



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

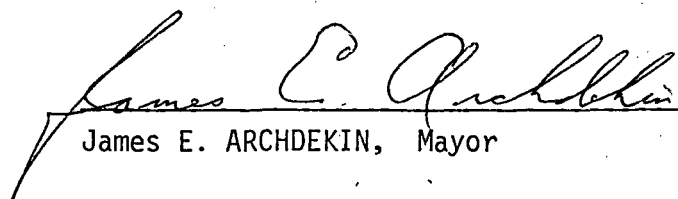
Number 280-80

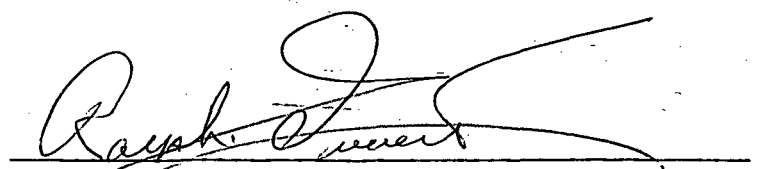
To adopt Amendment Number 60 to the Consolidated Official Plan of the City of Brampton Planning Area.

The Council of The Corporation of the City of Brampton, in accordance with the provision of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 60 to the Consolidated 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 Housing for approval of Amendment Number 60 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 27th day of October, 1980.


James E. ARCHDEKIN, Mayor


Ralph A. EVERETT, City Clerk

PASSED October 27th, 1980



BY-LAW

No. 280-80

To adopt Amendment Number 60
to the Consolidated Official Plan
of the City of Brampton Planning
Area.

ORIGINAL

21-OP-0006-60

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AMENDMENT NUMBER 60
to the Consolidated Official Plan
of the City of Brampton Planning Area

Amendment 60
to the
Official Plan for the
City of Brampton Planning Area

I hereby approve, in accordance with sections 17 and 52 of the Planning Act, this Amendment to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, subject to the following modifications:

1. Section 6.12, page 5, is hereby deleted and replaced with the following:
"6.12 Since planned school sites are an integral component of the overall open space and recreation system and they have been accounted for in the determination of city public open space requirements, the city will endeavour to purchase a reasonable portion of any such sites which are substantially released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school lands."
2. Section 11.1.10, page 13, is hereby deleted and replaced with the following:
"11.1.10 The design of roads which are under the jurisdiction of the City of Brampton, shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips, and boulevards where appropriate."
3. Section 14.5.1, page 16, is hereby deleted and replaced with the following:
"14.5.1 No building permits shall be issued for the subject lands or part thereof until such time as the city and the region have been satisfied that the industrial plant and associated shale pit, which are presently existing on the said lands, will have permanently ceased to be in operation prior to the occupancy of any dwelling unit."
4. Section 14.6.2, page 17, is hereby deleted in its entirety and the remaining subsections are renumbered accordingly.
5. Schedule "A", is hereby modified by deleting the words "Intermediate Separate" from the phrase "Intermediate Separate School".

As thus modified, this amendment is hereby approved pursuant to section 17 and 52 of the Planning Act.

Date

July 8, 1983


Minister of Municipal Affairs and Housing



THE CORPORATION OF THE CITY OF BRAMPTON


BY-LAW

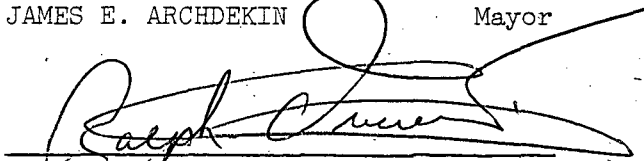
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JAMES E. ARCHDEKIN Mayor


RALPH A. EVERETT Clerk

1. Purpose:

The purpose of this Amendment is to specify development principles for the lands shown on the attached Schedule A in order to achieve their orderly, efficient and aesthetic development for residential, mixed commercial/residential, highway commercial and parks and open space purposes.

2. Location:

The lands subject to this Amendment comprise a total area of 55.76 hectares (137.8 acres) and are located in the south-east quadrant of the intersection of Highway #7 and Highway #10, being part of Lots 9 and 10 in Concession 1, E.H.S., in the City of Brampton and shown as "New Development Area 6" on Schedule A attached hereto.

3. Details of the Amendment and Policies relative thereto:

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

- (1) by changing, on Plate No.1, the chapter reference of lands subject to this Amendment, as shown on Schedule A, from Chapter C2 to Chapter C57;
- (2) by changing, on Plate No.2, the land use designations of the lands subject to this Amendment, as shown on Schedule A, to the land use designations shown on Schedule A;
- (3) by outlining, on Plate No.2, the lands subject to this Amendment, and adding thereto the label, "See Plate No.53";
- (4) by outlining, on Plate No.27, the lands subject to this Amendment, and adding inside that outline the label, "See Chapter C57";
- (5) by adding thereto, as Plate No.53, Schedule A to this Amendment;
- (6) by adding the following text to the Consolidated Official Plan as Chapter C57:

"CHAPTER C57

1.0 PURPOSE

The purpose of this Chapter, together with Plate 53, is to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban redevelopment of the existing shale pit operation and immediately adjoining lands. The area covered by Chapter 57 will henceforward be referred to as "New Development Area 6 Secondary Plan Area".

2.0 LOCATION

The New Development Area 6 Secondary Plan Area comprises a total area of 55.76 hectares (137.8 acres) located in the south-east quadrant of the intersection of Highway #7 and Highway #10, being part of Lots 9 and 10 in Concession 1, E.H.S., in the City of Brampton as outlined on Plate No.53.

Development Principles

3.0 HAZARD LANDS

3.1 Definition

Hazard Lands associated with the Etobicoke Creek valley as designated on Plate No.53 are those which have inherent physical hazards such as flood or erosion susceptibility, steep slopes or other physical limitations to development. These Hazard Lands shall become part of the Public Open Space system to be used for walking and cycling trails and other recreational pursuits, as an amenity in association with nearby development. Boundaries of the designated Hazard Lands will be established on a site specific basis in consultation with the Metropolitan Toronto and Region Conservation Authority.

3.2 Any alteration to a watercourse or valley, including the placement of buildings, structure or fill, whether originating on the site or elsewhere, or removal of fill or the provision of access to a valley or bridges over a creek is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act.

3.3 Where a development proposal involves land which is designated Hazard Lands, such lands shall not necessarily be acceptable as part of the dedication for park purposes required under The Planning Act. All lands conveyed to the municipality shall be conveyed in a physical condition satisfactory to the municipality. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

3.4 Building and property line setbacks shall be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, in conjunction with the responsible Conservation Authority, on a site specific basis.

4.0 ENERGY CONSERVATION

4.1 Council shall require that any buildings or structures in the residential and mixed commercial/residential areas be, to the greatest extent

practicable, sited and designed with respect to sun orientation and wind direction to minimize heat loss from wind and to maximize the heating effect of the sun.

4.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and westerly winds and by providing shading from and exposure to the sun during the summer and winter respectively.

4.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings on the subject lands in order that the use of the sun as a renewable energy resource may be maximized.

5.0 NOISE ABATEMENT

5.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings as well as schools will not be permitted in locations where the outdoor noise levels are forecast to exceed the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.

5.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of traffic noise, will only be permitted if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Publication NPC-131 Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.

5.3 Areas requiring noise analysis are indicated in Appendix A to this Chapter. The proponents of residential development within these areas shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

6.0 PUBLIC OPEN SPACE

6.1 Lands designated "Public Open Space" on Plate No.53 encompass an existing shale pit which is to be rehabilitated for recreational after 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 (see Section 13.0 below).

6.2 Lands designated "Public Open Space" on Plate No.53 shall be used for public outdoor and indoor recreation areas and facilities.

6.3 Where land designated Public Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.

6.4 Where the Public Open Space designation abuts a Hazard Lands designation, it is understood that where a public park may include some portion of Hazard Lands, the design of both areas will be intergrated. The use of Hazard Lands for public parks shall be limited to predominantly passive recreation.

6.5 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirement or as part of the dedication of land required under The Planning Act.

6.6 The City may accept cash in lieu of the land conveyance requirement, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.

6.7 Notwithstanding policy 6.5, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant Conservation Authority.

6.8 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.

6.9 In recognition of the importance of valleyland and other Hazard Lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such Hazard Lands.

6.10 It is the intent of the City to continue to co-operate with The Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board in the location, development, maintenance and activity programming of school-related recreation sites and facilities.

6.11 Council will continue to satisfy part of the demand for neighbourhood and community recreation facilities by:

(i) arranging with school authorities for the joint use of school grounds and buildings;

(ii) requiring that developers of high density residential development provide on-site recreational facilities.

~~6.12 Since planned school sites are an integral component of the open space and recreation system and since they have been so considered when determining City public open space requirements, the City will require options to purchase all or part of any such sites which are subsequently released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school lands.~~

MODIFICATION
NO. 1
UNDER SECTION 14(1) OF
THE PLANNING ACT.

6.13 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, neighbourhood, and community service level policies and standards contained hereunder.

6.14 Parkettes: Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Spaces and Facilities

Parkettes may include sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic and resting purposes. Active parkettes catering primarily to the play needs of the young should be a minimum of 0.2 hectares (0.5 acres) in size.

(c) Service Radius and Population

Active Parkettes will generally be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a Neighbourhood park or elementary school playground.

6.15 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

6.16 Community Parks

Community parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in Community Parks:

- (i) regulation fields for baseball, soccer and softball;
- (ii) courts for tennis, basketball, bocce, volleyball, racketball, and squash;
- (iii) an arena or indoor pool;
- (iv) recreation centre containing an auditorium, fitness rooms, multi-purpose rooms for meeting and craft programmes;
- (v) bermed areas for tobogganing and skiing;
- (vi) landscaped and natural areas for picnicking and other passive activities;
- (vii) hard-surface multi-sport box;
- (viii) outdoor wading pool;
- (ix) park landscaping, furniture and equipment including benches, walkways, trees and shrub planting, fencing, trash containers.

