hectare (7.5 acre) separate elementary school site; 4.3 hectare (10.7 acre) park; and two valleyland blocks totalling 9.0 hectares (22.4 acres). The proposal represents a reduction of 653 dwelling units from the draft plan of subdivision approved by the Region of Peel on December 18, 1980.

Members Present: City Councillor Linda Jeffery - Chairman
 City Councillor Grant Gibson
 Regional Councillor Paul Palleschi
 City Councillor Bob Hunter
 City Councillor Don McMullen
 Regional Councillor Rhoda Begley
 Regional Councillor Lorna Bissell

Staff Present: J. Corbett - Director, Planning and Development
 Services Division
 D. Ross - Manager, Planning and Development
 Services Division
 A. Rezoski - Development Planner
 R. Nykyforchyn- Development Planner
 S. Jones - Development Planner
 R. Woods - Secretary

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

Mr. Corbett replied in the affirmative.

Approximately twenty (20) members of the public were present.

Mr. Rezoski outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mrs. Gill, 61 Baronwood Court made an enquiry regarding the parklands and the disposition of the lands.

Mr. Rezoski advised that the valleylands will be deeded to the City as "Open Space".

Mrs. Nisbet, 23 Dawson Crescent, made an enquiry regarding the number of apartment blocks and the height of the buildings.

Mr. Rezoski advised that there will be two blocks of apartments consisting of 10 stories.

Mr. Robert Lucas, 44 Bramway Court, questioned the status of the plan - if it has been approved.

Mr. Rezoski informed Mr. Lucas that it has not been approved and that is why the public meeting is being held. This application amends a previously approved draft plan.

Mr. Lucas then asked why the earth is being moved on the property.

Mr. Rezoski replied that they are beginning to fill the pit.

Mr. Don Colbourn, 44 Dundalk Crescent asked the following questions:

- o What is the density of the bordering developments?
 - Information is not available tonight. Mr. Rezoski will provide the information within 4 working days.
- o The plan which was forwarded to the public did not include the red-lined plan or revised plans. Is this a normal procedure?
 - Mr. Colbourn was informed that this is not normal procedure.
- o Why is the development inconsistent with other valleylands?
- o What changes are being made by the Region to increase service levels (ie. Community Centres, Transportation, Education Facilities)?
 - Mr. Corbett explained that a number of these areas are dealt with by other areas; ie. Ontario Ministry of Transportation, Region of Peel
 - Parkland provisions have been made, but specific details will be obtained by Mr. Corbett.
- o Have traffic studies been made for Williams Parkway?
- o Is this land still zoned Agricultural?
 - Yes. Mr. Corbett explained that the Secondary Plan is an operative long-range planning document.

Mr. Colbourn then continued by making a number of general comments.

- o He spoke to 4 Councillors who have expressed their concerns over density.*
- o In the future, he requests that detailed plans be submitted as part of the public meeting notice.*
- o Requests that if any reduction can be made to the density of the area.*
- o Would like to see a consistent flow of housing along the valleylands and density increasing towards Highway #10.*

Mr. Colbourn later expressed concerns of the height of the apartment buildings and the privacy of his home. He would also like to obtain information regarding the tax impact with the higher density of homes.

Mr. Corbett replied that he would obtain the information regarding the financial impact.

Mr. French, 15 Dundalk Crescent, expressed his concerns about the density, and the impact it would create on services in the area. (School, Recreation). Are there plans for an impact study? He would like to obtain further information when available. He would like to see the density in conformity with north of Bovaird). Would also like to receive a density study)

Mr. Devet, 32 Dundalk Crescent, requested what the earliest construction date would be.

Janice Robinson replied in the Spring of 94.

Janice Robinson spoke in support of the application and responded to several of the concerns expressed by the applicant.

There were no further questions or comments and the meeting adjourned at 8:45 p.m.



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

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

JR:mc



RECEIVED
CLERK'S DEPT.
SEP 0 8 1992
C4164392
REG. No.:
FILE No.: C1W16.4 / C1E9.3 / 1992

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

The Corporation of The City of Brampton



Public Notice

THE CORPORATION OF THE CITY OF BRAMPTON NOTICE OF PUBLIC MEETING

The Planning Committee of the Council of the City of Brampton will hold a public meeting on WEDNESDAY, SEPTEMBER 2, 1992. The meeting will be held in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario commencing at 7:30 p.m.

NOTE:

Prior to the Planning Committee Meeting, an informal open house will be held in the Main Floor Foyer with respect to the applications. The open house will start at 6:15 p.m. and continue until 7:15 p.m.

Items on the agenda for this meeting are

- 1) An application by C.S. YACHTS (File: C2E1.13 - Ward 3) for a Temporary Use By-law.
- 2) An application by MAZURKA CONSTRUCTION LIMITED (File: C1W16.4 - Ward 2) to amend the Zoning By-law.
- 3) An application by BRAMPTON BRICK LIMITED (File: C1E9.3 - Ward 5) to amend both the Official Plan and Zoning By-law, and revised Draft Plan of Proposed Subdivision.

The following is a brief explanation of the items on the agenda:

- 1) **C.S. YACHTS (C2E1.13)**

Location:

The subject property is located adjacent to the north-west corner of Highway Number 410 and Steeles Avenue East interchange, and has frontage on the south side of Bramsteele Road.

Size:

The subject property is triangular in shape, has a lot area of 3 253 hectares (8.038 acres), an approximate depth of 245 metres (803 feet) at its deepest point, and an approximate frontage on Bramsteele Road of 230 metres (755 feet).

