



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 274-87


To adopt Amendment Number 129  
to the Official Plan of the  
City of Brampton Planning  
Area.

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

1. Amendment Number 129 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 129 to the Official Plan of the City of Brampton Planning Area.

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

this 9th day of November, 1987.

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK



ORIGINAL

By-law 274-87

AMENDMENT NUMBER 129  
to the Official Plan of the  
City of Brampton Planning Area

21-0P 0031-129-1

Amendment No. 129  
to the  
Official Plan for the  
City of Brampton

Amendment No. 129 to the Official Plan for the  
Brampton Planning Area, which has been adopted by  
the Council of the Corporation of the City of  
Brampton, is hereby approved under Sections 17 and  
21 of the Planning Act, 1983, as Amendment No. 129  
to the Official Plan for the Brampton Planning  
Area.

Date

*May 24/88*

  
Minister of Municipal Affairs



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APPROVED
AS TO FORM
LAW DEPT.
BY
<i>[Signature]</i>
DATE

*[Signature]*  
 \_\_\_\_\_  
 KENNETH G. WHILLANS - MAYOR

*[Signature]*  
 \_\_\_\_\_  
 LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY  
*[Signature]*  
 \_\_\_\_\_  
 City Clerk  
 City of Brampton  
 NOV 16 1987

AMENDMENT NUMBER 129  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON

1.0 Purpose

The purpose of this amendment is to change the land use designation of lands shown outlined on Schedule A to this amendment, to change the location of a Local Road and a Collector Road, and to increase the density of low density residential development.

2.0 Location

The lands subject to this amendment comprise approximately 41.070 hectares and are located in the vicinity of the south-west corner of 17th Sideroad (Mayfield Road) and Highway Number 10 (Hurontario Street), being part of Lot 17, Concession 1, W.H.S., in the geographic Township of Chinguacousy, in the City of Brampton. The subject lands are shown on Schedule A to this Amendment.

3.0 Details of the Amendment and Policies Relative Thereto:

The Official Plan for the City of Brampton Planning Area is hereby amended:

- (1) by changing, on General Land Use Designations, Schedule A thereof, the land use designations of the lands shown on Schedule A to this amendment from INDUSTRIAL and INSTITUTIONAL to RESIDENTIAL and OPEN SPACE, and
- (2) by changing, on Schedule SPI(A) thereof, the land use designation of the lands shown outlined on Schedule B to this amendment and numbered 1 through 8, from the existing land use designations set out in the left-hand column of Table 1, to the new land use designations indicated in the right-hand column of Table 1.

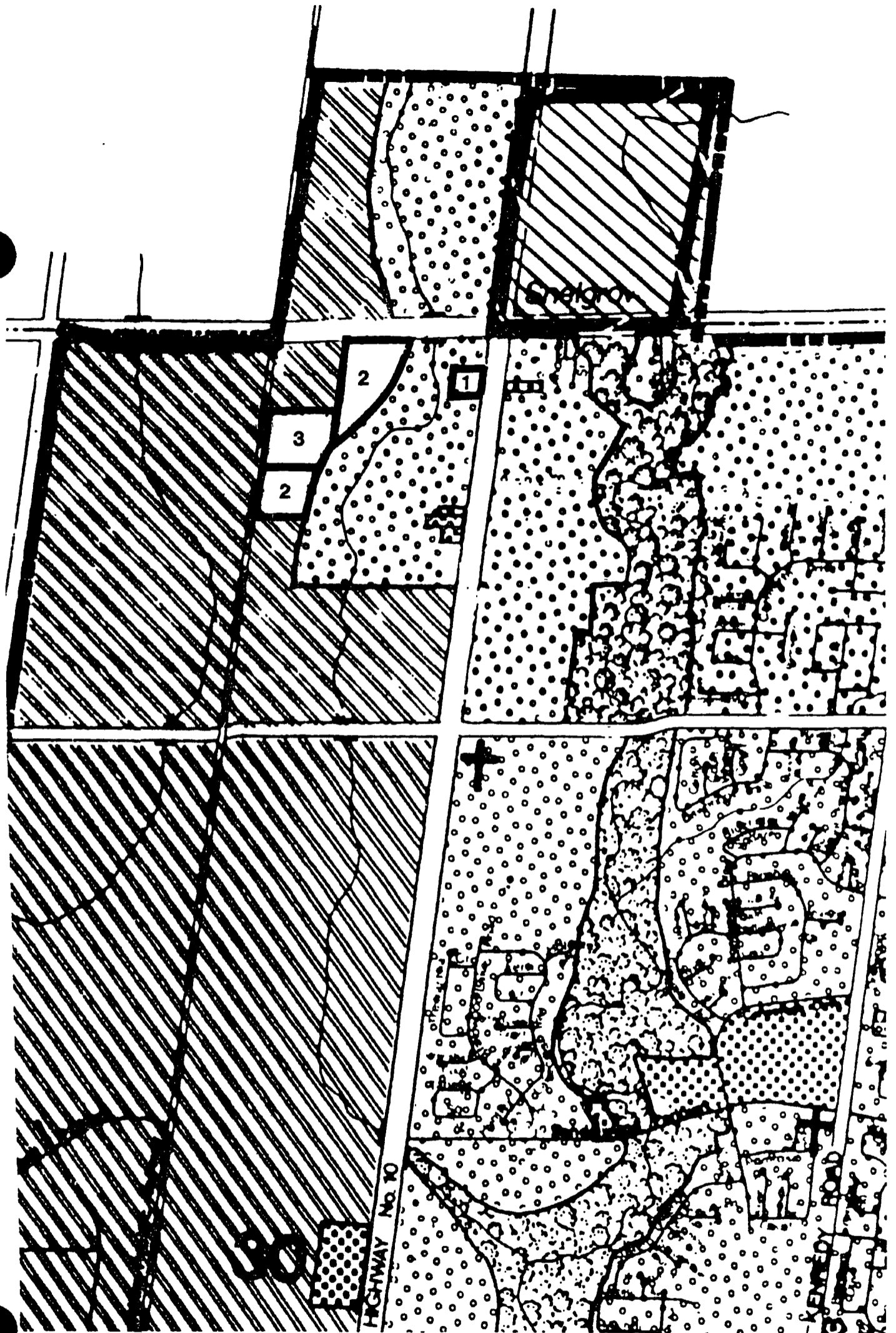
TABLE 1

Location on Schedule B	Existing Designation	New Designation
1.	Low Density Residential and General Industrial	Neighbourhood Park
2.	General Industrial	Low Density Residential
3.	Service Commercial	Low Density Residential
4.	Convenience Commercial	Low Density Residential

5.	Low Density Residential	Convenience Commercial
6.	Low Density Residential	Public Open Space
7.	Neighbourhood Park	Low Density Residential
8.	Institutional	Low Density Residential

(3) by changing, on Schedule SP1(A) thereof, the existing location of a Local Road and a Collector Road situated between the C.P.R. tracks and Highway Number 10 (Huronario Street), to the locations shown on Schedule B to this amendment.

(4) by amending Section 7.1.1, the definition of low density residential, to permit a density of 8.24 units per gross residential hectare (3.334 units per gross residential acre), to be located only on the subject property as shown on Schedule B to this amendment.