(b) Size of Parks

In order to accommodate the spaces and facilities noted above, community parks shall contain a minimum of 6 hectares (15 acres) of tableland and will preferably be located to include woodlots or valleyland so that the total park area ranges from 12 to 18 hectares (30 to 45 acres). The size of a community park in a specific location will depend on its relationship to valleys and other natural areas, and on the facilities required to serve the recreation needs of the specific community.

(c) Service Radius and Population

Community Parks will generally be located to serve approximately 15 000 people within a 2.4 kilometre (1 1/2 mile) radius.

6.17 Although public parks are to be planned on the basis of the park hierarchy, it is recognized that it may be desirable in specific circumstances to combine two or more levels of the hierarchy into one park or to split one level of the hierarchy into separate parks. In this case,

it is proposed that the shale pit designated Public Open Space on Plate No.53 be rehabilitated for combined Neighbourhood and Community Park use. The Community Park facilities will be designed in conjunction with the recreational development of the adjacent Etobicoke Creek Valley and will be split between this park and a complementary Community Park to be developed on the opposite side of the valley abutting Centre Street.

6.18 Whenever practical, recreation facilities shall be designed or improved to allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.

6.19 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access to parks and open space links.

6.20 Utility rights-of-way and easements shall be utilized where appropriate to ensure the continuity of open space links.

6.21 The City may acquire land above the top of valley bank by dedication or purchase where necessary to provide safe and convenient pedestrian or bicycle movement along a valley, provide proper access to a valley or to protect the visual amenities of a valley.

6.22 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

6.23 Pedestrian bridges shall be provided over the Etobicoke Creek according to needs and in appropriate locations.

7.0 MIXED COMMERCIAL/RESIDENTIAL

7.1 The area designated "Mixed Commercial/Residential" on Plate No.53 shall be developed as one unit. Permitted uses include one or more of the following uses: residential uses, business and professional offices, a bank or trust company, personal service establishments, retail facilities and other commercial uses which primarily serve the surrounding residential neighbourhood.

7.2 The residential component in the "Mixed Commercial/Residential" designation may include uses set out in Section 8.5 below, at a net density not exceeding 138 units per hectare (56 units per acre).

7.3 The commercial component in the "Mixed Commercial/Residential" designation may include those commercial uses set out in Section 7.1 above, at a gross leasable area ranging between 2780 to 3716 square metres (approximately 30 000 to 40 000 square feet).

7.4 To ensure, to the greatest extent appropriate, the compatibility of commercial and residential uses, comprehensive development plans and design schemes will be required for development in the mixed commercial/residential area, and such development shall be subject to the approval of site plans by the City of Brampton through agreements under the Development Control Provisions of Section 35a of The Planning Act, (R.S.O. 1970 c.349) as amended.

7.5 Mixed commercial/residential development shall be permitted only subject to the following considerations:

- (i) That amenity space is provided exclusively for the residential component and is functionally separate from public areas associated with the commercial component;
- (ii) that any audio, visual or pollution effects that emanate from the commercial component and may adversely affect the residential component be minimized; and
- (iii) that parking, loading and service areas associated with the commercial component are physically and functionally separated from such areas associated with the residential component.

7.6 Where mixed commercial/residential uses abut residential areas, a school site or public open space areas, consideration shall 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 mixed commercial/residential uses are minimized; and
- (ii) that traffic, parking and service areas do not adversely affect adjacent residential, school and open space uses.

7.7 Provisions shall be made for transit vehicles in the design of the mixed commercial/residential development, where deemed appropriate.

7.8 Provision shall be made for transit vehicles and access for the handicapped in the design of commercial areas, where deemed appropriate.

8.0 RESIDENTIAL

8.1 The housing mix target 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>
Single Family Density Types	7%
Semi-Detached Density Types	24%
Apartment or High Density Types	<u>69%</u>
	100%

8.2 The density target for the New Development Area 6 area is 48 units per hectare (19 $\frac{1}{2}$ units per acre) of gross residential area.

8.3 The net density (i.e. dwelling units per net residential area as defined in Section 15.0) for High Density Residential Development shall not exceed 138 units per hectare (56 units per acre).

8.4 In areas designated Low Density Residential on Plate No.53, permitted uses include those residential uses within the Low Density range defined in Section 15.0

8.5 In areas designated High Density Residential on Plate No.53 permitted uses include apartments and other similar housing forms.

8.6 The City shall consider the advisability of including on-site recreation facilities in high density residential development which are commensurate with the anticipated family composition and incomes of future residents.

8.7 The design of high density residential developments shall provide for adequate on-site open space amenities, including where appropriate setbacks from streets, landscape buffers and site landscaping, separation between buildings, parking requirements and appropriate widths and acceptable standards for internal private road systems.

8.8 Each residential building or structure within the High Density residential designation shall be subject to the approval of site plans by the City through agreements under the Development Control Provisions of Section 35a of The Planning Act, (R.S.O. 1970, c.349 as amended.)

8.9 In order to reduce potential conflicts, the juxtaposition of high and low density dwelling types or of low density dwelling types and a highway commercial use shall be controlled through the use of open space, landscaped buffers, setbacks and/or the use of roads as separators wherever possible.

8.10 Day Care Centres be they commercial or private may be located in any part of the Amendment area provided that the following conditions of safety, service and accessibility are met:

(i) primary access to a Minor Collector road and accessible by public transit,

(ii) adequate ingress/egress and parking so as to eliminate conflict with other traffic,

(iii) siting and landscaping to minimize any adverse impact on adjacent residential uses, and

(iv) minimal air and noise pollution.

8.11 In the event that the school site designated on Plate No.53 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.

9.0 SCHOOLS

9.1 One senior separate school has been designated symbolically on Plate No.53.

9.2 Notwithstanding that a specific school site location has been designated on Plate No.53, it is expressly intended that the said location only indicate the presently preferred location and may be modified and shifted without amendment to this Plan.

9.3 Where the designated school site is not required for a school, Sections 6.12 and 8.11 above will apply.

9.4 The designated school site may be used for either a public, private or separate school without amendment to this Plan.

10.0 HIGHWAY COMMERCIAL

10.1 The purpose of the "Highway Commercial" designation on Plate No.53 is to recognize the existing service station use of the Lands and, further, to limit redevelopment of the lands to the purpose of a service station or

similar use, primarily providing for the sale of motor vehicle fuel, oil and lubricants. A service station should include the carrying out of minor repairs and maintenance service to motor vehicles.

10.2 In the case where the size of the highway commercial designated parcel is insufficient to accommodate a service station or similar use, then a low density residential use or will be permitted without the need for a further amendment to this Plan.

10.3 In the case where the lands are redeveloped for service stations or similar purposes, redevelopment shall be subject to the provisions of Section 35a of The Planning Act (R.S.O 1970, c. 349 as amended), and particular consideration shall be given to ensure that structures, on-site traffic and parking, are screened and buffered to minimize undesirable noise, light and visual effects emanating from the highway commercial use upon the adjacent low density residential development.

11.0 TRANSPORTATION POLICIES

11.1 Roads

11.1.1 The Provincial Highways shown on Plate No.53 are to be planned, designed, constructed and designated to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.

11.1.2 The Minor Collector roadway shown on Plate No.53 is to be planned, designed, constructed and designated to accommodate light to moderate traffic volume of short distance traffic at low speed and is intended to afford organization for the local roadway system within the neighbourhood and to provide the connecting points to Highways number 7 and 10. Through traffic will be discouraged from using this roadway. All intersections will be at grade. Direct access from abutting properties will be permitted.

11.1.3 Local roadways are to be planned, designed, constructed and designated to accommodate low volume of traffic travelling at low speeds between points of origin and the minor collector roadway. Intersections will be at grade. Direct access from abutting properties will be permitted.

- 11.1.4 Notwithstanding Section 11.1.3, access from a local road to Highway Number 10 may, subject to MTC approval, be obtained where indicated on Plate No.53.
- 11.1.5 Minor Local roadways are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.
- 11.1.6 The right-of-way width requirements for the minor road network shall typically be 23 to 26 metres (76 to 86 feet), 20 metres (66 feet) and 17 metres (56 feet) for minor collectors, local roads and minor local roads respectively.
- 11.1.7 The right-of-way requirement for Highway #10 and Highway #7 (Bovaird Drive) will be the responsibility of the Ministry of Transportation and Communication.
- 11.1.8 Lands adjacent to Highway #10 and Highway #7 (Bovaird Drive) right-of-way shall only be considered for development if it does not prejudice the right-of-way requirements of the Ministry of Transportation and Communications respecting the said highways.
- 11.1.9 The number and location of access points onto Highway #10 and Highway #7 shall be subject to approval by the Ministry of Transportation and Communication.

~~11.1.10 The design of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.~~

MODIFICATION
NO. 2
UNDER SECTION 14(1) OF
THE PLANNING ACT

11.2 Walkways

- 11.2.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, school and convenience commercial facilities and between residential neighbourhoods.
- 11.2.2 Provision of sidewalks to improve pedestrian safety and convenience will be considered for all road segments having significant vehicular and pedestrian traffic.
- 11.2.3 The City shall ensure that all new sidewalks and reconstructed sidewalks be ramped at intersections where safe and practical.

11.3 Public Transit

11.3.1 Council will encourage the provision of transit service within easy walking distance (300 - 700 metres) of all urban land uses.

11.3.2 Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes to be located within the highway right-of-way.

12.0 MAJOR PUBLIC UTILITIES POLICIES

12.1 Storm Water Management

12.1.1 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.

12.1.2 Council shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a healthy, natural condition.

12.1.3 Council shall ensure that all construction activity introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

12.1.4 A comprehensive storm water management study will be undertaken for the subject lands and will be subject to the approval of the Metropolitan Toronto and Region Conservation Authority prior to the draft approval of any development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

12.2 Sanitary Sewerage

12.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt design and development objectives which have regard for the protection of the natural landscapes in which sewers are installed.