Official Plan Status:

The subject property is designated as "Industrial" by the Official Plan (Schedule 'A'), and "Industrial" in the Brampton East Industrial Secondary Plan.

Zoning Status:

By-law 200-82, as amended, zones the subject property as Industrial Two (M2).

Proposal:

The applicant is proposing to use a portion of the existing Industrial building for the purposes of a trade centre/mercantile (Ilea) market operation. The balance of the building is to be used for storage, office and display. The existing boat manufacturing operation is proposed to be removed.

FOR MORE INFORMATION, please contact.

ROB NYKYFORCHYN, 874-2060

- 2) **MAZURKA CONSTRUCTION LIMITED (C1W16.4)**

Location:

The subject property is located on the east side of the Canadian National Railway along the northern 245 3 metres (804 feet) of Lot 16. The subject property comprises the western portion of a draft approved plan of subdivision which is located on the west side of Highway Number 10 along the northern 306 metres (1003 feet) of Lot 16.

Size:

The subject property covers an area of approximately 3 hectares (7.4 acres) and has a frontage along a proposed collector road of 102.8 metres (337.3 feet) and depth of 159.4 metres (523.2 feet). The draft approved plan of subdivision in which the subject property is located covers an area of approximately 19.28 hectares (47.6 acres) and has a frontage along Hurontario Street of 186.2 metres (611.1 feet) with a depth of about 667 metres (2190 feet).

Official Plan Status:

The subject property is designated as "Residential" by the Official Plan (Schedule 'A', General Land Use Designations), and "Low Density Residential - Snelgrove North and West" by Schedule SP1(A), Official Plan Amendment Number 170 and 170A, amending the Snelgrove Secondary Plan (Official Plan Amendment Number 26).

Zoning Status:

By-law 151-88, as amended, zones the subject property Industrial Two (M2).

Proposal:

The applicant is proposing to use the subject property for block townhouses, 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. A total of 265 parking spaces would be provided consisting of 2 parking spaces per unit and 35 visitor parking spaces and a total lot to serve the development.

FOR MORE INFORMATION, please contact

AL REZOSKI, 874-2060

- 3) **BRAMPTON BRICK LIMITED (C1E9.3)**

Location:

The subject property is located at the south east corner of the intersection of Highway 7 (Bovaird Drive) and Main Street.

Size:

The subject property covers an area of approximately 54.77 hectares (135.35 acres) and has a frontage of 713.87 (2,342.0 feet) on Highway 7 and frontage on Hurontario Street of 852.62 metres (2,797.3 feet).

Official Plan Status:

The subject property is designated as "Residential" and "Open Space", on Schedule A of the Official Plan; "Hazard Lands", "Highway Commercial", "High Density Residential", "Low Density Residential", "Mixed Commercial Residential", "Public Open Space" and "School" on Schedule A of the applicable secondary plan for the area (O.P.A. 60).

Zoning Status:

By-law 151-88, as amended, zones the subject property as "Agricultural (A)" and "Open Space (OS)".

Proposal:

The subject lands have been approved for mixed density residential and related commercial development on a long-standing basis. The most recent revised draft plan of subdivision consists of a total of 1182 mixed density residential dwelling units consisting of 76 single family detached dwelling units, 188 semi-detached dwelling units, 256 quattroplex dwelling units, 93 street townhouse dwelling units, 248 block townhouse dwelling units and 321 mixed medium and high density dwelling units, comprised of 81 block townhouse dwelling units and 240 apartment dwelling units, a district scale commercial block at the north-east corner of the intersection of Bovaird Drive (Highway #7) and Hurontario Street; a convenience commercial block on the east side of Hurontario Street at the southern end of the subject property; a 3 hectare (7.5 acre) separate elementary school site; 4.5 hectare (11.3 acre) park, and two valleyland blocks totalling 8.7 hectares (21.5 acres). The proposal represents a reduction of 650 dwelling units from the draft plan of subdivision approved by the Region of Peel on December 18, 1980.

FOR MORE INFORMATION, please contact

AL REZOSKI, 874-2060

Documentation with respect to the above noted item will be available for inspection in the Planning and Development Department and may be viewed between the hours of 9.00 a.m. and 4.00 p.m. during the regular business week.

Any person may attend the meeting and/or make written or verbal representation in support of, or in opposition to, the above item. The recommendations of the Planning Committee with respect to the above item will be forwarded to the Council of the City of Brampton for adoption. The Council of the City of Brampton will not adopt the proposed amendments until at least 30 days after the date shown below.

Dated at the City of Brampton this 19th day of August, 1992.

J.A. Marshall, M.C.P., M.C.I.P., O.P.P.I.
Commissioner of Planning and Development
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

PubMeet/1,2,3

Tenders

THE CORPORATION OF THE CITY OF BRAMPTON

CONTRACT NO. 92-046
SUPPLY AND INSTALLATION OF PLANT MATERIAL AT VARIOUS SITES

SEALED TENDERS, clearly marked as to contents and returned in the tender envelope provided will be received by the Purchasing Agent, Supply & Services, until 2.00 o'clock p.m. Local Time

WEDNESDAY, SEPTEMBER 2ND, 1992

for the above mentioned.