- Lands Subject To This Amendment
- LEGEND
- 1. From Institutional To Residential
  - 2. From Industrial To Residential
  - 3. From Industrial To Open Space

OFFICIAL PLAN AMENDMENT No. 129

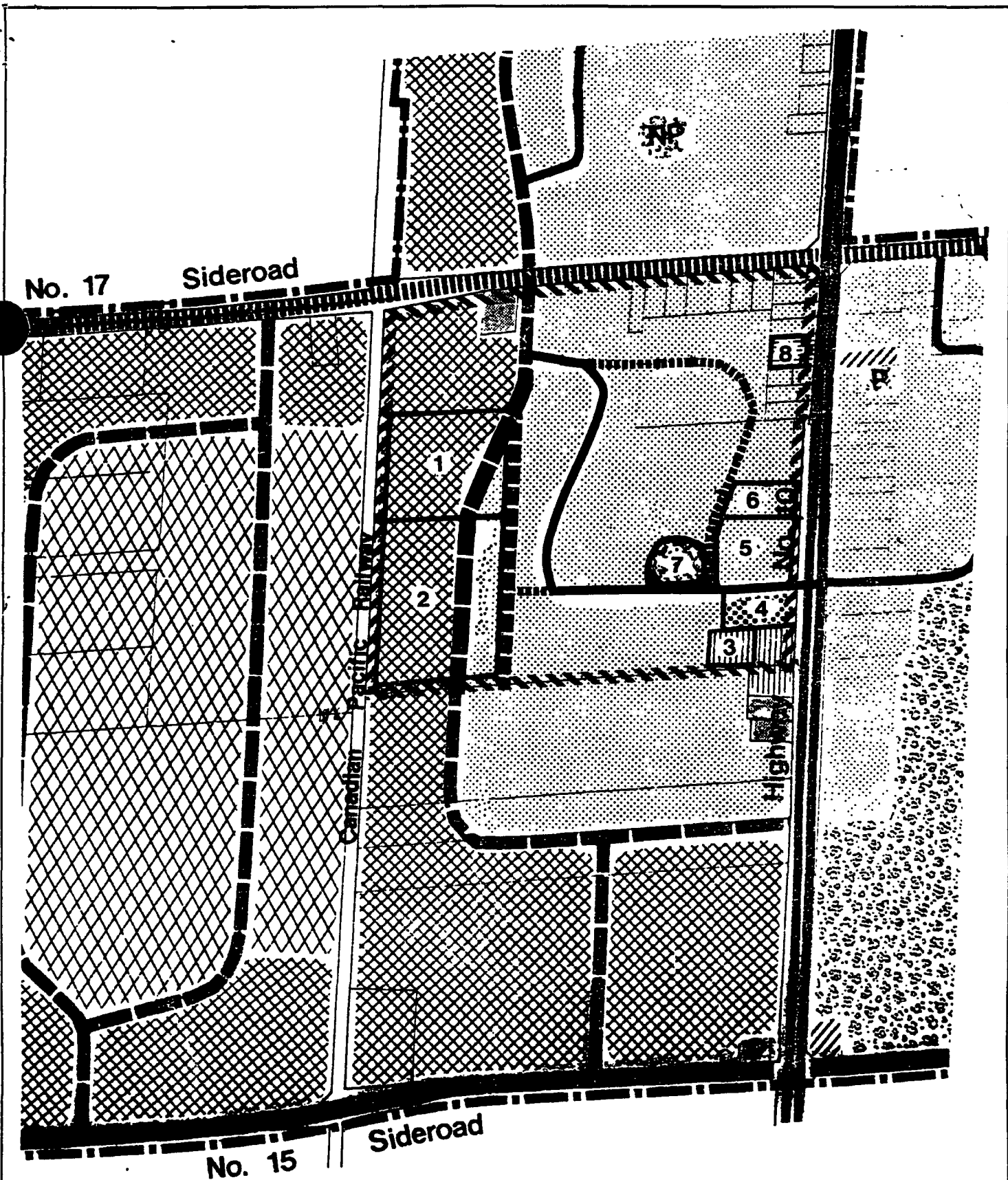


**CITY OF BRAMPTON**  
Planning and Development






SCHEDULE A





1:12000

Date: 1987 10 01      Drawn by: C.R.E.  
File no. CIW17-3      Map no. 6-5D



-  Low Density Residential
-  Institutional
-  Public Open Space
-  Utility
-  Service Commercial
-  Convenience Commercial
-  General Industrial
-  Light Industrial
-  Neighbourhood Park

-  Provincial Highway
-  Major Arterial Road
-  Collector Road
-  Minor Collector Road
-  Local Road

-  LIMIT OF LANDS AFFECTED
-  1-8 LIMIT OF LAND REDESIGNATIONS
-  LOCAL ROAD RELOCATED
-  COLLECTOR ROAD RELOCATED

OFFICIAL PLAN AMENDMENT No. 129

SCHEDULE B



1:8000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1987 09 21      Drawn by: C.R.E.  
File no. CIW17-3      Map no. 6-5C



BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 129

Attached is a copy of a planning report, dated May 14, 1987 and the notes of a Public Meeting held on June 3, 1987 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands, AND A COPY OF ALL WRITTEN SUBMISSIONS RECEIVED.

~~271877~~

MINISTRY OF CITIZENSHIP  
AND CULTURE

DUFFERIN-POOL ROMAN CATHOLIC  
SEPARATE SCHOOL BOARD

CP RAIL

MINISTRY OF NATURAL RESOURCES

MINISTRY OF TRANSPORTATION  
AND COMMUNICATIONS

S.H. DEWDNEY, LANDSCAPE ARCHITECT

METROPOLITAN TORONTO AND REGION  
CONSERVATION AUTHORITY

- ~~MARCH~~, MARCH 3, 1986 AND  
APRIL 7, 1987

- APRIL 7, 1987 AND  
JULY 6, 1987

- APRIL 15, 1987

- APRIL 29, 1987

- MAY 11, 1987

- MAY 14, 1987

- JULY 30, 1987

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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May 14, 1987

TO: The Chairman and Members of  
Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and Zoning By-law  
East Half of Lot 17, Concession 1, W.H.S.  
(Former Township of Chinguacousy)  
GREAT-L DEVELOPMENTS LIMITED  
Region of Peel File Number: 21T-78032B  
Our File Number: CIW17.3

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## 1.0 INTRODUCTION

A draft plan of subdivision has been submitted to the Region of Peel and circulated in accordance with normal procedures for processing draft plans of subdivision.

An application for an amendment to the Official Plan and the zoning By-law 861, to implement the proposed draft plan of subdivision has also been submitted to staff for a report and recommendation.

## 2.0 PROPERTY DESCRIPTION

The subject property is located at the south-west intersection of Highway Number 10 (Hurontario Street) and 17th Sideroad.

The lands are presently occupied by a single family dwelling and a barn and are currently used for agricultural purposes. There are no significant trees on the property and there is an intermittent

watercourse flowing in a north-south direction through the property. The C.P.R. railway tracks run parallel to the westerly property boundary.

The total area of the site is 32.87 hectares (81.22 acres). The property is bordered by several single family residential lots along both Highway Number 10 and 17th Sideroad and a veterinary clinic.

3.0 Official Plan and Zoning Status

Schedule A of the Official Plan designates the lands adjacent to the C.P.R. Tracks as "Industrial" and the remainder of the lands as "Residential". In the south-east corner of the property, is a Commercial designation.

The property is within the Snelgrove Secondary Plan Area and therefore is subject to Amendment Number 26. The secondary plan designates the lands between the C.P.R. tracks and a north-south collector road as "Light Industrial" and the lands east of the north-south collector road as "Low Density Residential".

There is also a "Convenience Commercial" designation on Highway Number 10 to the south of the east-west collector road and a "Neighbourhood Park" designation on the north side of an east-west collector road.

By-law 861, as amended, of the former Township of Chinguacousy zones the subject property as Agricultural Class I (A1).

4.0 PROPOSAL

The applicant is requesting that the Official Plan and zoning by-law be amended to permit the proposed draft plan of subdivision on a site having an area of 32.87 hectares (81.22 acres).

The proposed plan of subdivision contains the following:

- 198 lots for single family residential dwellings having minimum widths of 18 metres (59 feet);
- a park block 3.035 hectares (7.5 acres) in size;
- a convenience commercial block of 1.457 hectares (3.6 acres) in size;
- a block .8 hectares (2.0 acres) in size to be used as a community/recreation centre; and
- a 3.035 hectare (7.5 acre) block to be used for the purposes of a public works yard.

The proposed lot lay-out has provided all of the proposed residential lots, the community centre, the commercial lot, the park and the City Works yard with direct access to internal roads.

5.0 COMMENTS

The Law Department, Consumer's Gas, Bell Canada, Zoning Section of Public Works Department, Community Planning Section advised that they had no comments.

Public Works Departmne

a) Development Section:

advised that they require a stormwater management report for this part of the Etobicoke Creek watershed including the proposed development north of 17th Sideroad to confirm the adequacy of the proposed 2.08 acre stormwater pond.

- further advised that the developer is to contribute 50 percent of the cost of traffic signals at 17th Sideroad and at Highway Number 10 intersection.

b) Building Section:

- advised that streets will be named.

c) Traffic Section:

- no comment.