12.3 Cabled Services

12.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

13.0 REHABILITATION OF THE SHALE PIT

13.1 The existing shale pit on the subject lands shall be rehabilitated for recreational after uses in keeping with the provisions of Section 6.0 above and to the satisfaction of the Ministry of the Environment, Metropolitan Toronto and Region Conservation Authority, Ministry of Natural Resources and the City of Brampton.

13.2 A comprehensive rehabilitation and recreational after use study will be undertaken for the existing shale pit and will be subject to approval by the Metropolitan Toronto and Region Conservation Authority, The Ministry of the Environment, Ministry of Natural Resources and the City of Brampton, prior to the draft approval of any development proposal for the subject lands.

14.0 IMPLEMENTATION POLICIES

14.1 Interpretation

14.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.

14.1.2 Although Plate No.53 identifies boundaries of land use designations and road alignments as well as densities, these elements may vary slightly provided that the intent of this Plan is clearly respected.

14.2 Restricted Area By-law

14.2.1 Restricted Area By-laws pursuant to Section 35 of The Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

14.2.2 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of high density residential or mixed commercial-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this Plan.

14.3 Subdivision Control

14.3.1 The subdivision Plan Approval process and Subdivision Agreements pursuant to Section 33 of The Planning Act will be used by Council to ensure that the policies and land uses of this Chapter are complied with and that a high standard of layout and design is maintained in New Development Area 6.

14.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this Chapter and which do not prejudice the financial situation of the City and can be provided with adequate services.

14.3.3 The storm water management studies and rehabilitation/recreational after-use studies referred to in policy 12.1.4 and 13.2 respectively, shall be completed to the satisfaction of Council prior to the draft approval of any plan of subdivision on the subject lands.

14.4 Site Plan Control

14.4.1 Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to Section 35a of The Planning Act.

14.5 Phasing

~~14.5.1 No building permits shall be issued for the subject lands or part thereof until such time as the City has been satisfied that the industrial plant and associated shale pit, which are presently existing on the said lands, will have ceased to be in operation prior to the occupancy of any dwelling unit.~~

14.5.2 Notwithstanding the generality of Section 14.5.1 above, development on those lands adjacent to Highway #7 and Highway #10 will only be considered if it does not prejudice the right-of-way requirements of the Ministry of Transportation and Communications respecting the said highways.

14.6 Parkland Dedication

14.6.1 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivision as a condition of development or redevelopment, funds allocated in the City budget from general revenue or development capital contributions; and money received for park purposes as a condition of approval of consents or in lieu of required land dedications.

14.6.2 In recognition of the overall parkland deficiency which presently exists in the City of Brampton, and in order to help reduce this overall deficiency, it is the intention of Council to pass a by-law pursuant to Section 35b of The Planning Act to require a parkland dedication, or the cash-in-lieu equivalent, of one hectare per 300 dwelling units (one acre per 120 dwelling units) as a condition of approval of medium to high density residential development or redevelopment.

14.6.3 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu parkland dedication, but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

14.6.4 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, and other lands unsuitable for development will not be accepted as part of the parkland dedications referred to in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

15.0 DEFINITIONS

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Net Residential Area" means an area consisting of one or more surveyed and registered lots, blocks and parcels, the principal use of which is for dwellings.

"Gross Residential Area" means the area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended to the centre-line of the roads.

"High Density Dwelling Types" means elevator apartments and other similar housing forms.

"Low Density Dwelling Types" include single detached and semi-detached dwellings.

"Density Target" means that population density ultimately to be achieved by way of implementation of this plan.

MODIFICATION
NO. 14(1) OF
UNDER SECTION 14(1) OF
THE PLANNING ACT

MODIFICATION
NO. 14(1) OF
UNDER SECTION 14(1) OF
THE PLANNING ACT

"Net Density" means the number of dwelling units per net residential area as defined above.

"Handicapped" means persons with physical disabilities of sufficient severity to prevent participation in the full range of everyday activities. "Accessibility" refers to the wheelchair.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Apartment or High Density" means a density of 76 to 198 dwelling units per net residential hectare (31-80 units per net acre) which is typically associated with the elevator apartment housing type.

"Parkland Dedication" means the transfer to the City of the legal title to lands which are to be used for public open space purposes.

"Site Plan Agreement" means an agreement between the City and a prospective developer regarding the provision and maintenance of certain on-site facilities and matters pursuant to Section 35a of the Planning Act.

"Subdivision Agreement" means an agreement between the City and an owner of land regarding the conditions which are to be imposed prior to the approval of a plan of subdivision pursuant to Section 33 of the Planning Act.

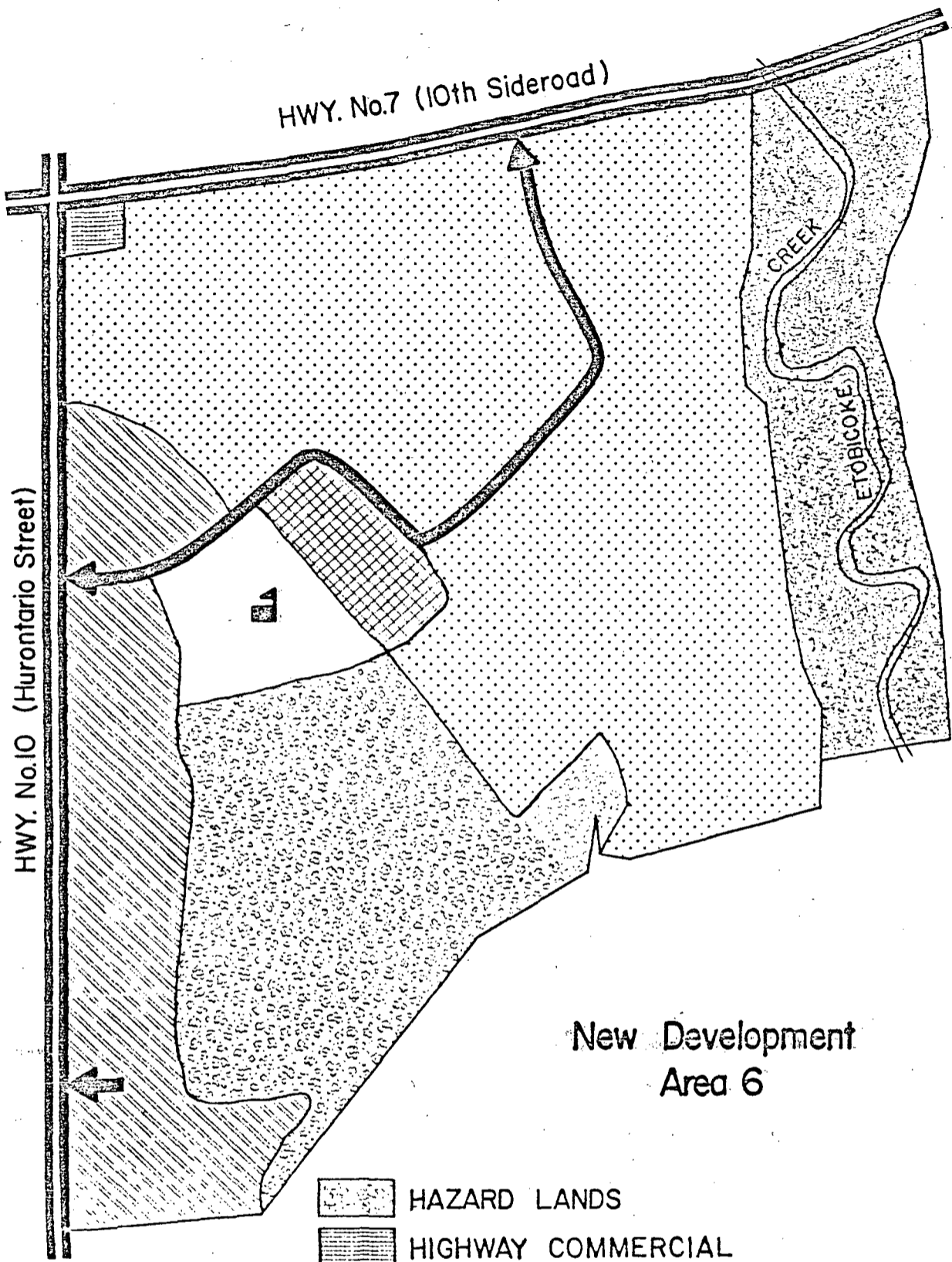
APPENDIX A

AREAS REQUIRING NOISE ANALYSIS










Areas requiring noise analysis are considered to be those lying within 300m (985 feet) of railway main lines and also those lying within the following distances of the various roadway types having the following number of lanes:


<u>TYPE OF ROADWAY</u>	<u>NUMBER OF LANES</u>	<u>DISTANCE FROM CENTRE LINE OF ROADWAY (1)</u>	
		metres	(feet)
Freeway	14	1650	(5415)
	12	1370	(4495)
	10	1230	(4035)
	8	820	(2690)
	6	565	(1855)
	4	260	(855)
Arterial	6	90	(295)
	4	50	(165)
	2	15	(50)
Collector	4	50	(165)
	2	15	(50)

(1) The distance considered as being noise sensitive is calculated on the assumption that objects or structures would be situated between the roadway and the site which would result in a 5 dBA reduction in sound levels."