Complete Tender Documents may be obtained from the Purchasing Agent, Supply and Services, Second Floor, 2 Wellington Street West, Brampton, Ontario L6Y 4R2

The cost of each set of tender documents is \$15.00, plus 7% G.S.T., in the form of cash, certified cheque, bank draft or money order made payable to The Corporation of the City of Brampton, which is non-refundable.

The lowest or any tender will not necessarily be accepted

M.S. Lingard,
Purchasing Agent

D.M. Gordon,
Commissioner -
Community Services.



P. O. Box 7400
10401 Dufferin Street
Maple, Ontario
L6A 1S9

Our Ref: 21T-80029.B

January 27, 1992

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

City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT

DATE JAN 31 1992 Rec'd

File No. C/EG-3

Attention: Mr. Al Rezoski
Development Planner

Dear Sirs:

SUBJECT: Application to Amend the Official Plan and Zoning By-law
and Revised Draft Plan of Subdivision
Part of Lots 9 and 10, Concession 1 E. H. S.
BRAMPTON BRICK LTD, Subdivision 21T-80029.B
Regional Municipality of Peel

Staff of the Ministry of Natural Resources have now reviewed the above application.

In principle we do not object to the development of this property as a subdivision, and consider it a proper rehabilitation of the site. The Ministry of Natural Resources would be prepared to cancel and accept surrender of the licence for a gravel pit on this property upon the receipt of draft approval. We therefore, have no objection to the redesignation or rezoning of this property.

Presently the Ministry is reviewing the revised plan as sent, to determine our conditions of draft approval. This ministry will have concerns in the areas of sediment control and stormwater management. We will forward draft conditions on the revised plan when we complete our review.

Please advise us about your decision. Should you have any questions, please contact Mr. Christopher Tschirhart (416-832-7228) of this office.

Yours sincerely,

J. K. Barker
District Manager
Maple District

Handwritten initials and date: JKB 20/9

CT:js

cc: Regional Municipality of Peel - Planning
Land Management Supervisor, Maple District



January 30, 1992

A. Rezoski
Development Planner
Planning & Development Department
City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2

Dear Al Rezoski :

**Re: Separate Elementary School Site
Draft Plan of Proposed Subdivision
Brampton Brick Limited**

Further to our meeting which was held on January 22nd, 1992 the Dufferin-Peel Roman Catholic School Separate School Board has the following comments:

1. The Board is satisfied with the frontage and acreage of the proposed site.
2. The site shall be reconfigured so that the proposed site fronts a collector road. The school bus flow is impeded by Street 'A' in the above-noted plan.
3. The Board would like to remain adjacent to the proposed park.
4. The Board would like to know what type of linkages the City Parks department proposes for the valleyland. In particular, proposed linkages with the valleylands to the north of Bovaird Drive.
5. Given the density in the above noted plan, the Board expects to generate about 300 to 350 Junior Kindergarten to Grade 8 students.

Should you have any questions or concerns please contact me.

Yours truly,

Gilbert A. Giavon



PEEL BOARD OF EDUCATION

H.J.A. Brown Education Centre

5650 Hurontario Street, Mississauga, Ontario L5R 1C6

	ACTION	INFO	SEEN
DIP. DEV. & TRANS. P.	<input checked="" type="checkbox"/>		
DIP. PL. SERV. (889) 891-1089			
SR. TRANS. ADVISOR			
CCM. SECRETARY			

Planning Dept. - RECEIVED
MONTH DAY YEAR

March 4, 1992

Mr. Al Rezoski
Development Planner
Town of Caledon
Box 1000
Caledon East, Ontario
L0N 1E0

03 06 92
OTT - 80029

Dear Mr. Rezoski:

Re: Brampton Brick Official Plan Amendment

The plan forwarded with your letter of January 10, 1992 has been reviewed.
The revised plan incorporates the following student yield.

	JK-5	6-8	9-OAC
180 SD	46	27	36
552 MF	166	83	110
1110 APT.	155	67	110
1844	367	177	257

These students are currently within the boundaries of the following schools:

	OME -10%	Proj. Sept. 92
Kingswood P.S.	418	700
Sir J.A. MacDonald Sr. P.S.	398	414
Central Peel S.S.	1462	1485

Since the Peel Board is in the process of finalizing accommodation plans for the north end of Brampton, the Board requests the opportunity to monitor discussions regarding the school site contained in this plan with the Dufferin Peel Roman Catholic Separate School Board staff.

Yours truly,

Stephen Hare
Assistant Chief Planning Officer
Planning Services

SH:ee PLANNCPO:3907

- c. J. Watts
- D. Billett
- J. Barnett

- | | | | | |
|--|---|---|---|---|
| TRUSTEES
William Keat (Chair)
Beryl Ford (Vice-Chair)
Janice Atwood
Cathrine Campbell
Laurie Cochmere
Gordon Clarkson | Dea Gury
L. Cliff Gyles
Gary Heighington
Alex Jupp
Pierre Klein
Janet McDonald
Elaine Moore
Marjyn Morrison | Joan Parker
Norma Prior
Sandy Ransoun
Rosemary Taylor
Ruth Thompson
Carolyn Wedgberg
Ellen Yerick | DIRECTOR OF EDUCATION
& SECRETARY
Robert J. Lee

TREASURER / COMPTROLLER
Michael D. Ray | EXECUTIVE
SUPERINTENDENTS
Sandra Birtelmer
Christopher Bridge
Lynda K. Palazzi
David G. Welden |
|--|---|---|---|---|



the metropolitan toronto and region conservation authority

5 shoreham drive, downsvlew, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

March 5, 1992

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

CFN 7950

Attention: Ms. Julie Laudadio

Dear Ms. Laudadio:

Re: Affordable Housing Project
Draft Plan of Subdivision
Revised 22.11.91
Part Lots 9 & 10, Concession 1 EHS
City of Brampton
Ministry File 19T-80029B
(Brampton Brick Limited)

This will acknowledge receipt of the above-noted revised plan of subdivision prepared by KLM Planning Partners Inc, Project No. P-73389 and dated November 22, 1991.