Peel Regional Police Force:

- advised that it appears that this development will have no adverse affect on any of their future plans.

Administration Department

Property Section:

- advised that leases on the city property line have been extended to June 30, 1987.

Brampton Hydro

- advised that they have no comment or modification requests at the present time.
- noted that most of the requirements are guaranteed by agreements undertaken for hydro servicing.

Region of Peel

Planning Department advised that:

- they have no concern with the proposed location of the Community Centre as long as no access is taken from Highway Number 10. Mr. D. Gordon, Commissioner of Community Services for the City of Brampton advised that the access onto Highway Number 10 was not critical to the viability of this Community Centre and that the access off Street 'C' would be sufficient;
- as their concern is only with the request for access from/to Highway Number 10 and not with the location of the Community Centre, the access off Highway Number 10 from Block 233 (Community Centre) should be deleted from this plan of subdivision;
- noise attenuation measures may be necessary for residential lot abutting onto Highway Number 10;
- no access from the Convenience Commercial (Block 236) should be permitted onto Highway Number 10, and
- access to/from the Public Works and Park Yard should be located on 17th Sideroad rather than Street 'A'.

Metropolitan Toronto and Region Conservation Authority:

- advised that their staff has reviewed the plan and would have no objections to draft 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 the following:

(a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands. This report should include:

- plans illustrating how this drainage system will tie into surrounding drainage systems, i.e. 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 flows to pre-development levels for all storms up to and including the 2 year storm.

- proposed methods for controlling or minimizing erosion and siltation on-site and/or 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.

- recommended that the developer or his consultant contact the Authority prior to preparing the above report to clarify the specific requirements of this development.

(b) plans for the treatment of the small watercourse affecting the site.

(c) overall grading plans for the subject lands.

(2) That the owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:

(a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report(s), as required in Condition (1).

(b) to obtain a permit for the works described in Condition (1).

Ministry of Citizenship and Culture

- advised that they had no objections and requested that their standard archaeological conditions for draft plan approval include the following:

a) That prior to any development taking place the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site, to the satisfaction of the archaeology unit of the Ministry of Citizenship and Culture.

b) That prior to the signing of the final plan, the Region is to be advised by the Ministry of Citizenship and culture that this condition has been carried out to their satisfaction.

Canadian Pacific Railway:

- advised that they have reviewed the above-mentioned proposal and wish to state their opposition to it. Residential development adjacent to their right-of-way is not compatible with Railway operations. The health, safety and welfare of residents could be adversely affected by their activities.



also advised that should the application be approved, CP Rail requests the following conditions be imposed on the development:

1. A berm or combination berm and noise attenuation fence, having a total height of not less than 5.5 metres above top of rail must be erected and maintained by the developer on the adjacent property parallel to our right-of-way. The berm portion must have a minimum height of 2.5 metres above top of rail.
2. Dwellings should be set back a minimum distance of 30 metres from the property line. Unoccupied buildings, such as garages may be exempted.
3. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 metres of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz.
4. Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
5. Clauses to be registered on and run with the title of all properties within 300 metres of our right-of-way warning prospective purchasers of the Railway's presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations.
6. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.

7. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

- noted that to ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, your assurance that the above conditions will be imposed on the developer would be appreciated.

Dufferin-Peel Roman Catholic Separate School Board:

- advised that the pupils from the development may be accommodated in a holding/host school until the school in 21T-85029B is constructed.
- advised that approximately 69 Junior Kindergarten to Grade 8, and 24 Grades 9-12/OAC pupils are projected to be the yield from the 199 units proposed in the plan.
- noted that the Board requires that the following conditions be fulfilled prior to registration of the above-noted plan:

1) That the following clause be inserted in all Agreements of Purchase and Sale for residential lots in the Plan until the permanent school for the area has been constructed;

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

further, that students may later be transferred to the neighbourhood school.", and

- 2) That a sign be erected at all major entrances into the subdivision advising prospective purchasers that until a school is constructed in this community alternate accommodation will be provided.

Region of Peel

(i) Development Control

- advised that this plan was not considered as part of the Bovaird/Kennedy Traffic Impact Study and thus will only exacerbate the capacity problems outlined in the study and in the follow-up monitoring study.
- advised that based on the plan submitted, they have the following comments:
  - o M.T.C. should be asking for a 0.3 metre reserve along the entire side of block 203 (convenience commercial) abutting onto Highway 10. As an alternative to complete restriction, a right-in/right-out could be allowed onto Highway 10. Nevertheless, its major access point should off Street B only. This latter access should be at least 50 metres from the Highway 10/Street B intersection;
  - o Two lot numbers 196 and 197 are repeated twice thus increasing the total number of residential lots from 199 to 201 for this plan of subdivision;

- o Noise attenuation measures other than the proposed berm may be necessary for residential lots abutting onto the C.P.R. tracks;
  - o Ensure that enough road widening is provided along 17th Sideroad (R.R. 14) for an ultimate right-of-way of 36 metres, and
  - o The 0.3 metre reserve along 17th Sideroad, should be extended easterly along residential block 199.
- It should be noted that the secondary plan for this area shows a strip of land, approximately 200 metres wide from the C.P.R. tracks easterly, as industrial. Consequently, if this land is to remain industrial, this subdivision plan should be recirculated for comments.
- that based on an overall view of the Bovaird/Kennedy Study Area with respect to the individual merits of this plan, this plan of subdivision should not be released until Highway 410 is completed to Bovaird Drive, and Bovaird Drive is constructed to 4 lanes from Highway 10 to Highway 410.

(ii) Public Works

- advised of the following concerns:

1. Sanitary Sewer Facilities

Sanitary sewer facilities are available in an existing 21" dia. sewer on easement on the west side of Highway #10, approximately 5,000 feet south of the subject lands. External easements and construction will be required.

2. Water Facilities

Water facilities are available in a 400mm (16") dia. watermain on the 17th Sideroad and a 400mm (16") dia. watermain on Highway #10. Looping of the watermain system will be required.

3. Region Roads

A 5.18 metre widening is required along 17th Sideroad. A 15 metre daylight triangle is required on the south-east corner of 17th Sideroad and Street 'A'. The applicant shall acquire a 15 metre daylight triangle on the north-west corner of 17th Sideroad and Street 'A'. A 0.3 metre reserve is required along the widened limit of 17th Sideroad, including the hypotenuse of the daylight triangles.

The applicant will be required to carry out intersection improvements on 17th Sideroad and Street 'A', and shall provide funds for traffic signals and related works at this intersection.

A sound attenuation report is required relating to 17th Sideroad. Street 'A' shall align with Street 'A' of the Draft Plan T78092 to the north.

4. Waste Management

There are no waste disposal sites 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.

5. Lot Levies/Frontage Charges

Full lot levies apply. Watermain frontage charges apply on the 17th Sideroad and on Highway #10.

6. Specific Draft Plan Conditions

Not applicable.

Planning and Development Department

(i) Community Design Section

- advised that a noise feasibility and tree study should be submitted prior to draft plan approval.

(ii) Policy Section

- advised if the commercial use area is reduced or eliminated, it is recommended that reversed frontages and noise walls be avoided, because in the secondary plan process, specific concerns were expressed that Snelgrove not become a "walled" town.

Public Works Department

Development Section advised that:

- prior to this plan being finalized the future road pattern at the lands to the south must be known and approved;

- Street 'B' must be in alignment with the street to the west of Highway 10 and as close as possible to the lot line between lots 16 and 17;
- Street 'C' cannot proceed beyond the north limit of Street 'N', until the lands to the north are acquired;
- Street 'N' must terminate in a cul-de-sac at lot 179 and in conjunction with this, lots 177, 178 and 176 would not be issued any building permits;
- a storm water management report must be submitted and must include the total watershed;
- a storm drainage report for approval of the City and the MTRCA is also required;
- cash-in-lieu for sidewalk must be provided along Highway 10 and 17th Sideroad.

Peel Board of Education

- advised that they have no objection to the proposed draft plan of subdivision, provided the following conditions are included in the draft approval:
  1. "The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy."

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

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

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

The Board requires the above to ensure that prospective purchasers of homes in this area are aware of the school accommodation situation.