New Development Area 6

-  HAZARD LANDS
-  HIGHWAY COMMERCIAL
-  HIGH DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  MIXED COMMERCIAL RESIDENTIAL
-  PUBLIC OPEN SPACE
-  ~~INTERMEDIATE SEPARATE~~ SCHOOL NO. 5
-  PROVINCIAL HIGHWAY
-  MINOR COLLECTOR ROAD

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

MODIFICATION
 UNDER SECTION 14(1) OF
 THE PLANNING ACT

O.P. Amendment No. 60
 Schedule 'A'



1:5200

CITY OF BRAMPTON
 Planning and Development
 Date: 1980 09 24 Drawn by: C.R.E.
 File no. CIE9-3 Map no. 43-301

BACKGROUND MATERIAL

Attached are copies of the following:

1. A report of the Director of Planning and Development Services dated 1980 08 05.
2. Notes of the Public Meeting of Planning Committee held 1980 08 12 subsequent to the publishing of the notice in the local newspapers and the mailing of the notice to the assessed owners of properties within 122 metres of the subject site.
3. A report of the Director of Planning and Development Services dated 1980 10 17.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1980 08 05

TO: Mayor and Members of Council

FROM: Chairman and Members of Planning Committee

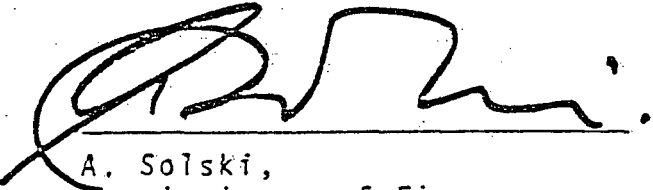
RE: Application to Amend the Official Plan
and Restricted Area By-law to permit
Draft Plan of Subdivision 21T-80029B
Part Lots 9 and 10, Concession 1, E.H.S.
BRAMPTON BRICK LIMITED
Our File: C1E9.3

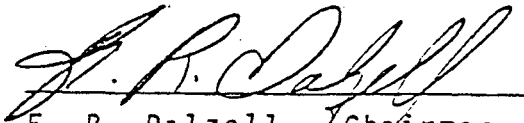
At the Planning Committee meeting of July 14, 1980, Staff were instructed to have a preliminary report prepared for the Council meeting of August 11, 1980, and to call a public meeting for August 12, 1980.

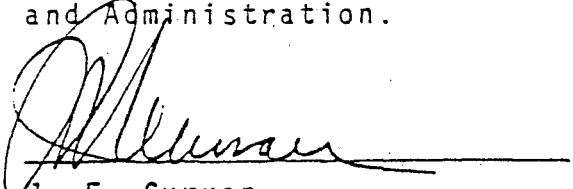
The Development Team has reviewed the report and met with the applicant's consultants to discuss the concerns of staff.

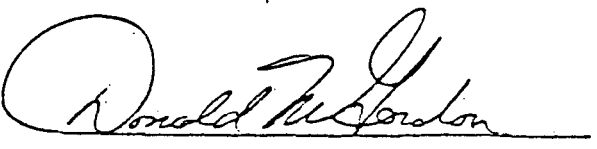
There are many items of concern yet to be worked out and a more detailed report and conditions to be considered by Planning Committee and Council.

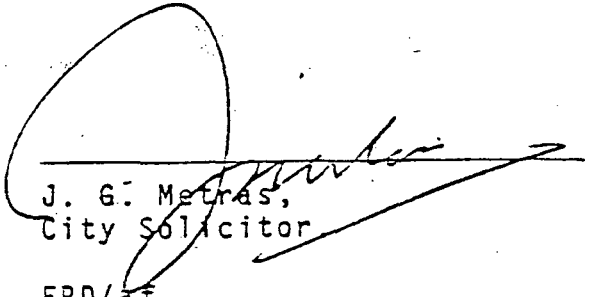
The Development Team are in concurrence with the report as submitted.



A. Soltski,
Commissioner of Finance
and Administration.


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


J. F. Curran,
Commissioner of Public Works.


D. M. Gordon,
Commissioner of Parks and
Recreation.


J. G. Metras,
City Solicitor


L. T. Koehle,
Commissioner of Buildings
and By-law Enforcement.

FRD/af

c.c. R. Everett, J. Brunne, M. McLeod.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1980 08 05

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Restricted Area By-law to permit
Draft Plan of Subdivision 21T-80029B
Part Lots 9 and 10, Concession 1, E.H.S.
BRAMPTON BRICK LIMITED
Our File: C1E9.3

1.0 Introduction

An application has been filed to amend the Official Plan and Restricted Area By-law to permit a Draft Plan of Subdivision for a 55.524 hectare (137.2 acre) parcel and its development for low and high density residential, mixed residential/commercial, recreational and open space purposes.

2.0 Property Location and Characteristics

The subject property is located in the south-east quadrant of the intersection of Highway #7 and Highway #10, having a total area of 55.425 hectares (137.2 acres) with a frontage of approximately 716.7 metres (2351.4 feet) on Highway #7 and 791.5 metres (2596.8 feet) on Highway #10.

The Brampton Brick Limited industrial plant and shale extraction operation is currently located on the south-west portion of the property. The existing shale pit is approximately 5.67 hectares (14 acres) in area and of an approximately 15 metre (49.2 foot) maximum depth. There are farm buildings located in the north-west

...2/

corner of the property. The lands are generally flat but drop off to the east to form the Etobicoke Creek Valley. No significant tree growth exists on the property other than a number of trees which surround the said farm buildings.

At the south-east corner of the intersection of Highways #7 and #10, an automobile service station is located.

To the north of the property, across Highway #7, lands are vacant with the exception of a number of single family dwellings near the intersection of Highways #7 and #10.

To the west, across Highway #10, and vis-a-vis the existing brick manufacturing facilities on the subject lands, the Peel Manor property is located. North of Peel Manor, lands are vacant except for a number of highway commercial and industrial uses further north in the vicinity of the Highway #7 and Highway #10 intersection.

To the south and south-east of the subject property, across the Etobicoke Creek, is a townhousing development (i.e. the Valley Ridge and Greater York Subdivision). Across the Etobicoke Creek Valley, opposite the north-easterly portion of the subject property, lands are used for industrial purposes (i.e. Peel Block).

3.0 Official Plan and Zoning Status

The Consolidated Official Plan designates the subject property as "Residential" and "Urban Public Open Space". The "Residential" designation permits residential uses at a density of about 20 persons per gross acre and neighbourhood commercial uses on the basis of 5.3 square feet of commercial floor space per person.

The property is subject to By-law 861 and for the most part zoned "A" Agricultural, with the Etobicoke Creek Valley being zoned "Conservation and Greenbelt (G)".

Proposal

The north-easterly half of the 55.524 hectares (137.2 acres) site is to be used for low-density residential and open space uses, with the remaining south-westerly portion of the property to be high-density residential, mixed residential/commercial and recreational uses.

The specifics of the proposal are described below and summarized in Attachment 3 to this report.

The Etobicoke Creek Valley is to remain Open Space. There will be 128 single family detached residential lots clustered in the north-easterly corner of the site, along the top-of-bank of the Valley. Further to the west and southwest, 196 semi-detached residential lots are to be located. Five high density multiple blocks are adjacent to Highway #10 but accessible only from an internal road system. The four southern-most apartment blocks abut to the east a proposed recreational area around the existing pit. One mixed commercial/residential block is located at the north-east corner of the said recreation area and overlooks semi-detached residential lots across the street immediately to the north-west and north-east.

A total population of 5052 persons is anticipated. The proposed density is for 36.82 persons per gross acre and the proposed total commercial floor space is for 50 000 to 60 000 square feet (i.e. 9.9 to 11.9 square feet of commercial floor space per person in light of the proposed 5052 total population).

Two access points onto Highway #10 and one onto Highway #7 are proposed. Three of the multiple residential blocks (Blocks 328, 329 and 330) are to be serviced by an internal road.

The recreational area comprises a total of 12.837 hectares (31.72 acres), and is to include a 6.88 hectare (17 acre) lake with dock facilities, a swimming area, and a sandy beach area.

The Open Space area of the Etobicoke Creek Valley is to accommodate a valley trail, two sports fields and a baseball diamond as well as a playground area.

The project is intended to proceed in two phases. The first phase is to consist of all residential building lots plus the most northerly apartment block (Block 327). The existing brick plant operations on the remaining lands to the south are to be phased out over a four to five year period and the second phase of the development, comprising the four remaining multiple residential blocks, the mixed commercial/residential block as well as the rehabilitation of the pit area, is then to commence.

5.0 Background

On September 25, 1978, City Council considered a Proposed Plan of Subdivision to permit the development of the subject lands for low density residential (single family, semi-detached, townhouses),

- a) carry out a traffic study (including pedestrian and transit concerns), a townhouse parking study, a noise impact study re Highways #7 and #10, and environmental and recreation after use studies related to the rehabilitation of the shale pit,
- b) re-formulate the draft Plan of Subdivision in accordance with such studies, and
- c) make formal application for amendments to the Official Plan and Restricted Area By-law.

6.0 Comments

In support of his application for Amendment to the Official Plan and Zoning By-law, the applicant has filed with the Region of Peel the above described plan of subdivision together with certain background materials which have been circulated internally as well as to the various concerned external agencies. To-date, Staff has not received sufficient feedback to evaluate this application in detail. Thus the comments below address only issues of major concern:

a) Phasing

1. This application has been filed on the basis that the continuation and expansion of the existing extraction and industrial uses of the property are incompatible with the surrounding existing and planned residential development due to negative noise, vibration and visual impacts. The proposed phasing program negates the basic reason for this application by moving residential uses even closer to the existing industrial plant while it continues to be in operation.

2. A phasing program appears inappropriate and unnecessary considering the relative small scale of the proposed development.
3. To-date, the City has no assurance that the existing plant will be relocated and that the second phase of development could indeed commence within the 4 to 5 years as proposed. Specific details and confirmation from all other agencies and special approval of the plant relocation should be obtained prior to final registration of the Plan of Subdivision or part thereof.
4. Phase I does not provide for any of the park and convenient commercial needs of its future residents (i.e. a population of about 2350 people). Based on the City's standard park requirements, an appropriate dedication would be necessary for Phase I.
5. In light of the above, Staff is of the opinion that the proposed phasing program should not be implemented and that no building permits should be issued until the existing industrial plant has ceased to be in operation.

b) School Requirements

The Dufferin-Peel Roman Catholic Separate School Board has advised that they have a deficiency respecting school sites in the area and will, require an 8 to 10 acre site for a senior school. The appropriate location of such site is presently being reviewed.

The Peel Board of Education is presently assessing its needs for a junior school site in this area, but has requested that an allweather pedestrian creek crossing and walkway connection be provided as a link between the subject lands and the existing

school to the south-east. The cost and manner of financing such a pedestrian connection have not yet been determined and weighed against the alternative of providing school bus services to the site.

c) Rehabilitation of the Pit; Recreation and Open Space Area.