Staff have now had an opportunity to review the application and would have no objections to draft plan approvals subject to the following conditions:

1. Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, (MTRCA), the following:
 - (a) a detailed engineering report that describes the storm drainage system for the proposed development of the subject lands. This report should include:
 - plans illustrating how this drainage system will tie into surrounding drainage systems, ie. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
 - stormwater management techniques which may be required to control minor or major flows;
 - proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction;

March 5, 1992

-2-

Attention: Ms. Julie Laudadio
CFN 7950

- location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.
 - (b) plans for the treatment of the small watercourse affecting the site.
 - (c) overall grading plans for the subject lands.
2. That the proponent obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition 1.
 3. That prior to the final registration of this plan, the owner enter into an agreement with either the MTRCA or the City of Brampton with respect to the acquisition of the Valleyland Blocks 129 & 130.
 4. That the owner agree in the subdivision agreement, in wording acceptable to the MTRCA:
 - (a) to carry out, or cause to be carried out, to the satisfaction of the MTRCA, the recommendations referred to in the report(s), as required in Condition 1.
 - (b) to obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Condition 1.
 - (c) prior to the initiation of any grading or construction on site, to erect a temporary siltation fence along the limit of Block 129 and 130, in addition to the property boundary adjoining these two blocks (see enclosure). This barrier shall remain in place until all grading and construction on the site are completed.
 - (d) to erect a permanent 1.83 metre chain link fence along the top-of-bank line.
 - (e) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Blocks 129 & 130 without prior written approvals being received from the MTRCA.

March 5, 1992

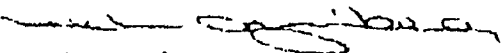
-3-

Attention: Ms. Julie Laudadio
CFN 7950

5. The municipality's restricted area by-law shall contain provisions which will have the effect of:
- (a) prohibiting all buildings and structures of any kind; the placement of fill; or the alteration of a watercourse other than as required for flood or erosion control within Blocks 129 & 130.
 - (b) requiring a minimum setback of 10 m for all buildings from 129 & 130 unless written approval has been received from the MTRCA.

We trust that this is satisfactory. In order to expedite the clearance of Condition 4, we would request that a copy of the signed subdivision agreement be forwarded to this Authority when available.

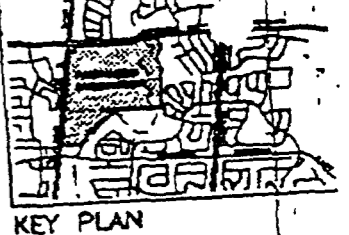
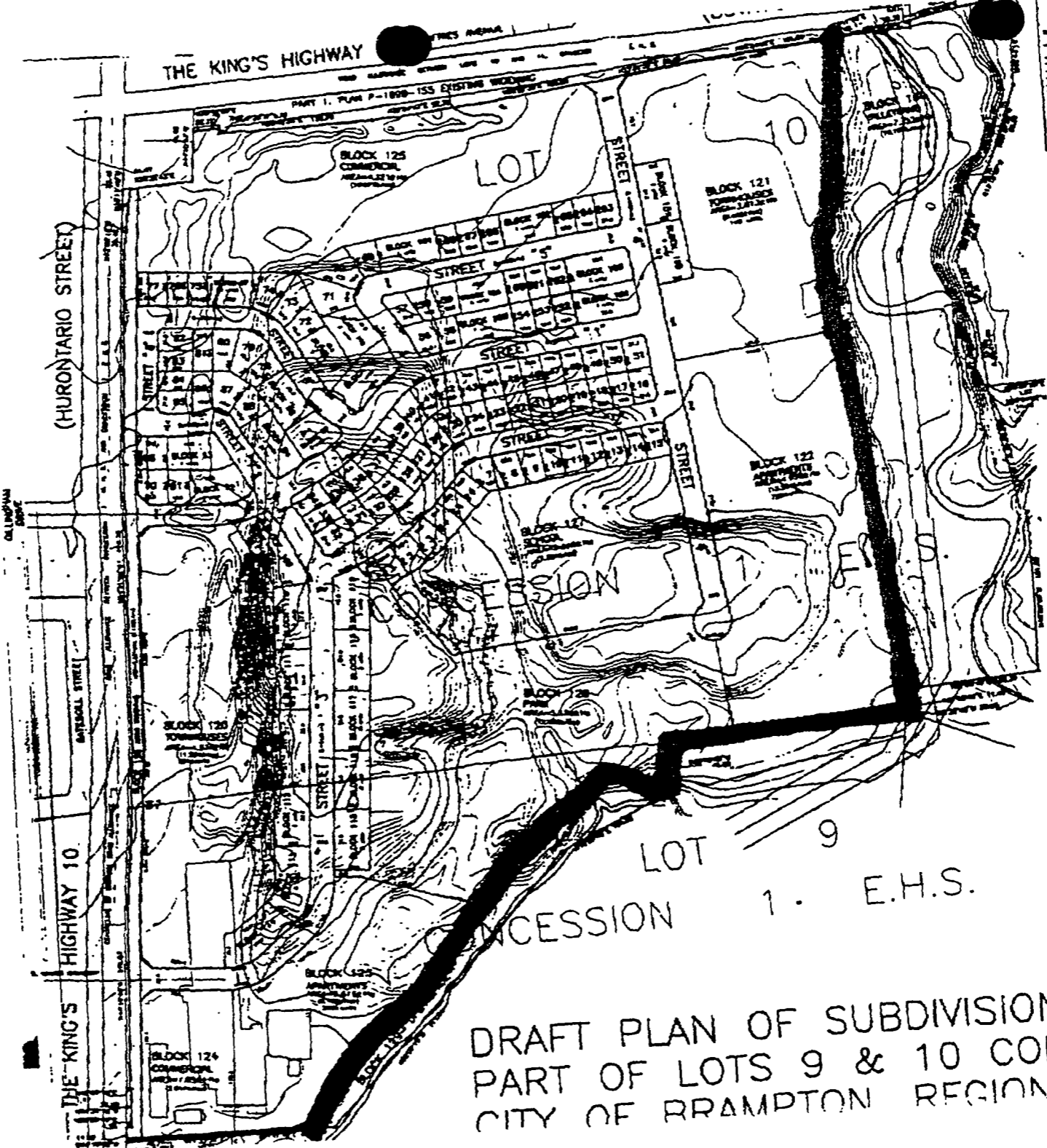
Yours truly,