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



- also noted that: the anticipated yield from this plan is as follows: 80 K-8  
40 9-13;
- the students generated are presently within the following attendance areas

Alloa Public School                    K-8  
 Mayfield Secondary School        9-13; and

- these schools have the following enrolments and capacities:

	<u>Proj. Sept/86</u> <u>Enrolments</u>	<u>OME-10%</u>
Alloa Public School	379	347
Mayfield Secondary School	1540	1449

- it was also noted that the foregoing comments apply for a two year period, at which time, updated coments will be supplied upon request.

Ministry of Transportation & Communication

- advised that they require Block 239 as a road dedication, as well as the conveyance of a .3 metre (1 foot) reserve along Highway #10, with the exception of the Street A road allowance and the vet clinic.
- requested to review and comment on the drainage report.

- requested a copy of the traffic report to ascertain if intersection improvements are required and if they are required, that financial arrangements be entered into that the developer pay for the improvements.

6.0 DISCUSSION

As noted earlier, the proposed development is to be situated within lands designated both Industrial and Residential. The subject proposal is acceptable in principle to those lands which are designated "Residential" in the Official Plan and "Low Density Residential" in the Snelgrove Secondary Plan Area (OPA #26).

The remaining lands, which are located adjacent to the C.P.R. tracks, are designated "Industrial" by the Official Plan. These lands will require an amendment to the official plan and the secondary plan to permit the proposed residential development on the said lands. However staff is concerned regarding Section 2.3.3.2, of the Official Plan, which states that "where residential uses are located in an area designated "Industrial", lands abutting and adjacent to these residential uses shall not be approved for industrial development, until those lands can be developed in conjunction with the residential lands for industrial purposes...."

However staff is concerned regarding Section 2.3.3.2, of the Official Plan, which states that "where residential uses are located in an area designated "Industrial", lands abutting and adjacent to these residential uses shall not be approved for industrial development, until those lands can be developed in conjunction with the residential lands for industrial purposes..."

Section 7.1.4 of the official plan states that "residential uses shall be buffered from industrial areas and public highways by such means as berms or increased side yard widths and depths...."

Section 7.1.5 advises that "direct access to residential lots from any roadway which acts as a boundary between areas for industrial and residential purposes shall not be permitted".

Staff is concerned regarding the southwest corner of the subject lands, lots 52-58 inclusive and the lack of buffering between these lots (52-58) and the lands to the south, which are designated "Industrial".

The applicant has also requested an amendment to the zoning by-law to permit the development for the purpose proposed by the proposed plan of subdivision. The applicant has requested a detached dwelling zoning, which would permit the construction of detached dwellings on lots having a minimum width of 16.5 to 23.0 metres, the majority of the lots having a minimum lot width of 18 metres, (59 feet), a minimum depth of 35 metres (114.8 feet) and a minimum area of 700 square metres (7534.98 square feet).

In considering the proposed residential zoning, staff noted that the lands along the easterly limit of Highway #10, south-east of the subject lands which are also being developed for detached dwellings, are proposed to be zoned R4. The R4 zones will have special sections to recognize the various proposed lot frontages (22-25m) and lot depths 30-35m).

The lands in the southeast corner of the subject property, the northwest corner of the Street B and Highway #10, is designated "Convenience Commercial" according to the Official Plan and "General Commercial" according to the Snelgrove Secondary Plan, O.P.A. Number 26. The applicant is proposing to locate a convenience retail/service plaza having an area of 1.285 hectares (3.175 acres) at the intersection of the Street B and Highway #10. It is the opinion of staff that the proposed location and the commercial use of Block 236, would be acceptable in principle.

Immediately north of the proposed retail area, is proposed a community/recreation facility area, having an area of .809 hectares (2.0 acres), identified as Block 233 on this draft plan.

To satisfy the requirement for a neighbourhood park, Block 234 with an area of 3.035 hectares (7.5 acres), has been located in the westerly part of the plan, south of the Public Works yard and abutting the C.P. railway tracks.

The applicant has advised that both the commercial plaza and the community centre will be accessible only from the abutting interior road (Street C) and that no direct access is to be provided onto Highway #10.

In the design of the proposed draft plan attention was directed to ensure that the entrance of the collector road was directly aligned with the roadway proposed on the east side of Highway #10. Although the lands to the immediate south of the subject property are designated "Industrial", the proposed road pattern of this development has addressed the possibility of the southerly extension of Street A, the westerly collector road.

Another consideration in the design of the subject proposal has been the impact of noise and vibration from Highway #10, 17th Sideroad and the C.P.R. tracks. A noise and vibration study was submitted to City staff, on behalf of the proponents. Region and City staff had several concerns regarding the preliminary noise analysis, particularly regarding:

1. the formulae used;
2. the expected increase in rail traffic, and
3. the design and the manner in which the berms have been terminated around the existing residences.

A revision of the study is forthcoming.

It is also noted in the noise study that where a berm and acoustical wall are necessary, such treatment shall be totally within the proposed plan of subdivision;

Staff have reviewed the tree survey and assessment report submitted by the applicant. It has been noted that there are several trees on the lands identified for the community centre. The quality of those trees has not as yet been determined. Once staff has ascertained which trees will be kept, the owner will be responsible for the maintenance and the protection of those trees and the removal of all other trees and vegetation as required by the City.

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

#### 7.0 RECOMMENDATION

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

- A) A Public Meeting be held in accordance with City Council's procedures, and that
- B) 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 and that draft approval of the proposed plan of subdivision be subject to the following conditions:
  - 1. The approval be based on the draft plan, dated January 27, 1987, prepared by John G. Williams & Associates Limited, redline revised as follows:
    - (a) 0.3 metre reserves be shown on all lots and blocks where they abut Highway Number 10 and 17th Sideroad;

(b) 0.3 metre reserves be shown on all lots and blocks where they abut the widened limit of Highway 10 & 17th Sideroad, and

(c) 0.3 metre reserve be shown on the southerly limit of Street A.

2. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies with respect to the subdivision.
3. The applicant shall agree by agreement to grant easements, as may be required for the installation of utilities and municipal services, to the appropriate authorities.
4. The applicant shall agree by agreement to support an appropriate amendment to the Official Plan and the Zoning By-law to permit the proposed development.
5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
6. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
7. The residential lots permitted on the site shall be limited to a maximum gross floor area of 7.4 lots per hectare.
8. Development of the subject lands shall be staged to the satisfaction of the City.
9. The applicant shall agree by agreement to contribute 50% of the cost of traffic signals at the 17th Sideroad and Highway #10 intersection.

10. The applicant shall agree by agreement to convey Block 234 to the City of park purposes in a condition satisfactory to the City.
11. the applicant shall agree by agreement to erect fencing along the lot lines of lot 86 which abut Block 234 or any proposed parkland, open space or buffer areas in accordance with the City's fencing policy.
12. The applicant shall agree by agreement to convey to the City the 0.3 metre reserve along the southerly limit of Street A.
13. The applicant shall agree by agreement to provide the future public works yard, Block 235, with an access to 17th Sideroad and not to Street A.
14. The applicant shall agree by agreement to convey to the Region:
  - (a) a 5.18 metre road widening along 17th Sideroad;
  - (b) 0.3 metre reserves on all lots and block where they abut the widened limit of 17th Sideroad; and
  - (c) a 15 metre daylight triangle at the north-west and the south-east corners of 17th Sideroad and Street 'A'.
15. 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.

16. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.
17. The applicant shall agree by agreement that prior to Architectural Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.
18. That prior to any development taking place the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site, to the satisfaction of the archaeology unit of the Ministry of Citizenship and Culture.
19. That prior to the signing of the final plan, the Region is to be advised by the Ministry of Citizenship and Culture that condition 18 has been carried out to their satisfaction.
20. The applicant shall agree in the agreement to provide the following:
  - (1) A berm or combination berm and noise attenuation fence, having a total height of not less than 5.5 metres above top of rail must be erected and maintained by the developer on the adjacent property parallel to our right-of-way. The berm portion must



have a minimum height of 2.5 metres above top of rail;

- (2) Dwellings should be set back a minimum distance of 30 metres from the property line; unoccupied buildings, such as garages may be exempted;
- (3) Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 metres of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz;
- (4) Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry;
- (5) Clauses to be registered on and run with the title of all properties within 300 metres of our right-of-way warning prospective purchasers of the Railway's presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations;
- (6) There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway, and
7. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

21. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Region of Peel and the City of Brampton.

22. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 21 above, shall be implemented to the satisfaction of the Region of Peel and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clauses shall be included in a registered portion of the subdivider's agreement:

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

(b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in a colour coded form, that have existing or potential noise environmental problems, and

(c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the Plan and further, staff shall be permitted to monitor the sales office to ensure compliance.

23. The applicant shall agree by agreement that:

(a) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, and the City, the following:

(i) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site for a 2 year storm and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, as well as the adequacy of the proposed .84 hectare (2.08 acre) storm-water pond.

(b) The owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority, and the City;

(i) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, and the City, the recommendations referred to in the report(s) as required in condition 23(a) above.

(ii) to obtain a permit for the works described in Condition 23 (i).

(c) The owner agrees in the agreement that the location and description of all outlets and other facilities which may require permits under Ontario Regulation 293/86, shall be inspected by the M.T.R.C.A.

- (d) The owner agrees in the agreement to outline the plans for the treatment of the small watercourse affecting the site to the satisfaction of the M.T.R.C.A. and the City of Brampton.
24. The applicant shall agree by agreement, at the City's option, to either install a sidewalk along Highway #10 and 17th Sideroad where it abuts the subject lands, or pay to the City, prior to final approval an amount equal to the estimated cost of construction, as approved by the City.
25. The applicant shall agree by agreement that all construction traffic shall enter the subdivision at location(s) as determined by the City. In this respect, arrangements shall have been made, to the satisfaction of the City and in with the Region, or the Ministry of Transportation and Communications as necessary prior to the installation of services, for such access. Satisfactory arrangements; shall involve the maintenance of the entrance in a good condition, reinstatement of the area when construction is completed and the clean-up of all materials tracked onto the roadway by vehicles used in conjunction with building operations.
26. The applicant shall agree by agreement that arrangements shall be made to the satisfaction of the City prior to the initiation of grading and prior to the registration of this plan or any phase thereof, for the preservation of existing trees.
27. The applicant shall agree by agreement to remove all trees and vegetation on the subject lands as required by the City.
28. Prior to the issuance of any building permit on Block 236, an appropriate development proposal shall be approved by the City and the block shall be rezoned accordingly.

- C17-28
29. Prior to the registration of the plan, that the following clause be inserted in all Agreements of Purchase and Sale for residential lots in the Plan until the permanent school for the area has been constructed;

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

30. That the applicant shall agree by agreement, that a sign be erected at all major entrances into the subdivision advising prospective purchasers, that until a school is constructed in this community, alternate accommodation will be provided.
31. The applicants shall agree by agreement to satisfy the concerns of the Ministry of Transportation and Communications regarding:
  - a) the drainage report, and
  - b) the necessary improvements to the intersection as required by the traffic study.
32. The applicant shall agree by agreement to convey to the Ministry of Transportation and Communications:
  - a) Block 239, and
  - b) a .3 metre reserve on all lots and blocks where they abut the limits of Highway #10.

33. The applicant shall agree by agreement that prior to final approval, the applicant shall provide to the satisfaction of the City of Brampton Public Works Department, a finalization of the financial and land exchange arrangements of the lands within this draft plan of subdivision.

34. That the applicant agrees to enter into an arrangement with the Peel Board of Education to include the following:


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

35. That the applicant shall agree in an agreement that the following conditions shall be included in any agreement of purchase and sale for the next 5 years:

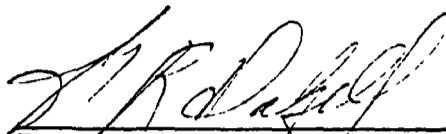
Whereas, despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according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

C17-30


Respectfully submitted,

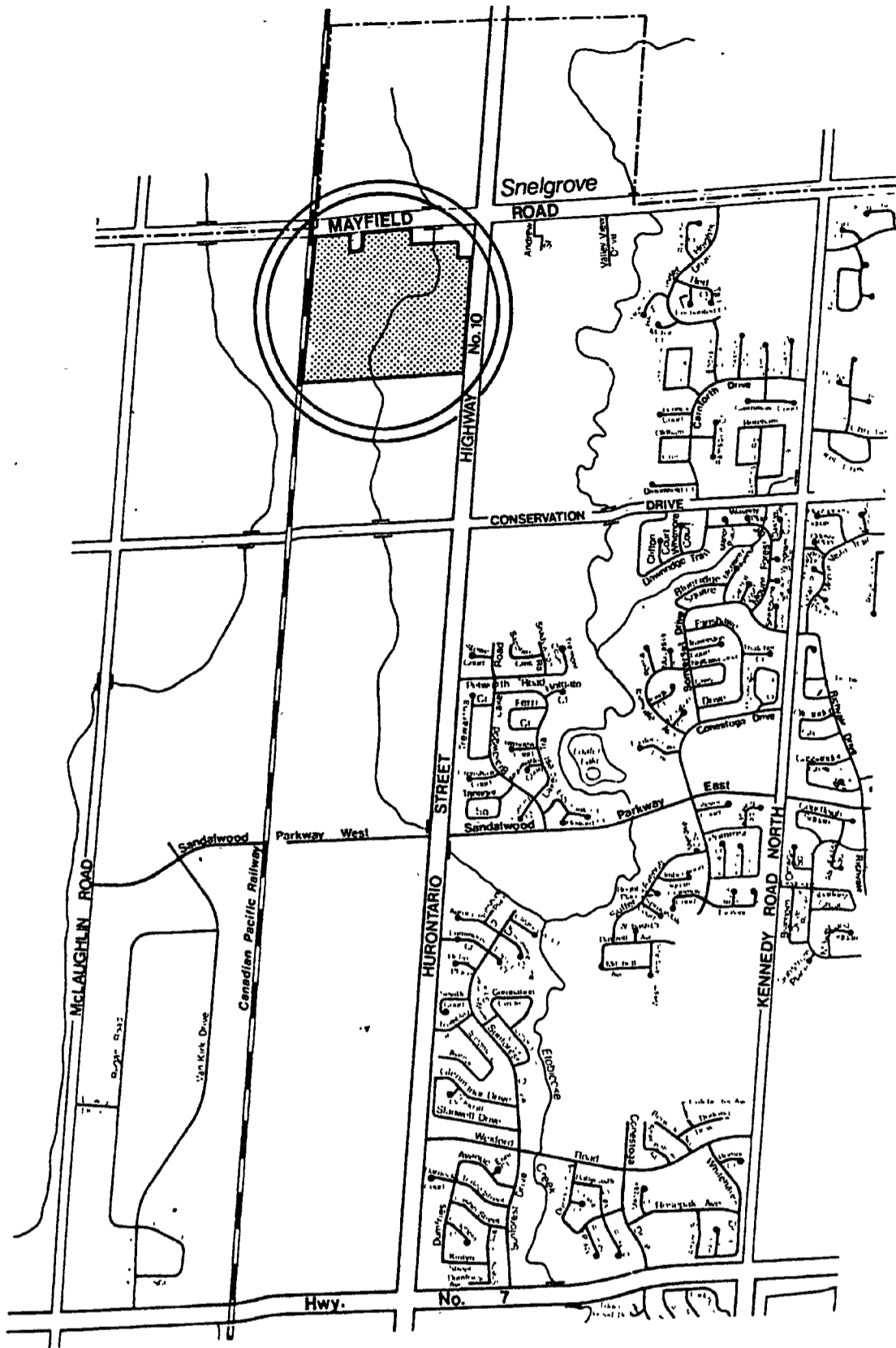
  
Gail Speirs, M.C.I.P.  
Development Planner

AGREED:

  
F. R. Dalzell, Commissioner  
Planning and Development

GS/am/5

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



GREAT - L DEVELOPMENTS LTD.