To date, no comments have been received from the concerned agencies (Ministry of Natural Resources, Ministry of the Environment and Metropolitan Toronto and Region Conservation Authority) regarding the applicant's Pond Feasibility Study and proposed recreation/open space area uses.

Staff is generally concerned about the feasibility and desirability of the proposed pond in light of the existing soil conditions, potential siltation problems, the size, slope, and depth of the pond and related safety and maintenance problems. It is felt that the alternative of filling the pit should be fully explored by the applicant.

More than half of the proposed 31.72 acre park/recreation area is taken up by the proposed lake, leaving only about 12 acres of park tableland instead of the approximately 20 acres required.

A one acre neighbourhood park will be required to serve the low density residential development in the north-easterly part of the property.

A pedestrian bridge strong enough to carry maintenance vehicles will have to be provided across Etobicoke Creek and the walkway system along the said creek will have to be extended to the north to provide access under Highway #7.

Provision should be made for the preservation of the existing mature tree growth in the north-westerly portion of the site.

d) Proposed Residential and Mixed Commercial/Residential Uses

Residential Component:

Below, the currently proposed housing mix is compared with the previous proposal by Brampton Brick (1978) and the Draft Official Plan:

	<u>Currently Proposed</u>	<u>Brampton Brick 1978</u>	<u>Draft Official Plan</u>
1. Low Density			
Single Family	7.45%)	24.3%	35%
Semi-detached	22.83%)		25%
2. Medium Density/ Townhousing	0.0%	17.5%	25%
3. Cluster or Apartments	69.72%	58.2%	15%
	<u>100.0%</u>	<u>100.0%</u>	<u>100%</u>

Contrasting these alternative mixes, it is concluded that the current proposal by Brampton Brick has a smaller proportion of housing types in the lower density ranges than did the previous proposal, and furthermore, that there has been no substantial change from the previously proposed relative proportions of low density and apartment units. Therefore, staff reiterates its previous comments pertaining to the 1978 proposal by Brampton Brick, i.e. that the proposed housing mix needs significant alteration to be in keeping with the Draft Official Plan.

It should however be noted that the rating of the subject site is high in terms of its suitability for apartment type housing for reasons such as:

- a) The presence of potential excellent recreation resources (the pit and related park plus the Etobicoke Creek Valley) justify a higher density to ensure efficient utilization and to justify City capital and maintenance expenditure.
- b) The site is suited for transit services.
- c) The site has a locational advantage in relation to existing and planned employment opportunities nearby.
- d) Higher order commercial services are reasonably nearby.
- e) The high proportion of apartments will be somewhat offset by the lack of apartments in the immediate vicinity.

Mixed Commercial/Residential Component:

Staff is satisfied that the proposed 17 000 to 19 000 square feet of local commercial space is appropriate to serve this plan. However, staff is concerned about the compatibility of the proposed retail and office commercial with the residential uses above, and with the economic viability, competitive influences and traffic implications of the 34 000 to 38 000 square feet of office space which is estimated to serve a population of 15 000 to 25 000.

The applicant should be required to submit a detailed and comprehensive commercial use study.

e) Noise Impact

The applicant has submitted a Noise Impact Study which deals only with the noise attenuation needs of Phase I, and proposes permanent attenuation measures for lots abutting Highway #7 and Highway #10 and temporary measures (a 7 foot high solid accoustical barrier) for lots flanking or backing onto Phase II lands where the industrial use is to continue for 4 to 5 years. The applicant should be required to submit a noise impact study which also addresses Phase II lands. In any event, comments from the Ministry of the Environment are required to conclusively assess the applicant's proposals in this regard.

f) Transportation

The proposed internal street system needs to be revised to provide for a collector road and for reasonable transit service to the south-east area of the plan.

Widenings and proposed points of access on Highway #7 and Highway #10 will be subject to M.T.C. requirements.

The proposed internal road to service Blocks 328, 329 and 330 should be realigned to provide a continuous apartment-to-water edge, and the alternative of direct access from Highway #10 to Block 329 should be explored by the applicant.

g) Solar Efficiency

Any revisions to the proposal should be made with due regard to maximizing the solar efficiency of the subdivision design.

h) Services

Storm drainage and definition of top of bank will require MTRCA approval. Creek improvements including downstream work may be required of the developer.

Sanitary sewers are available in the Etobicoke Creek Valley. Water supply is available on Highway #7, however the construction of a 12" watermain is required on Highway #10 from Highway #7 to the southerly limit of the plan.

7.0 Conclusion

The preliminary evaluation above of the Brampton Brick Limited draft Plan of Subdivision has resulted in the identification of a number of significant problems and unresolved issues relating to the Plan. All that may be said at this time is that residential and related commercial, recreational and open space uses appear appropriate for the subject lands.

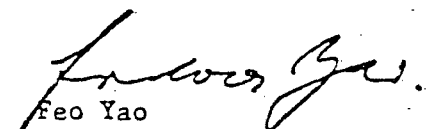
8.0 Recommendation

It is recommended

- 1) that a Public Meeting be held on the principle of Low Density and High Density Residential, Mixed Commercial/Residential, Recreational and Open Space development of the subject site,
- 2) that Staff be directed to review the subject application in light of comments received at the Public Meeting, and

- 3) that a more comprehensive report be prepared including conditions of draft plan approval and recommendations to Council for enactment of the appropriate amendments to the Official Plan and Restricted Area By-law.

AGREED:


Feo Yao
Development Planner


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

FY/af

- Attachments: 1. Location map.
2. Proposed Plan of Subdivision.
3. Proposed Land Use Schedule.



BRAMPTON BRICK
Location Map

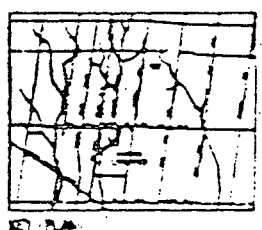
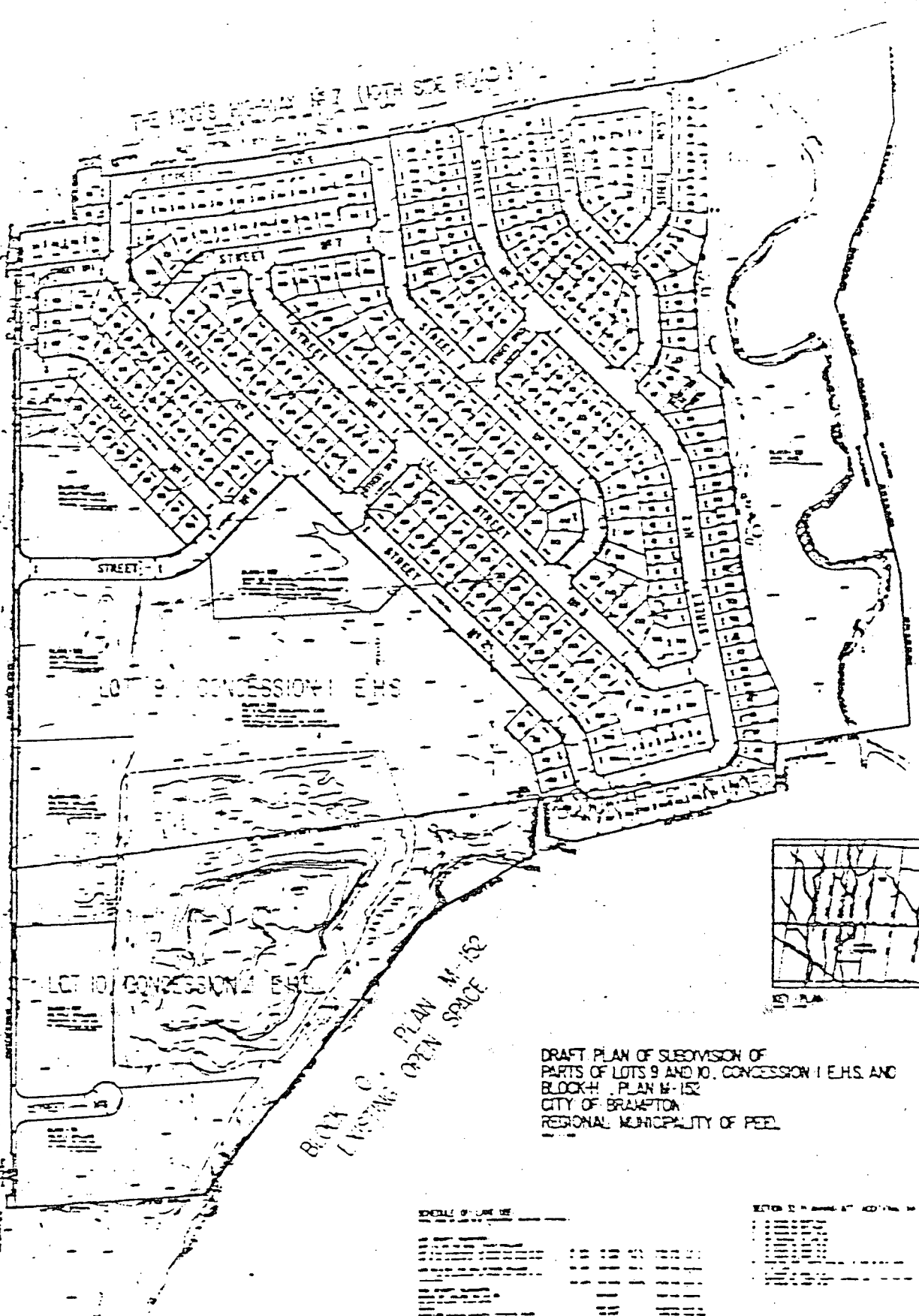
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CITY OF BRAMPTON
 Planning and Development

Date: 80 07 22 Drawn by: CA
 File no. CIE9.3 Map no. 43-306

THE KING'S HIGHWAY #7 (HURONTARIO STREET)

THE KING'S HIGHWAY #7 (10TH SIDE ROAD)