Luch Ognibene, Plans Analyst
Plan Review Section
Water Resource Division

LO/gc

Enclosure

cc: City of Brampton - Planning Department
MNR-Maple - C. Tschirhart
Kerbal Group - J. Barnett
D. Prince - MTRCA



**SECTION 50, PLANNING
ADDITIONAL INFORMATION**

- 1. A SHOWN ON THIS PLAN
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- 20. A SHOWN ON THIS PLAN

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND ARE CORRECTLY SHOWN.

OWNER'S CERTIFICATE

I AUTHORIZE THE PLANNING AUTHORITY TO BE PROVIDED AND TO THE DRAFT PLAN OF SUBDIVISION TO THE ORIGINAL MANUSCRIPT FOR APPROVAL.

BRAMPTON BRICK LIMITED
 1175 WILSON ST. UNIT 10
 BRAMPTON, ONTARIO

SCHEDULE OF LAND USE

LAND USE	NO. OF LOTS	NO. OF BLOCKS
LOTS FOR SEMI-DETACHED DWELLINGS	1	1
LOTS 1-10	10	1
BLOCKS 95-110 STREET FRONTAGES	16	1
BLOCKS 120 & 121 BLOCK FRONTAGES	2	1
BLOCKS 122 & 123 APPROVED	2	1
BLOCKS 124 & 125 COMMERCIAL	2	1
BLOCK 126 PARK	1	1
BLOCK 127 ELEMENTARY SCHOOL	1	1
BLOCK 128 ROAD FRONTAGES	2	1
BLOCKS 129 & 130 VALLEYLAND	2	1
STREETS	17	1

**DRAFT PLAN OF SUBDIVISION
PART OF LOTS 9 & 10 CON
CITY OF BRAMPTON REGION**

- (b) the impact of this development and the proposed stormwater management techniques, on the quality and quantity of ground and surface water resources as it relates to fish and their habitat. A comprehensive hydrogeological investigation must be able to demonstrate that this development will not have a negative effect on fisheries resources:

Note: Studies should demonstrate that the pre-development hydrologic conditions will be reproduced, applying necessary mitigative technology.

On-site stormwater retention will be maximized through infiltration practices and siting considerations that are sensitive to the natural topography, microdrainage patterns and natural depressions. Facilities will be designed to capture the "first flush" and maintain the recharge and baseflow contribution characteristics of the site.

- (c) 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 on Erosion and Sediment Control for Urban Construction Sites', May 1987, and 'Technical Guidelines: Erosion and Sediment Control', February 1989;

Note: Ponds for temporary 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.

- (d) 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 in any waterbody as a result of on site or other related works. Any increase in concentrations 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.
- (e) site soil conditions, including grain size distribution profiles; and infiltration characteristics; and
- (f) site grading plans.
- 2) That this plan be subject to redline revisions to accommodate stormwater management facilities, if required as a result of the requirements of condition 1).
- 3) That sufficient lands for stormwater management purposes if required as a result of the reports prepared in condition 1) above be placed in the appropriate zoning category.
- 4) That detailed plans be submitted 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 1).
- 5) That the owner agree in the subdivision agreement, in wording acceptable to the Ministry of Natural Resources:

Page 3
May 12, 1992

- (a) to cause to be carried out the works referred to in conditions 1), and 4) above;
- (b) to maintain all stormwater management and 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.

Please advise us about your decision. Should you have any questions, please contact Mr. C. T. Tschirhart (416-832-7228) of this office.

Yours sincerely,



for
J. K. Barker
District Manager
Maple District

CT/js

cc: City of Brampton
Credit Valley Conservation Authority



Telephone No. 235-3828
Fax No. 235-4004

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

May 26, 1992

Ms. Juli Laudadio
Region of Peel
Planning Department
10 Peel Drive
Brampton, Ontario
L6T 4B9

Dear Juli,

Re: BRAMPTON BRICK SUBDIVISION 21T-80029B
LOT 9/10, CONC. 1 EHS, HWYS 7 & 10, BRAMPTON

We received your request for comments on the revised plan (November 22, 1991 revision) for this subdivision. We also received the City's request for comment on the associated official plan and zoning amendments. As most of our concerns are addressed through the subdivision approval process, my comments are geared towards the plan. By a copy of this letter to the City, I am advising them that our concerns regarding the OP and zoning amendments are the same as our concerns regarding the subdivision.