CITY OF BRAMPTON  
Planning and Development

Location Map

1:25000

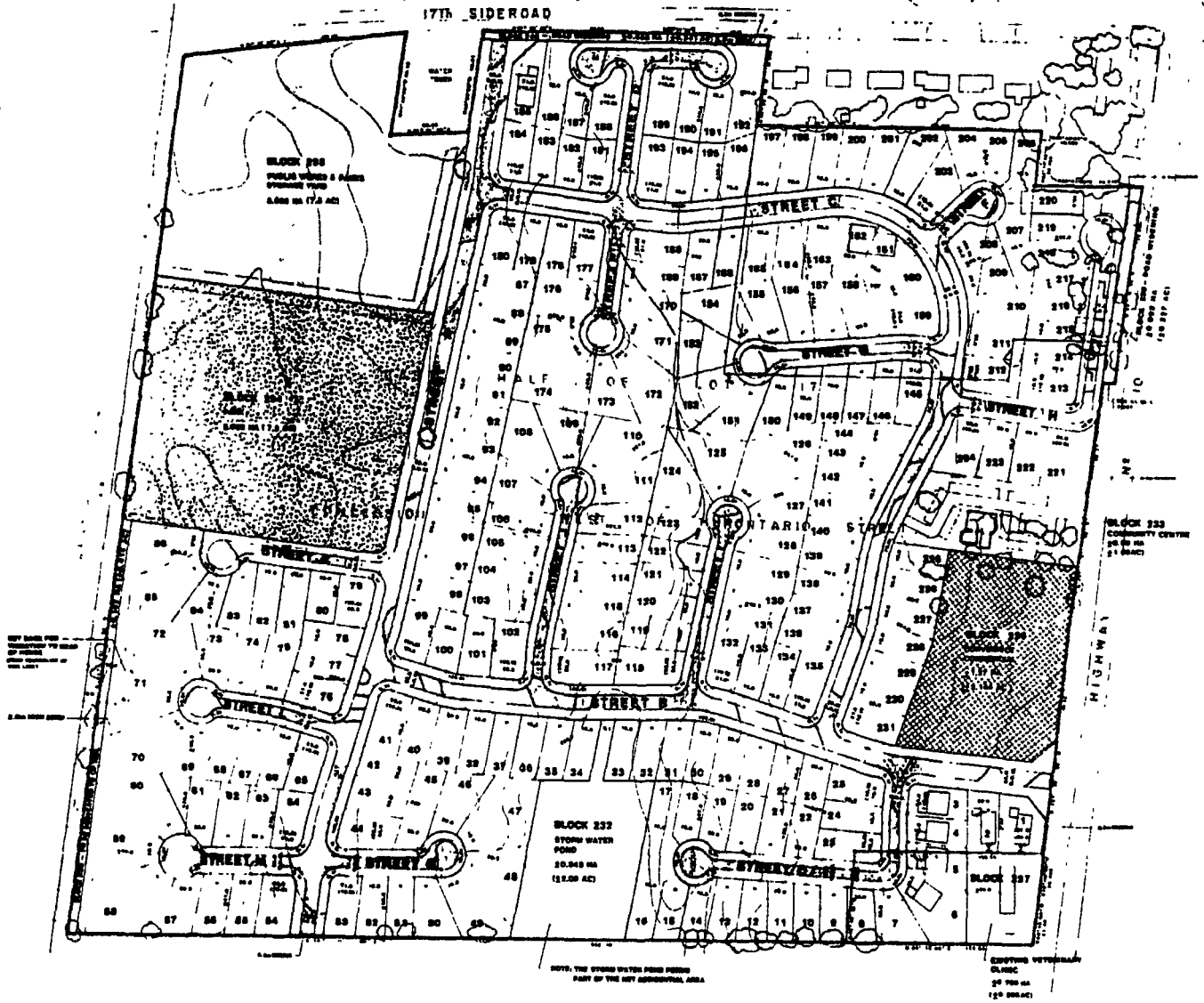
Date: 87 03 23    Drawn by: RB  
File no. CIW7.3    Map no. 6-7A



C17-32

UNIT COUNT

LOT SIZE	HEALTHY DEVELOPMENTS LTD.	CITY OF BRAMPTON	STRESS DEVELOPMENTS LTD.	TOTAL SUBDIVISION PLAN
40.0	3	-	-	3
40.0	114	56	-	170
50.0	62	14	-	77
50.0	1	-	-	1
57.0	1	-	-	1
TOTAL PAVED LOTS	182	70	0	252
TOTAL PAVED LOTS	18	12	0	30
TOTAL LOTS IN SUBDIVISION PLAN				282



GREAT-L DEVELOPMENTS LTD.

Subdivision Plan



1:4550

CITY OF BRAMPTON  
Planning and Development

Date: 87 03 23 Drawn by: RB  
File no. C1W17.3 Map no. 6-7B

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

1987 06 11

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan  
 and Zoning By-law  
 Part of Lot 17, Conc. 1, W.H.S.  
 Ward 2  
 (Former Township of Chinguacousy)  
 GREAT-L DEVELOPMENTS  
 Our File: C1W17.3

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The notes of the Public Meeting held on Wednesday, June 3, 1987 are attached for the information of Planning Committee.

Several members of the public appeared at the meeting to enquire as to the layout of the proposed subdivision. Some concern was expressed as to the need to improve the drainage in the immediate area. Several persons also enquired if their properties could be hooked up to the proposed sanitary sewers. Staff has since been advised by the Region that sanitary sewers could be made available to the nearby residences along Highway #10 and the 17th Sideroad. No communications have been received with respect to the application.

Due to the minor revisions of the locations and areas of the community centre and the commercial area, there are 227 residential lots and not 231 lots, as shown on the subdivision plan attached to the staff report. A copy of the subdivision plan, which was shown at the Planning Committee Meeting and the Public Meeting, was the amended version.

- cont'd. -

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

- A) the notes of the Public Meeting be received;
- B) the application be approved subject to the conditions approved by City Council on May 25, 1987, and
- C) staff be directed to present the appropriate documents to City Council.

Respectfully Submitted,

Gail Speirs  
 Gail Speirs,  
 Development Planner

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

AGREED

F. R. Dalzell  
 F. R. Dalzell  
 Commissioner of Planning  
 and Development

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 3, 1987, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:53 p.m., with respect to an application by GREAT-L DEVELOPMENTS LIMITED (File: C1W17.3 - Ward 2) to amend both the Official Plan and the Zoning By-law to permit the subdivision of the subject property into 227 single family residential lots, a park block, a convenience commercial block, a block for a community/recreation centre, and a block to be used for a public works yard.

Members Present: Councillor N. Porteous - Chairman  
Alderman H. Chadwick  
Alderman E. Carter  
Alderman A. Gibson  
Councillor P. Robertson  
Alderman L. Bissell  
Alderman P. Palleschi  
Alderman S. Di Marco  
Councillor E. Mitchell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development  
L.W.H. Laine, Director, Planning and Development Services  
J. A. Marshall, Director of Planning Policy and Research  
J. Corbett, Policy Planner  
G. Speirs, Development Planner  
K. Ash, Development Planner  
R. Burnett, Development Planner  
E. Coulson, Secretary

---

Approximately 12 members of the public were in attendance.

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

Mr. Dalzell replied in the affirmative.

- cont'd. -

Ms. Speirs 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 in attendance. It was noted that there are 227 lots, not 197 lots.

Mr. D. Crowe, Mayfield Road, inquired about hook-ups to sanitary sewers; if the widening of 17th Sideroad will affect septic tanks and the water shed, and storm sewer provision.

Mr. Dalzell responded that the above noted will have to be investigated. He noted that the widening of 17th Sideroad is being provided for, however, it is not proposed at this time.

Mr. Koehle addressed the issue of storm sewers.

Mr. Zucker, owner of property to the south of the subject site, asked if staff would consider an addition to this plan to include lands to the south.

Mr. Dalzell responded that a separate application would be required.

Mr. J. Brown, 17th Sideroad, asked for clarification of lines on a map and asked for a copy of a plan from Ms. Speirs. He voiced concern relating to drainage because of low-lying lots, and what will happen to the discharge from his sump pump, which drains into the ditch at the present time.

Mr. Brown (telephone: 846-1176) was informed that staff would be in touch with him regarding his concerns.

Marian Muscat commented on the lack of notice of the public meeting, and requested two-week notice as one week is not enough time. She reported that Mr. Gwin Morgan, an adjacent property owner, did not receive notice.

Hook-ups to sanitary sewers was questioned, as well as septic tank drainage. There were no further questions or comments and the meeting adjourned at 8:10 p.m.