DRAFT PLAN OF SUBDIVISION OF
 PARTS OF LOTS 9 AND 10, CONCESSION 1 E.H.S. AND
 BLOCK #1, PLAN M-152
 CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEELE

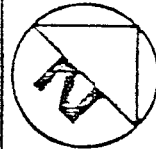
LEGEND OF LINE USE

---	Proposed Street
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space

KEY TO SYMBOLS

---	Proposed Street
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space
---	Proposed Lot
---	Proposed Concession
---	Proposed Block
---	Proposed Open Space

BRAMPTON BRICK
 Proposed Plan Of Subdivision



1:480

CITY OF BRAMPTON
 Planning and Development

Date: 80 07 22 Drawn by: Ck
 File no. C1E9.3 Map no. 43-30H

PROPOSED LAND USE SCHEDULE

- Low density residential uses:

single family	128 lots	128 units
semi-detached	196 lots	392 units
TOTAL	<u>324 lots</u>	<u>520 units</u>

- High density residential uses:

Block 327	173 units	1.254 hectares (3.1 acres)
Block 328	208 units	1.508 hectares (3.726 acres)
Block 329	214 units	1.548 hectares (3.825 acres)
Block 330	181 units	1.31 hectares (3.237 acres)
Block 331	231 units	1.677 hectares (4.144 acres)
TOTAL	<u>1007 units</u>	<u>7.297 hectares (18.03 acres)</u>

- Mixed commercial/residential uses:

Block 332 - 1 high-rise building on 1.376 hectares (3.4 acres) with a 17 000 to 19 000 square feet ground floor retail commercial area, a second and third floor of office commercial space and 190 residential units above.

- Park and Open Space uses:

Block 326 - open space 7.7 hectares
(Etobicoke Creek Valley) (19.03 acres)

Block 333 - existing pit and related recreational area 12.837 hectares
(31.72 acres)

- Population:

low density residential - 520 units x 3.5 p.p.u = 1820 persons
high density residential - 1197 units x 2.7 p.p.u = 3232 persons
TOTAL 5052 persons

11-11-80 FILE 11-11-80-1111
file

Office of the Commissioner of Planning & Development

1980 08 15

TO The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Restricted Area By-law to
permit proposed Draft Plan of Subdivision
File No: 21T-80029B
Part Lots 9 and 10, Concession 1, E.H.S.
BRAMPTON BRICK DEVELOPMENT
Our File: C1E9.3

Attached are the notes of the public meeting held on TUESDAY, AUGUST 12, 1980 with respect to the above referenced application.

Approximately 20 members of the public were in attendance, several of whom raised objections to the proposed high-rise apartment buildings on the basis of their potential negative affect (e.g. traffic noise and congestion, vandalism, visual impact on the neighbourhood to the south-south/east). Other concerns related to the provision of sufficient school facilities, the phasing of development, the height of the proposed apartments and the demographic characteristics of future residents.

A number of those in attendance specifically requested that they be notified of any future meetings on the subject application.

Recommendation

It is recommended to Planning Committee:

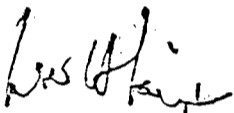
1. That the results of the Public meeting of August 12, 1980 be recorded and that Staff be directed to review the subject application in light of the comments received at the Public Meeting, and

2. That a comprehensive report be prepared by staff for consideration by Planning Committee, which report is to deal with

a) all relevant items to be addressed in the Official Plan and Restricted Area By-law Amendments, and

b) the requirements and conditions for draft plan of subdivision approval and the accompanying subdivision agreement.

Agreed



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



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

LWHL/bc
Encl.

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Tuesday, August 12th, 1980, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:30 p.m. with respect to an application by Brampton Brick Limited (File No. C1E9.3) to amend the Official Plan and Restricted Area By-law to permit the development of the site for residential, and commercial uses.

Members Present: Councillor D. Sutter - Chairman
Mayor Archdekin
Alderman H. Chadwick
Alderman F. Kee
Alderman B. Brown
Alderman F. Andrews
Alderman F. Russell

Staff Present: F.R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services
F. Yao, Development Planner
B. Thordarson, Secretary

Approximately 20 members of the public were present.

The Chairman opened the meeting explaining the procedure and the reason for the meeting.

The Chairman enquired if all the notices to the property owners within 400 feet of the site were sent, and whether the notification was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

The Chairman requested Ms. Feo Yao to outline the development proposal by BRAMPTON BRICK LIMITED.

Ms. Yao outlined the proposal by Brampton Brick Limited, for amendments to the Official Plan and Restricted Area By-law to permit the development of the 137 acres subject land for low density and high density residential, mixed commercial/residential and Park and Open Space purposes.

Mr. James Beatty, solicitor, representing Brampton Brick, and Mr. John Curtis and Ms. Starr, planning consultants for Brampton Brick, were present.

Mr. Beatty spoke on the purposes for the meeting and addressed himself to the question of relocating the existing industrial plant on the subject lands, alternatives of rehabilitating the pit area, school requirements and the question of the need for phasing of development. Ms. Starr discussed the proposed rehabilitation of the pit as a lake.

Mrs. Norman of 51 Baronwood Crt objected to the proposed apartment blocks on the grounds of such potential problems as traffic, congestion and vandalism.

Mrs. Jurick of 124 Alderwood, representing herself and those living on Alderwood, asked if there would be apartment rentals and condominiums.

Mr. Beatty said that this remains to be determined.

Mr. Curtis commented that the proposed density for the apartment blocks is 56 units per acre, but that the actual location and size of buildings has not yet been finalized. He explained the reasons for locating the proposed apartment along the highway and adjacent to the proposed 31 acre recreation area.

Mrs. Jurick commented on the negative effect of the apartments on the existing residences to the south and south/east.

Mr. Curtis responded that the highrise development would justify the extensive open space/recreation area around the pit and that such recreation facility would be of great benefit also to existing residents to the south.

Mrs. Jurick raised the question of law enforcement in the area as she felt that due to the high rise apartments, vandalism would likely increase in the area.

Mr. Curtis was of the opinion that people in apartment buildings cause no more problems than those in low density housing.

Mrs. Norman asked if the School Board was in need of a school site.

Mr. Dalzell replied that this was a matter presently being discussed with the School Boards.

Mr. Gerald Peacock of 29 Foster asked for assurance of being notified of any future meetings. He indicated that he had not received any notification about this meeting. Councillor Sutter stated that only residents within 400 feet are notified. Mr. Dalzell explained that only those on the latest assessment roll would receive notification unless specifically requested.

Mr. Laine commented that these assessment rolls are published by the Province and not the City.

Mr. Peacock said he has no objections to the plan, but enquired whether there would be any low rentals.

Mr. Beatty had commented earlier on this question but added that at this time no market study had been done as implementation of the plan is not eminent. He assured that there would be good quality housing to warrant financial returns and to make the concept workable.

Mrs. McLeod of 46 Baronwood Crt. commented that when they bought their home, a representative of Kerbel Development advised that the land would be parkland.

Mr. Dalzell assured her that the area of the existing pit would be converted to recreational uses.

Mr. Beatty clarified that the application was by Brampton Brick Ltd. and not Kerbel Developments.

Councillor Sutter stated that she did not want to see a brick yard in operation with new homes being built close to the Brick plant.

Mrs. Norman asked if the City was in support of the proposed relocation of the brick plant.

Councillor Sutter stated that the Draft Official Plan called for residential uses of the subject lands.

Mr. Beatty said that they are in the process of negotiating the plant relocation but that its exact timing is yet undetermined.

Mr. Curtis and Ms. Starr, discussed the preliminary landscape concept and the proposed lake. Ms. Starr stated that the water quality is expected to be excellent and that there will be good boating, fishing, and swimming. She pointed out that apartments would act as a block against the westerly winds across the site.

Mrs. McLeod asked if their homes would be in the shadow of the high rise apartment buildings.

Mrs. Jurick asked about the bus service and the noise factor. She also stated that Kerbel Development had indicated to her that Williams Parkway would not be a 4 lane highway.

Mr. Dalzell explained that Williams Parkway would be a 4 lane major arterial.

Mr. Sinelda of 27 Foster Cres. asked about baseball diamonds being built in the valleylands.

He was told that baseball diamonds would only be for neighbourhood use only.

Mr. Sinelda said he objects to sports fields being put in the ravine.

Alderman Brown commented that it is the City's policy to hold open public meetings to determine appropriate park facilities.

Mr. McLeod of 46 Baronwood asked about Council's position on this plan.

Councillor Sutter said Council has not discussed the Preliminary plan yet.

Mr. McLeod also asked why the lake has been enlarged over the last two months to look like the lake shown in the map.

Mrs. Norman stated that she had been in touch with the Ministry of Environment and was informed that Brampton Brick was trying to clean up the area to make it look a little more pleasant to the residents in the area.

Mr. Bak from Flowertown Motel, R.R. #2, Brampton, asked about the blasting operations by Brampton Brick, and whether there would be any blasting during construction. He wanted assurances that blasting would stop prior to commencement of any construction on the site.

The reply from Councillor Sutter was that this would be the subject of the subdivision agreement.

Mr. Dalzell stated that Brampton Brick could blast for another^o one or two years. In order for them not being able to blast they would have to have their license lifted so as to guarantee that operations would stop.

Mr. Bak wanted to know who issues licences to Brampton Brick Limited.

The owner of the subject lands was present and stated that their license was obtained from the Ministry of Natural Resources.

Mr. Beatty told those present that the Brick Plant has been in operation since the turning of this century and thus has a right to continue its operation.

Mr. Bak said he was also concerned about the vibrations from the blasting and wondered if it would weaken his foundations. He stated that he already had a cracked mirror on account of it.

He was advised to report this to the Ministry of the Environment.

Mr. Norman of 51 Baronwood wanted to know how many people will be living in this community in the future.

Mr. Dalzell stated that there would be approximately 5,000 people.

Mr. Norman wanted to know how that would affect the traffic on Highway 7 and 10.

Mr. Beatty said there would be no problem.

Mr. McLeod said he also was concerned with the proposed apartments.