GENERAL COMMENTS

For your information, we received a traffic report from the developer. We have the following comments regarding Hwys 7 and 10:

HIGHWAY 7

- a. When the subdivision is fully developed, Hwy 7/Street 4 intersection will require signalization and illumination. Therefore, all the required underground hardware must be installed during construction of this intersection.
- b. Due to the anticipated eastbound traffic volume, a separate right-turn taper and a parallel lane will be required for Hwy 7/Street 4 intersection.

- c. The location of Street 4 intersection is acceptable, but it must be aligned with Sunforest Drive on the north side of Hwy 7 to form a 90 degrees intersection.
- d. Access from Hwy 7 to Blocks 121, 125 and 130 will NOT be permitted.
- e. We are presently studying the expansion requirements for Hwy 7 in this area. The exact land requirements for the expansion have not yet been established. We will advise you when our requirements are finalized. In the meantime, we think that the blocks shown on the attached plan may be sufficient and we require that they be set aside for highway widening. It must be understood, however, that further lands may be required, but we would not know until the Hwy 7 study is complete.
- f. We understand that the underpath under Hwy 7 as originally requested is no longer required. Therefore, we request that the original Condition 30 be deleted.

HWY 10

- a. This section of Hwy 10 is under municipal jurisdiction. Therefore, this comment is given for information only and is not an MTO requirements.

Our analysis indicates that signalization and illumination will be required at the intersections of Hwy 10 with Streets 1 and 3. The City should consider requiring the installation of all the necessary underground hardware during construction of these intersections.

REQUESTED CONDITIONS OF DRAFT APPROVAL

- The blocks shown in yellow on the plan, be dedicated on the final plan as public highway (they are required for Hwy 7 widening).
- Visibility triangles on both sides of Street 4 at Hwy 7 be dedicated on the final plan as public highway.

- Prior to final approval, 0.3m reserve blocks along the widened limit of Hwy 7 frontage (including the visibility triangles) be conveyed by deed to the Ministry of Transportation free and clear of any encumbrances. This reserve shall be shown as a block on the final plan.
- Prior to final approval, a copy of the grading and drainage plan must be submitted to the Ministry of Transportation for their review and approval.
- Prior to final approval the owner shall submit to the Ministry of Transportation a traffic report indicating the peak hour turning volumes at the intersection of Street 4 and Hwy 7 and outlining the required highway improvements. (see notes)
- Prior to final approval the owners shall enter into a legal agreement with the Ministry of Transportation outlining their responsibilities regarding the construction of Street 4 / Hwy 7 intersection and all the associated highway improvements.
- That the zoning by-law for this subdivision requires a minimum setback of 14m from the highway property line for all buildings and structures. (this condition should be cleared by the municipality).

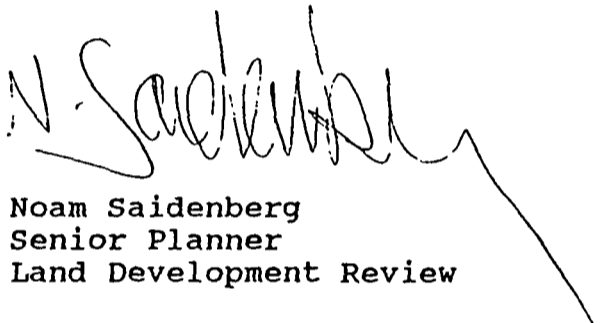
REQUESTED NOTES

- When dealing with the Ministry of Transportation, all documents should be submitted to:

Transportation Corridor Management Office
2nd floor, West Building
1201 Wilson Avenue, Downsview, Ont. M3M 1J8
- To facilitate the conveyance of the 0.3 m reserve, the Ministry of Transportation requires a signed copy of the M Plan proposed for registration and executed deeds, in duplicate, conveying the reserve blocks to: "Her Majesty, the Queen in the right of the Province of Ontario as represented by the Minister of Transportation".

- The cost of all highway improvements required to accommodate the subdivision are the owner's responsibility. A legal agreement with MTO and a letter of credit will be required to address these improvements.
- The Ministry of Transportation advise that prior to any grading or construction, permits under the Public Transportation and Highway Improvement Act are required for buildings and structures, access, signs and utility encroachment. MTO Toronto district office (tel. 416/235-5385) should be contacted in this regard.
- The Ministry of Transportation advise that noise barriers (if required) will not be permitted to locate on the highway right-of-way. They must be located entirely on the owner's land.