Ontario

Ministry of Ministry of  
Citizenship Affaires civiles  
and Culture et culturelles  
Archaeology Unit,  
Heritage Branch, 2nd Floor  
(416) 965-4490

77 Bloor Street West  
Toronto, Ontario  
M7A 2R9

77 ouest, rue Bloor  
Toronto, Ontario  
M7A 2R9

Your File:

March 3, 1986

Our File:  
**Planning Dept**  
**RECEIVED**  
MAR 5 1986

Mr. Doug Billett  
Director of Development Control  
Planning Department,  
The Regional Municipality of Peel  
10 Peel Centre Drive,  
Brampton, Ontario  
L6T 4B9

244	Action	In's	Seen
Committee			

JP  
VZ  
JD  
BK  
DM  
MG  
HB

Dear Mr. Billett:

The Archaeology Unit, Heritage Branch, Ministry of  
Citizenship and Culture invites your office to submit  
subdivision draft plans for archaeological review. In  
connection with the circulation of regional subdivision  
draft plans for review, we are providing your office with  
the following background information regarding our approach  
to archaeological resource conservation in the context of  
the revised Planning Act. Our office will be reviewing  
drafting plans in order to determine if registered sites  
are located on the subject properties or if the lands  
display low, moderate or high potential for the discovery  
of historic or prehistoric archaeological resources. Such  
potential is determined on the basis of existing  
information concerning past regional settlement patterns,  
which in turn were determined by local topography, soils,  
forest cover, animal/fish resources, travel routes, etc.  
Previous twentieth century development disturbance can have  
a substantial negative impact on archaeological resources  
and thereby, the potential of a particular property.

Should a subject property be deemed to have moderate to  
excellent potential for the discovery of archaeological  
resources, then our office will request that an  
archaeological assessment be contracted by the developer as  
a condition of draft plan approval. The resulting  
information will allow our office to review the development  
proposal as stipulated in the revised Planning Act and  
make recommendations regarding final plan approval.

Our standard archaeological conditions for draft plan approval include the following:

- 127 a/ That prior to any development taking place the owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site, to the satisfaction of the Archaeology Unit of the Ministry of Citizenship and Culture.
- 128 b/ That prior to the signing of the final plan, the Region is to be advised by the Ministry of Citizenship and Culture that this condition has been carried out to their satisfaction.

As indicated in the above, mitigation of significant and unavoidable archaeological resources within a proposed subdivision is the responsibility of the developer. Such a project can be expensive, so that the Ontario Heritage Foundation has in the past provided matching grants or the province has absorbed 50 percent of the cost of any requisite salvage excavations.

We trust that the above clarifies our position regarding archaeological resource assessment and mitigation under the revised Planning Act. Should you or your staff have any further questions, feel free to contact our office at the above address or telephone number.

Yours truly,

*Gary Warrick*

Gary Warrick,  
South Central Region.  
for: William Fox,  
Senior Archaeologist.



Ontario

Ministry of    Ministère des  
Citizenship    Affaires civiques  
and Culture    et culturelles

77 Bloor Street West  
Toronto, Ontario  
M7A 2R9

77 ouest, rue Bloor  
Toronto, Ontario  
M7A 2R9

Archaeology Unit,  
Heritage Branch, 2nd Floor  
(416) 965-4490

Your File:

Our File:

April 7, 1987

Planning Dept.  
RECEIVED

Mr. Doug Billett  
Director of Development Control  
Planning Department  
The Regional Municipality of Peel  
10 Peel Centre Drive,  
Brampton, Ontario  
L6T 4B9

Comm. Sec. 1		
Dir. Dev. Cont.		
Dir. Transp.		
Dir. Soc. L.		
Sr. Planner		

Re: Subdivision File No.: 21T-78032B

Dear Mr. Billett:

Our office has reviewed the subdivision (21T-78032B) plan and have found that the property displays a moderate potential for the discovery of archaeological remains. This assessment is based on the presence of a water source. Consequently, we would recommend that the standard condition of archaeological approval be applied to the proponent's draft plan.

Yours truly,

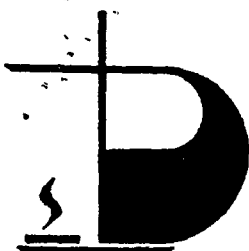
*Gary Warrick*

Gary Warrick  
Staff Archaeologist, Southcentral Region

for: William Fox  
Senior Archaeologist

*Gul*





THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ECOLES SEPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

April 7, 1987

City of Brampton PLANNING DEPT.	
Date	APR 21 1987 Rec'd.
File No.	C1617.3

Mr. Peter E. Allen  
Commissioner of Planning  
Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

*RR*

Re: Revised Draft Plan of Subdivision  
21T-78032B - Great L Developments  
Pt. Lot 17, Con. 1, W.H.S.  
City of Brampton

Comments submitted July 22, 1986 are still applicable to the above-noted revised draft plan of subdivision. However, due to an increase in the number of units proposed in the plan, the yield will change from a projected 53 Junior Kindergarten to grade 8 and 18 Grades 9-12/OAC to 69 Junior Kindergarten to Grade 8 and 24 Grades 9-12/OAC separate school pupils. Pupils from this development may be accommodated in a holding/host school until the school in 21T-85029B is constructed, and not in Sacred Heart as previously indicated.

Yours truly,

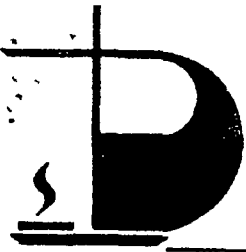
*J.K. Brooks*

for Sherryl Daoust  
Planner

TB/jz

c.c. F. Dalzell, City of Brampton ✓  
J. Greeniaus, Peel Board of Education  
Applicant

*File 870422*



THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ÉCOLES SÉPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

July 6, 1987

Mr. D. R. Billett  
Director of Development Control  
Region of Peel  
10 Peel Centre Drive  
Brampton, Ontario  
L6T 4B9

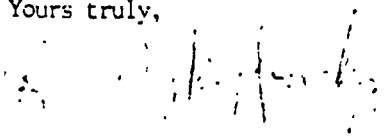
Dear Sir:

Re: 21T-78032B  
Great-L Developments Ltd.  
City of Brampton

Comments submitted on July 22, 1986 are applicable to this revised plan.

The 227 units in this revised plan are expected to generate approximately 59 Junior Kindergarten to Grade 8, and 23 Grades 9 to 12 OAC separate school students.

Yours truly,


  
Sherryl Daoust  
Chief Planner


SD/sh

CC - F. Dalzell, City of Brampton  
J. Greeniaus, Peel Board of Education

City of Brampton  
PLANNING DEPT.

Date JUL 10 1987 Rec'd.

File No. C1W17-3  


  
870710

**CP Rail**

Office of the  
Superintendent

April 15, 1987

Our File: 620.4-OS-1200  
Your File: CIW/7.3

City of Brampton  
PLANNING DEPT.  
Date APR 28 1987 Rec'd

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

Attention: Mr. P. E. Allen  
Commissioner of Planning

Dear Sir:

Re: Revised Draft Plan of Subdivision  
21T-78032B - Great L Developments  
Pt. Lot 17, Con. 1 W.H.S.  
City of Brampton, Mileage 12.0  
Owen Sound Subdivision

Further to my letter of April 14th, 1987 in connection to the abovenoted proposed Draft of Subdivision.

We have reviewed the above-mentioned proposal and wish to state our opposition to it. Residential development adjacent to our right-of-way is not compatible with Railway operations. The health, safety and welfare of residents could be adversely affected by our activities; however, should the application be approved, CP Rail requests the following conditions be imposed on the development:

1. A berm or combination berm and noise attenuation fence, having a total height of not less than 5.5 meters above top of rail must be erected and maintained by the developer on the adjacent property parallel to our right-of-way. The berm portion must have a minimum height of 2.5 meters above top of rail.
2. Dwellings should be set back a minimum distance of 30 meters from the property line. Unoccupied buildings, such as garages may be exempted.
3. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 meters of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz.

*Handwritten note:*  
bki  
8/20/87

4. Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry.
5. Clauses to be registered on and run with the title of all properties within 300 meters of our right-of-way warning prospective purchasers of the Railway's presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations.
6. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.
7. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

To ensure the safety and comfort of adjacent residents and to mitigate as much as possible the inherent adverse environmental factors, your assurance that the above conditions will be imposed on the developer would be appreciated.