Councillor Sutter said there should be no concern as it will take some time before the area will be developed.

Mr. Dalzell said that each apartment site is subject to site plan approval.

Mr. Norman wanted to know if Brampton has a height By-law.

Councillor Sutter replied in the negative but indicated that height is indirectly controlled in the zoning by-law.

Mr. Laine explained the further processing procedure of this proposal by Brampton Brick Ltd.

Mr. Laine also noted that the proposed low density residential uses would include small lot single detached dwellings besides conventional single detached and semi-detached housing types.

The meeting was then adjourned by Chairman Sutter at 9.08 P.M.

At the close of the meeting Mr. Shawn MacKenzie, 34 Dawson Cres. asked that he, Mr. Ian Elder, 27 Foster Cres. and Mr. Gord Wilson, Peel Condominium #186, 38 Dawson Cres. be informed of any further meetings on this development as well as Mr. Gerald Peacock of 29 Foster Cres.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1980 10 17

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Restricted Area By-law to permit the
proposed Draft Plan of Subdivision 21T-80029B
Part Lots 9 and 10, Concession 1, E.H.S.
BRAMPTON BRICK DEVELOPMENT
Our File: C1E9.3

1.0 Background

At the Planning Committee meeting of July 14, 1980, the Committee directed staff to prepare a preliminary report on the subject proposal for consideration by Council on August 11, 1980, and further, that a Public Meeting regarding the matter be held on August 12, 1980.

On September 15, 1980, Planning Committee considered the notes of the Public Meeting of August 12, 1980, and directed that staff prepare a comprehensive report for Planning Committee dealing with all relevant items to be addressed in the Official Plan and Restricted Area By-law Amendments, and outlining the conditions for draft Plan of Subdivision approval and the accompanying subdivision agreement.

2.0 Revised Proposal

In light of comments received at the Public Meeting and in response to concerns raised by staff, the applicant has revised his proposal as follows*:

* For a statistical summary of the revised proposal reference is made to Attachment 3 to this report.

a) Residential Uses:

1) Low Density Residential

The general location of semi-detached and single detached lots has remained as being in the north westerly portion of the subject lands with single detached lots backing onto the top-of-bank of the Etobicoke Creek Valley as defined by the Metropolitan Toronto and Region Conservation Authority (MTRCA). The number of single detached lots has been increased from 128 to 130 lots and for semi-detached lots from 196 to 200 lots.

2) High Density Residential

As previously proposed, five high density multiple blocks are to be adjacent to Highway #10 and to have direct access only via internal roads (i.e. via Streets No.8 and No.11). Block sizes vary from 1.04 hectares (2.67 acres) to 2.25 hectares (5.562 acres). Each block is to have a density of a maximum 138 units per hectare (56 ± units per acre).

b) Mixed Commercial/Residential Use

A 1.376 hectare (3.4 acre) block at the south west corner of Streets No.8 and No.2 is to be developed for a mixed use building with retail commercial on the first floor, office commercial on the second floor and 190 residential units above. The total commercial gross floor area has been reduced from 50 000-60 000 square feet to 30 000-40 000 square feet.

c) Population Estimate

A total population of 5269 persons (instead of the previously proposed 5052 persons) is anticipated given a 2.5 population factor for the 1302 apartment units and a population factor of 3.8 for the 530 single and semi-detached units.

The proposed residential density is for 39.9 persons per gross acre given the 137.2 acre total site.

Commercial floor space is to range between 5.47 to 7.30 square feet of floor space per person.

d) School Site

A 1.958 hectare (4.835 acre) block has been set aside for an intermediate separate school site south of Street No.8 and abutting the park area to the south, a multiple block to the west and the mixed commercial/residential use to the east.

e) Pit

Rehabilitation of the existing shale pit is to proceed by way of fill rather than by creating a lake as previously proposed. The pit and adjacent open space area will be regraded to slope from north to south and south east in order to create an open space/park area of which approximately 15 acres is expected to be of no more than a 2±% slope, which may be acceptable for accommodation of a range of recreational uses.

f) Transportation

The internal road pattern has been re-designed to provide for a minor collector road to link Highway #10 and Highway #7 via Streets No.8, No.2 and No.10. The minor collector has been aligned so as to locate transit services within walking distance from all areas of the plan while preventing its use as a short-cut for through-traffic between Highway #10 and Highway #7.

Street No.11 is to serve the three southernmost apartment blocks and has been shifted to the north to align with the access point proposed on the opposite side of Highway #10 for the Peel Manor Plan of Sub-division.

g) Phasing

The applicant has withdrawn his proposal for a two-staged phasing program for development of the site.

3.0 Comments

a) School Requirements

The Dufferin-Peel Roman Catholic Separate School Board has advised that it will, at minimum, require 1.62 hectares (4 acres) of buildable, undisturbed tableland for purposes of erecting an intermediate separate school.

In addition, 2.428 hectares (6 acres) will be required to accommodate track and field and other athletic activities. These 2.428 hectares could be filled or disturbed lands (i.e. part of the rehabilitated pit area) provided that they have been graded to the standard of the adjacent lands to the south.

Block 337 appears to satisfy the Board's requirements regarding buildable tableland provided that the existing amount of buildable land is not reduced by further extraction on the site. However, Block 337 will have to be extended southward to provide for the additional 2.428 hectares noted above.

The Peel Board of Education has requested that an all-weather pedestrian creek crossing and walkway connection be provided as a link between the subject lands and the existing school to the southeast, and further, that a sidewalk be provided along the east side of Highway #10 from Street No.11 to the southerly boundary of the Plan.

b) Transportation

The Ministry of Transportation and Communication has advised as follows:

- That Street No.11 is to be realigned to intersect with Highway #10 preferably opposite the existing Peel Manor entrance, or anywhere between the said entrance and a location 200 metres north of the southerly limit of the Brampton Brick property.
- That there be a 0.3 metre reserve across the entire frontage of Highway #10 and Highway #7.
- That intersection improvements at new street entrances to Highway #10 and Highway #7 will be the financial responsibility of the developer and that traffic data as well as a legal agreement regarding costs will be required.
- That a drainage plan, outlining the developer's intended treatment of the calculated run-off, be a condition of draft approval.
- That the Highways #10/#7 intersection is currently under study as part of the Highway #410 Brampton By-pass project. Since the final road-widening requirements for intersection improvements are not yet known, the Ministry requests that final approval of the plan be subject to MTC approval and that any required dedication for road-widenings be a condition of draft approval.

The Region's Transportation Planning Department and the City's Public Works Department have requested that a minor collector road be provided and aligned such that a public transit route may be located within easy walking distance from all parts of the proposed subdivision.

The City's Public Works Department further requested that the road allowance of Street No.5 immediately adjacent to Street No.2 be 20 metres.

c) Services

The Region's Public Works Department advises that sanitary sewers are available and that full lot levies apply in this regard. Further, water is available on Highway #7. A 12 inch watermain is required on Highway #10 from Highway #7 to the southerly limits of the plan. Frontage charges apply on Highway #7.

Engineering and Storm Water Drainage plans and definitions of top-of-bank will be subject to MTRCA approval prior to final registration of the plan.

The Ministry of The Environment has advised of its concerns with respect to storm water run-off and therefore requires, prior to final approval of the Plan of Subdivision, that it has approved a storm water management report outlining satisfactory erosion and sediment control reserves. Further, that the subdivision agreement provide for implementation of a storm water management scheme approved by the MOE and for municipal ownership and operation of the system.

d) Rehabilitation of the Pit/Recreation and Open Space Area

The MTRCA has requested that it have an opportunity to review site and grading plans for all lots and multiple blocks abutting the Etobicoke Creek Valley and for Blocks 339 and 340 (Pit and Related Recreation area). Such site and grading plans will require approval by the Authority prior to the issuance of building permits by the municipality. Further, no placing of fill, grading, construction of any buildings or structures or interference with the channel of the water course within Block 338 shall occur without prior written approvals from the MTRCA. Finally, in order to protect the Valley lands, it is requested that prior to the initiation of any grading or construction on lands abutting the Valley, a temporary snow fence or other suitable barrier be erected to the specifications of the MTRCA and remain in place until all grading and construction on the site are completed.

To ensure that the rehabilitation of the pit is to the satisfaction of the City and other concerned agencies, it should be required that the applicant submit a rehabilitation and recreational after use study, outlining the process, timing, methods and techniques of filling and grading the pit, and adjacent areas; and such study including its recommendations to be approved by the City, the MTRCA, MOE and Ministry of Natural Resources prior to release for registration of the draft plan.

Although the rehabilitated pit and related open space area constitute a total of 15± acres, it remains uncertain as to how much of it will meet the City's parkland requirements respecting suitability for installation and erection of recreational facilities. To ensure that sufficient tableland will indeed be available for this purpose, it is recommended that approximately 4 acres of tableland adjacent to the pit area (Block 340) be set aside for park purposes, if required. Accordingly, lots 131 to 158 inclusive, plus the road allowance for Street No.9, should be held as one Block and reserved for possible park purposes to be released in whole or in part for semi-detached residential dwelling use prior to the registration of the plan, only if the City has advised the Region that it is satisfied that sufficient tableland has been provided in Blocks 339 and 340 (Pit area and related Open Space area). In the case where all or part of the reserved lots are required as a neighbourhood park, the cul-de-sac of Street No.9 shall be shortened and any adjacent lots red lined accordingly prior to release for registration.

As per the proposed plan, access to the rehabilitated pit area can be obtained only from Streets No.9 and No.11. In order that this recreation area be conveniently accessible to a majority of future residents, walkways should be provided from Street No.8 and Street No.2 west of the school site (Block 337) and southeast of the mixed commercial/residential use (Block 336) respectively.

e) Noise Impact and other Pollution Factors

The MOE has advised of its concerns respecting the Peel Block plant to the east and the existing service station to the northwest and

potential dust, noise and light problems for proposed adjacent or nearby residential uses. A warning clause respecting such potential problems should be included in the registered portion of the subdivision agreement.