Yours truly



Noam Saidenberg
Senior Planner
Land Development Review

cc: Central Region - K. Sherbanowski
District 6
Al Rezoski, Brampton Plng. Dept.
Brampton Brick - Joan Barnett

:NS

SHENSTE AVENUE

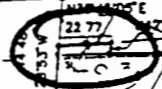
DUMFRIES AVENUE

THE KING'S HIGHWAY 7

ROAD ALLOWANCE BETWEEN LOTS 10 AM

PART 1, PLAN P-1899-155 EXISTING WIDENING

FUTURE R.O. REQUIRED



BLOCK 125 COMMERCIAL
AREA=4.321± HO
(10.677± AC)

LO

(HURONTARIO STREET)

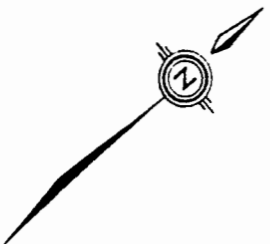
GILLINGHAM DRIVE

ALL BETWEEN CONCESSION
N44.31°05'W 498.35
N47°08'45"W 23.42
N38°13'40"W 147.08 45'W 35.49'



BLOCK 127 SCHOOL
AREA=3.04± HO
(7.52± AC)

CONCESSION





Ontario

Ministry
of the
EnvironmentMinistère
de
l'EnvironnementCentral
RegionRégion du
Centre

July 14, 1992

7 Overlea Boulevard
4th Floor
Toronto, Ontario
M4H 1A8
416/424-3000
Fax 416/963 29357, boulevard Overlea
4^e étage
Toronto (Ontario)
M4H 1A8
416/424 3000
Fax 416/963 2935

Mr. Doug Billett
Director of Development Review
Regional Municipality of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Dear Mr. Billett:

**Re: Plan of Subdivision
City of Brampton
Brampton Brick (Affordable Housing)
21T 80029(B)**

The Ministry has now had an opportunity to review the revised plan submitted February 5, 1992. Because of the significant changes in the area since the date of our initial comments on the proposal, a new site visit was scheduled, and our revised comments are as follows.

The plan has been revised to propose a total of 1844 residential units consisting of a variety of row-housing, semi-detached and apartment units. The site would also be developed with 2 commercial Blocks, three open space Blocks and one school Block.

A major concern raised in our comments, dated 1980, was the existence of a concrete block manufacturing plant located to the west of the proposed development. Since that time, the concrete block manufacturing plant has closed. In this respect, our concern regarding off-site land use compatibility has been eliminated.

We do however have a concern regarding the impact of the rear of the proposed commercial block fronting on Highway No. 7 on the rear yard of the proposed lots/Blocks fronting on proposed roads 5 and 6. In this regard we recommend that the proponent prepare a noise assessment regarding the impact of noise from, not only Highway No. 7, but also the proposed rear lanes of the commercial Block on the proposed residences. We also recommend that during the Site Plan Approval process the City of Brampton consider the potential impact of the proposed commercial uses on the rear lots of the proposed residences.

.../2



Mr. Doug Billett
July 14, 1992

Also of concern in our 1980 comments was the phase-out and clean-up of the Brampton Brick on-site operation. The proponent has submitted to the Oakville District Office of this Ministry a proposal report for the clean-up and remediation of the site to bring it within MOE residential standards. The report includes a schedule of operations regarding the clean-up of the site. This report has been reviewed and accepted by the District Office. As a condition of draft approval, we will require that the recommendations and schedule be carried out by the proponents. Written verification from the Oakville District Office that the work has been undertaken will be required prior to final approval.

We had also noted in 1980 that elevated levels of fluoride concentration were found on-site. Testing conducted more recently indicates that fluoride levels are now within normal limits.

Our concern regarding noise from Highway No.s 7 and 10 is still a concern. As such, we will require, as condition of approval, that a noise assessment study be carried out to the satisfaction of the Ministry and that the recommendations be carried out by way of the provisions of the subdivision agreement.

Our concern regarding the potential for massive sediment migration off the construction site to the Etobicoke Creek remains. However, this Ministry no longer requires the receipt and approval of a storm water management report, as the responsibility to ensure adequate stormwater control is now practised by other agencies. We continue to recommend, however, that extreme caution be exercised during the construction and site preparation period when the problem will be most severe.

We also note that the revised plan does not propose the creation of a pond on-site. As such our concern regarding the requirement for a Permit To Take Water has been eliminated.

In summary, this Ministry has reviewed the revised subdivision proposal and has no objection to draft approval provided the following is included as conditions of draft approval.

1. Prior to final approval, the owner shall engage the services of a consultant to complete a noise study recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton.

Mr. Doug Billett
July 14, 1992

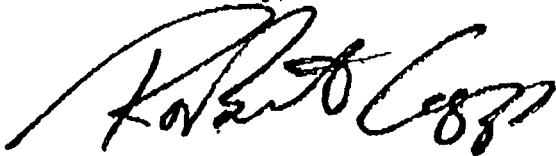
- 2. Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivision agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivision agreement.
- 3. In the event that a slight noise level excess will remain, despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of their subdivision agreement for subsequent inclusions in Offers of Purchase of Sale for the affected lots:

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

- 4. That prior to final approval, Central Region Planning Unit shall be in receipt of written verification from the Oakville District Office that confirms that the recommendations of the report have been carried out and that the site has been cleaned up to the levels proposed in the accepted site remediation report. Please note that scheduling for remedial work must be confirmed with the Oakville District Office so that MOE personnel may be present during trenching and excavation for inspection purposes.

Should you have any questions regarding any of the above, please do not hesitate to contact me.

Yours truly,



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

cc: J. Marshall, City of Brampton
J. Robinson, Kerbel Group
J. Budz
A & P File



the metropolitan toronto and region conservation authority

5 shoreham drive, downsview, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

October 15, 1992

RECEIVED

The Regional Municipality of Peel
10 Peel Centre Drive
BRAMPTON, Ontario
L6T 4B9

CFN 07950

OCT 15 1992

Attention: D.R. Billett

M.T.R.C.A.