I would appreciate being advised of your decision regarding this application in due course.

Yours truly,

  
P. A. Pender,  
Superintendent

JRN/sj

c.c. Planning Department, City of Brampton



### Notification of Discrepancy

At the time of scanning the original record, the following discrepancy was noted.

File Name	Subject	Document Date
By-law 274-1987	Revised Draft Plan of Subdivision 21T-78032B	29-Apr-87

Poor Quality Original

Fax

Photocopy

Old/Poor Paper Quality

Other

Poor printing quality on Pages # 1 and # 2

Missing Item

Document

Page(s)

Omitted Item

Page

Other

Dispositor/Location of Original

Other Discrepancy

Imaging Technician:

Lee Tee

Date

20-Jan-10

City of Brampton  
PLANNING DEPT.  
Date MAY 20 1987 Rec'd.  
File No. CIW 17.3

c.c. City of Brampton

April 29, 1987

Planning Dept. 78032B  
RECEIVED

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

Attention: Mr. P.E. Allen

Dear Sirs:

SUBJECT: Revised Draft Plan of Subdivision  
ZIT-78032B

Part Lot 17, Conc. I, WHS  
City of Brampton

Staff of this office have now reviewed this revised draft plan of subdivision.

A headwater tributary to Etobicoke Creek traverses the subject property. It is our objective to maintain or enhance the water quality from these 'feeder' tributaries, thereby providing better opportunity for rehabilitation efforts on the Etobicoke system in the future and providing Lake Ontario with water of sufficient quality to meet our fisheries program objectives.

Alterations to the watercourse on site should incorporate natural features into the design of drainage swales being used to convey overland surface flows. There is concern that, unless proper stormwater management and erosion and sedimentation control measures are employed during the development of the site, including any watercourse alteration, negative impact on the downstream water quality could result.

Accordingly, the Ministry of Natural Resources would have no objection to draft approval, subject to the following conditions:

- 1) Prior to final registration of the plan of subdivision, or any on site grading, the Ministry of Natural Resources must have reviewed and approved 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.
  - (b) the means whereby erosion and sedimentation and their effects will be minimized on the site during and after construction.
  - (c) site soil conditions, including grain size distribution profiles.
  - (d) site grading plans.

*Paul S. 11.24*


2) That the owner agree in the subdivider's agreement, in wording acceptable to the Ministry of Natural Resources:

- (a) to cause to be carried out the recommendations referred to in condition 1) (a), (b), (c) and (d) 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.
- (c) to advise the Ministry of Natural Resources 48 hours prior to commencement of grading or the initiation of any on site works.

3) Alterations to this watercourse will require application under the Lakes and Rivers Improvement Act for review and approval by the Ministry of Natural Resources.

Please advise us of your decision. Should you have any questions, please contact Kathleen Armstrong (832-7229) at this office.

Yours truly,

  
I.B. Earl  
District Manager  
Maple District  
10401 Dufferin Street  
Maple, Ontario  
LOJ 1E0

Telephone: 416-832-7222

LP:af

c.c. City of Brampton  
M.T.R.C.A.  
Ministry of Municipal Affairs

nl

Ministry of  
Transportation and  
Communications

*110*  
~~Corridor Control Section~~  
Room 226, Central Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

Telephone No. 235-3826

May 11, 1987

File: 21T-78032B

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

Attention: P. E. Allen

Dear Sir:

Re: Plan of Subdivision, City of Brampton  
Part of Lot 17, Concession 1, W.H.S.  
Highway No. 10, District No. 6 - Toronto

We recommend dedication of Block 239 on the final plan.

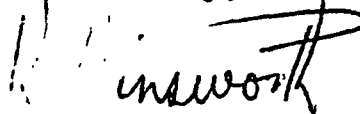
On the attached plan, shown in shaded purple, is a 0.3m reserve across the entire highway frontage of Blocks 236, 233, and lots 213, 220, 221 and lot 1. We request the reserve be conveyed to this Ministry as a condition of draft approval.

May we also be provided with a drainage plan and report outlining the developer's intended treatment of the calculated run-off which must be cleared prior to final approval.

It is anticipated that intersection improvements will be necessary at the Hwy. No. 10/Street B location and costs associated with improvements will be the responsibility of the developer. A legal agreement must be entered into prior to final approval.

A traffic report indicating the anticipated peakhour turning volumes is to be submitted for review by this Ministry.

Yours truly,



K. Ainsworth

For: A. Zembal  
Section Head

AZ/KA/zw

cc: City of Brampton  
District No. 6  
Central Region

*See also: [unclear] - a little later!!*  
*great - L.*



# INTER-OFFICE MEMORANDUM

## Office of the Commissioner of Planning & Development

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May 14, 1987

TO: G. Speirs

FROM: S. Dewdney

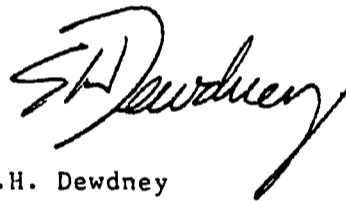
RE: Great L Developments, Veterinarian Clinic  
File: CLW17.3

Further to our several discussions on the above noted, I have reviewed the supplementary noise study submitted by Wilson and Associates concerning the potential impact of dog noise on the proposed subdivision.

To summarize, the Consultant has identified a potential noise problem generated by dogs kept inside the existing clinic due to several acoustical deficiencies in the building shell. Apparently these problems can be corrected relatively easily through a variety of minor structural modifications.

The report also mentions that dog noise originating from outside the building is not presently a problem because dogs are seldom allowed outside and on such occasions are with an attendant.

However, in view of the fact that the existing zoning permits unlimited outdoor kennels on this site, I would suggest that a special zoning by-law be required which would officially limit its usage to the existing indoor facility. In my opinion, this would be the best way of protecting future surrounding residents from an outdoor kennel operation.



S.H. Dewdney

SHD/ar

c.c. L.W.H. Laine

the metropolitan toronto and region conservation authority

5 shoreham drive, downsvew, ontario, m3n 1s4 (416) 661-6600

1986.07.30

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

ATTENTION: Peter E. Allen, Commissioner of Planning

Dear Sir:

Re: File No. 21T-78032B  
Proposed Plan of Subdivision  
East half Lot 17, Concession I, W.H.S.  
City of Brampton  
(Great-L. Development Ltd.)

We acknowledge receipt of your letter dated June 26, 1986, concerning the above-noted proposed development and 3 copies of the draft plan (Job No. W735 South, dated March 26, 1986 and prepared by John G. Williams Associates Ltd.).

Our staff has reviewed the plan and would have no objections to draft 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 the following:
  - (a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands. This report should include:
    - plans illustrating how this drainage system will tie into surrounding drainage systems, i.e. Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
    - storm water management techniques which may be required to control flows to pre-development levels for all storms up to and including the 2 year storm.
    - proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction;

.../2

al Municipality of Peel, ATTN: Peter E. Allen

File No. 2LT-78032B, Proposed Plan of Subdivision, East half Lot 17,  
Concession I, W.H.S., City of Brampton  
(Great-L. Development Ltd.)

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- location and description of all outlets and other facilities  
which may require permits under Ontario Regulation 293/86.

It is recommended that the developer or his consultant contact the  
Authority prior to preparing the above report to clarify the specific  
requirements of this development.

(b) plans for the treatment of the small watercourse affecting the site.

(c) overall grading plans for the subject lands.

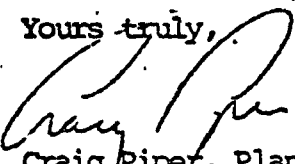
(2) That the owner agree in the subdivision agreement, in wording acceptable  
to the Metropolitan Toronto and Region Conservation Authority:

(a) to carry out, or cause to be carried out, to the satisfaction of the  
Metropolitan Toronto and Region Conservation Authority, the  
recommendations referred to in the report(s), as required in Condition  
(1)

(b) to obtain a permit for the works described in Condition (1).

If there are any questions please do not hesitate to contact this office.

Yours truly,

  
Craig Piper, Plans Analyst  
Plan Review Section  
Water Resources Division

CP/rb

cc: City of Brampton, Engineering Dept.  
Region of Peel, Planning Dept.