Dear Sir:

Re: Proposed Plan of Subdivision
Affordable Housing Project
Ministry File No. 21T-80029B
Revised - Dated April 30, 1992
Part of Lots 9 & 10, Concession 1 EHS
City of Brampton
(Brampton Brick Limited)

This will acknowledge receipt of the above-noted revised draft plan of subdivision prepared by KLM Planning Partners Inc., Project No. P-73389, drawing No. 92:6, dated April 30, 1992 and received by the Metropolitan Toronto and Region Conservation Authority on September 23, 1992.

We have reviewed the plan and advise that no block(s) of land has been set aside for storm water management purposes. The plan may require red-line revisions to accommodate both quality and quantity control facilities. Further, the plan may need to be further revised to reflect the stable top-of-bank for the valley as a result of a geotechnical investigation.

Therefore, subject to the revisions requested above, staff are willing to recommend draft plan approval subject to the following conditions:

1. Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, (MTRCA), the following:
 - (a) a detailed engineering report that describes the storm drainage system for the proposed development of the subject lands. This report should include:
 - plans illustrating how this drainage system will tie into surrounding drainage systems, ie. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
 - stormwater management techniques which may be required to control minor or major flows;
 - proposed methods for controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction;
 - location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86.
 - (b) plans for the treatment of the small watercourse affecting the site;

-
- (c) plans for the rehabilitation and reforestation of the valley slope;
 - (d) overall grading plans for the subject lands.
2. As a result of Condition 1 (above) a block of land be set aside for storm water management purposes should it be required. And that the plan be red-lined revised to accommodate such a facility.
 3. A soils and stability study prepared by a geotechnical engineer shall be prepared for the site. Subject to geotechnical confirmation that a 3:1 slope will be stable against long-term failure, the limits of the valley will follow the physical top-of-bank or a projected 3:1 slope, whichever is greater.
 4. That the plan be red-line revised to meet the requirements of Condition 3 (above). In this regard the limits of blocks 336 and 337 (the valleyland blocks) may enlarge in size, and the lots and/or blocks affected by the geotechnical investigation may reduce in size and shape.
 5. That prior to the final registration of this plan, the owner obtain all necessary permits pursuant to Ontario Regulation 293/86.
 6. That prior to the final registration of this plan, the owner enter into an agreement with either the Metropolitan Toronto and Region Conservation Authority or the City of Brampton with respect to the acquisition of the valleyland blocks 336 and 337.
 7. That the owner agree in the subdivision agreement, in wording acceptable to the MTRCA:
 - (a) to carry out, or cause to be carried out, to the satisfaction of the MTRCA, the recommendations referred to in the report(s), as required in Conditions 1 through 4.
 - (b) to obtain all permits pursuant to Ontario Regulation 293/86 for the works described in Conditions 1 and 2.
 - (c) prior to the initiation of any grading or construction on site, to erect a temporary sediment barrier along all lots and blocks which abut the limit of Blocks 336 and 337. This barrier shall remain in place until all grading and construction on the site are completed.
 - (d) to erect a permanent fence satisfaction to both the MTRCA and the City of Brampton, along the valleyland limits.
 - (e) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Blocks 336 and 337 without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.
 8. The municipality's restricted area by-law shall contain provisions which will have the effect of:
 - (a) prohibiting all buildings and structures of any kind; the placement of fill; or the alteration of a watercourse other than as required for flood or erosion control within Block 336 and 337.

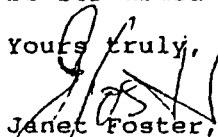
October 15, 1992
CFN 07950

-3-

- (b) requiring a minimum setback of 10 m for all buildings which include tennis courts, swimming pools, additions, etc, from Blocks 336 and 337 unless written approval has been received from the Metropolitan Toronto and Region Conservation Authority.

We trust that this is satisfactory. In order to expedite the clearance of Condition 7, we would request that a copy of the signed subdivision agreement be forwarded to this Authority when available.

Yours truly,


Janet Foster, Plans Analyst
Plan Review Section
Water Resource Division

LP/gc

cc: City of Brampton, A. Rezoski
City of Brampton, K. Walsh
MNR-Maple, C. Tschirhart
Kerbal Group, J. Barnett
MTRCA, R. Lloyd
MTRCA, G. MacMillan

Handwritten notes:
Mint
10.04.92

BRAMPTON BRICK DEVELOPMENT CHARGES
FOR COMMERCIAL BLOCKS

CITY DEVELOPMENT CHARGES

Calculations based on 25% building coverage
- payments in 3 equal installments - 1st payment at registration,
2nd when building permits are obtained
3rd 1 year later

			<u>Total</u> <u>Payable</u>	<u>Installments</u> <u>(1/3 of Total)</u>
Block 254	2.614 ac. 1.058 ha. 25% = 2,645 m ² x 12.93 =		\$34,199	\$11,400
Block 255	11.777 ac. 4.766 ha. 25% = 11,915 m ² x 12.93 =		154,065	51,355
Block 256	2.53 ac. 1.024 ha. 25% = 2,560 m ² x 12.93 =		33,100	11,033
(Total gfa = 17,120 m)			<u>\$221,364</u> =====	<u>\$73,788</u> =====

Regional Development Charges

- payable when building permits are obtained
- 17,120 m x \$13.04/m = \$223,244.8
=====

October 6, 1992