Furthermore, MOE predictions indicate that noise levels will be in excess of acceptable levels for lots adjacent to Highway #7 and nearest to Highway #10. Accordingly, final approval of the plan should be subject to MOE approval of a noise study and an executed subdivision agreement to ensure the implementation of noise control features recommended by such study.

f) Mixed Commercial/Residential Use

In order to ensure, to the greatest extent possible, the compatibility of commercial and residential uses on Block 336, this Block should be developed as one unit. Also, comprehensive development plans and design schemes should be required for approval by the City under Section 35a of The Planning Act. Development of Block 336 should be permitted only if due regard is given to the need for exclusive amenity space for the residential component, to physical and functional separation of parking, loading and service areas for the commercial and the residential component, and to the minimization of audio, visual and pollution impacts from the commercial or the residential component.

g) Phasing

The MOE has requested that no occupancy permits be issued while the brickyard continues to be in operation since fluoride emissions could otherwise present phytotoxicological problems. Long term environmental effects associated with the existing operation are not expected as the fluorides in soil on and off the property does not presently exceed the levels regarded as acceptable by the Ministry.

In order to effectively prevent the occupancy of residential units while the plant is still in operation, conditions of draft approval should include a clause whereby no building permits shall be issued until the City has been advised in writing that all manufacturing and quarrying operations have ceased and that all such operations will be removed from the subject lands within 3 months from the date of building permit issuance.

h) Highway Commercial

The existing service station use at the southeast corner of the intersection of Highway #10 and Highway #7 should be included and recognized as such in the subject Official Plan Amendment. To provide for the case where the so designated parcel is reduced due to intersection improvements and becomes insufficient in size for a service station use, then a low density residential use should be permitted without the need for a further Official Plan Amendment.

i) Housing Mix

The proposed housing mix will be 71% high density and 29% low density compared to the new Official Plan target distribution for the subject Secondary Plan area of

Single, Semi-detached	}	60%
Townhousing type density		
Cluster and Apartment	}	15%
type density		

The mixed commercial/residential block is proposed by the developer to be developed with the same 'residential' density of 138 units per hectare (56 units per net acre) plus the commercial development of some 2787 to 3716 square metres (30 000 to 40 000 square feet).

Premising the development of the high density blocks by conventional highrise buildings, similar to those located in the Lisa Avenue/Clark Boulevard section of Residential 11, like development standards should be employed with respect to on-site amenities - landscaped open space ratio equal to 50% of site area; recreation facilities, indoor and outdoor; minimum parking ratio of 1.70 spaces per dwelling unit.

4.0 Recommendation

It is recommended that Planning Committee recommend to Council that:

- a) Staff be directed to proceed with preparing the appropriate Official Plan Amendment, Restricted Area By-law amendment and subdivision agreement to be forwarded to Council for endorsement at the earliest possible date and in accordance with established processing procedure.
- b) Subject to the approval by the Minister of Housing of an Official Plan Amendment for the subject property, that the following conditions be imposed upon the approval of the Plan of Subdivision:
 - 1) The applicant by agreement shall agree to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel with respect to the subdivision.
 - 2) Approval be based on the attached plan dated May 2, 1980, by Fred Schaeffer and Associates Limited.
 - 3) The Plan be red-lined to
 - (a) provide for a 3 metre (10 foot) wide walkway connection between Street No.8 and Block 340, said walkway to be immediately west of Block 337 and to be identified as Block 344;

- (b) provide for a 3 metre (10 foot) wide walkway connection between Street No.2 and Block 340, said walkway to be immediately south-east of Block 336 and identified as Block 345;
 - (c) provide for the road allowance of Street No.5 immediately adjacent to Street No.2 to be 20 metres in width;
 - (d) identify lots 137 to 158 inclusive plus the road allowance for Street No.9 as 'Block 343 - Park';
 - (e) delete the reference of "2.67 hectares" with respect to Block 334 and substitute therefore the reference of "2.56 hectares";
 - (f) delete the reference of "50 000-60 000 square feet of commercial" with respect to Block 336.
- 4) Final delineation of 'Block 343 - Park' as identified in condition 3(d) above, shall be subject to approval by the City prior to release of the plan for registration.
 - 5) The applicant by agreement shall agree to grant easements as required for the installation of utilities and municipal services to the appropriate authorities.
 - 6) The proposed road allowances shall be dedicated as public highways upon registration of the Plan.
 - 7) The applicant by agreement shall agree to site plan approval by the City of Brampton for Blocks 331, 332, 333, 334, 335 and 336 prior to the issuance of building permits.
 - 8) 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.

- 9) Prior to final approval, the Ministry of the Environment shall be notified by a copy of the fully executed subdivider's 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 by requirements of the subdivider's agreement.
- 10) 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 the subdivider's agreement:

"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."

- 11) That the following warning clause be included in a portion of the subdivider's agreement which will be registered against the title of lots 80-87 and 71-76 all inclusive:

"Due to the presence of industrial and commercial operations in this area, residents of this property could be subjected to dust and odour problems especially under certain atmospheric conditions."

- 12) Prior to final approval, the Ministry of the Environment is to be in receipt of and have approved a storm water management report which outlines satisfactory erosion and sediment control measures.

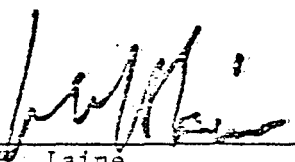
- 13) That the subdivider's agreement provide for implementation of the storm water management scheme as approved by the Ministry of the Environment and furthermore shall provide for municipal ownership and operation of the system.
- 14) The applicant agree that the development agreement contain provisions for the installation of fire protection systems, satisfactory to the City of Brampton Fire Chief.
- 15) The applicant agree that a 0.3 metre reserve between the widened limits of Highway #10 and Highway #7 and the property limits, except for the road entrance of Streets No.2, No.8 and No.11 be conveyed by deed to the Queen, in the right of the Province of Ontario as represented by the Ministry of Transportation and Communication.
- 16) The applicant agree that lands required for the widening of Highway #10 and Highway #7 be dedicated to the Ministry of Transportation and Communication.
- 17) That the final approval of the plan by the Regional Municipality of Peel be preceded by Ministry of Transportation and Communication approval of the plan.
- 18) That the applicant agree by agreement to bear the financial responsibility of intersection improvements at new street entrances to Highway #7 and Highway #10.
- 19) The applicant agree to submit, for the approval of and satisfactory to the Ministry of Transportation and Communication and the City, a traffic report respecting the plan of subdivision.
- 20) The applicant agree to submit, for approval by the City of Brampton, the MTRCA, the MOE and the MTC, a satisfactory detailed engineering drainage report which will describe the following:

-
- 11 -
- (a) the storm water management techniques which will be employed to minimize the amount of storm water directed into the Etobicoke Creek;
 - (b) the development and construction techniques and safeguards which will be used to control and minimize effects of erosion and siltation on site prior to, during and after the construction period.
- 21) The final plan shall show the top-of-bank line as approved by the City and the MTRCA.
- 22) That the owner agree in the subdivider's agreement, in wording acceptable to the MTRCA:
- (a) to carry out, or cause to be carried out, the recommendations referred to in the engineering and drainage report, as referred to in Condition 20, parts (a) and (b);
 - (b) prior to the initiation of any grading or construction on the site, to erect a temporary snow fence or other suitable barrier along the rear lot lines of any residential lots and Blocks abutting Blocks 338 and 339. This barrier shall remain in place until all grading and construction on the site are completed.
 - (c) to submit site and grading plans to the MTRCA for their review and approval for all lots and Blocks affected by condition 21 (b). These plans shall be submitted prior to the issuance of building permits by the municipality.
 - (d) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 338 without prior written approvals being received from MTRCA.
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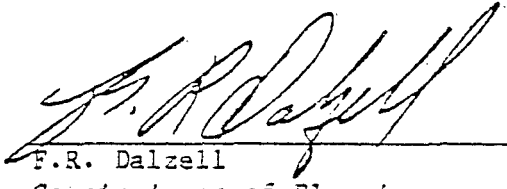
- 23) That the owner agree in the subdivider's agreement, in wording acceptable to the Peel Board of Education:
- (a) to provide bridges and associated pathways through Block 338 and/or Block 339, the number, location and design of which is subject to approval by the MTRCA, the Peel Board of Education and the City of Brampton;
 - (b) to provide a sidewalk, constructed to City standards, along the east side of Highway #10 from Street No.11 to the southerly boundary of the Plan.
- 24) No building permits shall be issued for the subject lands or any part thereof until such time as the City has been advised in writing that all manufacturing and quarrying operations have ceased and that all such operations shall be removed from the subject lands within 3 months from the date of building permit issuance.
- 25) The applicant shall by agreement agree to submit for the approval, and in a manner satisfactory to the City of Brampton, the MTRCA, the MNR and MOE, a detailed rehabilitation and recreational after use study for the existing shale pit.
- 26) That the owner agree in the subdivider's agreement, in wording acceptable to the City of Brampton, MTRCA, MNR and MOE to carry out, or cause to be carried out, the recommendations contained in the rehabilitation and recreational after use study referred to in condition 25.
- 27) The applicant agree, by agreement, that an Architectural Control Committee be established to review and approve the external design of buildings within this subdivision.
- 28) That Blocks 341, 342, 344 and 345 be dedicated as public walkways.

- 29) That prior to the release of the plan for registration, the City has advised the Regional Municipality of Peel that it is satisfied that a sufficient amount of land has been dedicated to the City as open space in the condition satisfactory to the City.
- 30) The applicant agree by agreement to appropriate arrangements regarding the provision of a pedestrian underpass under Highway #7 to be located in Block 338 and to be constructed to the satisfaction of the City, the MTRCA and MTC.
- 31) That streets shall be named to the satisfaction of the City of Brampton.
- 32) That Block 337 plus an additional 5.165 acres abutting the said Block to the south shall be set aside as a separate school site.
- 33) That prior to the release of the Plan or any part thereof for registration, the Dufferin-Peel Separate School Board advise the Regional Municipality of Peel and the City of Brampton that satisfactory arrangements have been made respecting the acquisition of a school site.

AGREED:



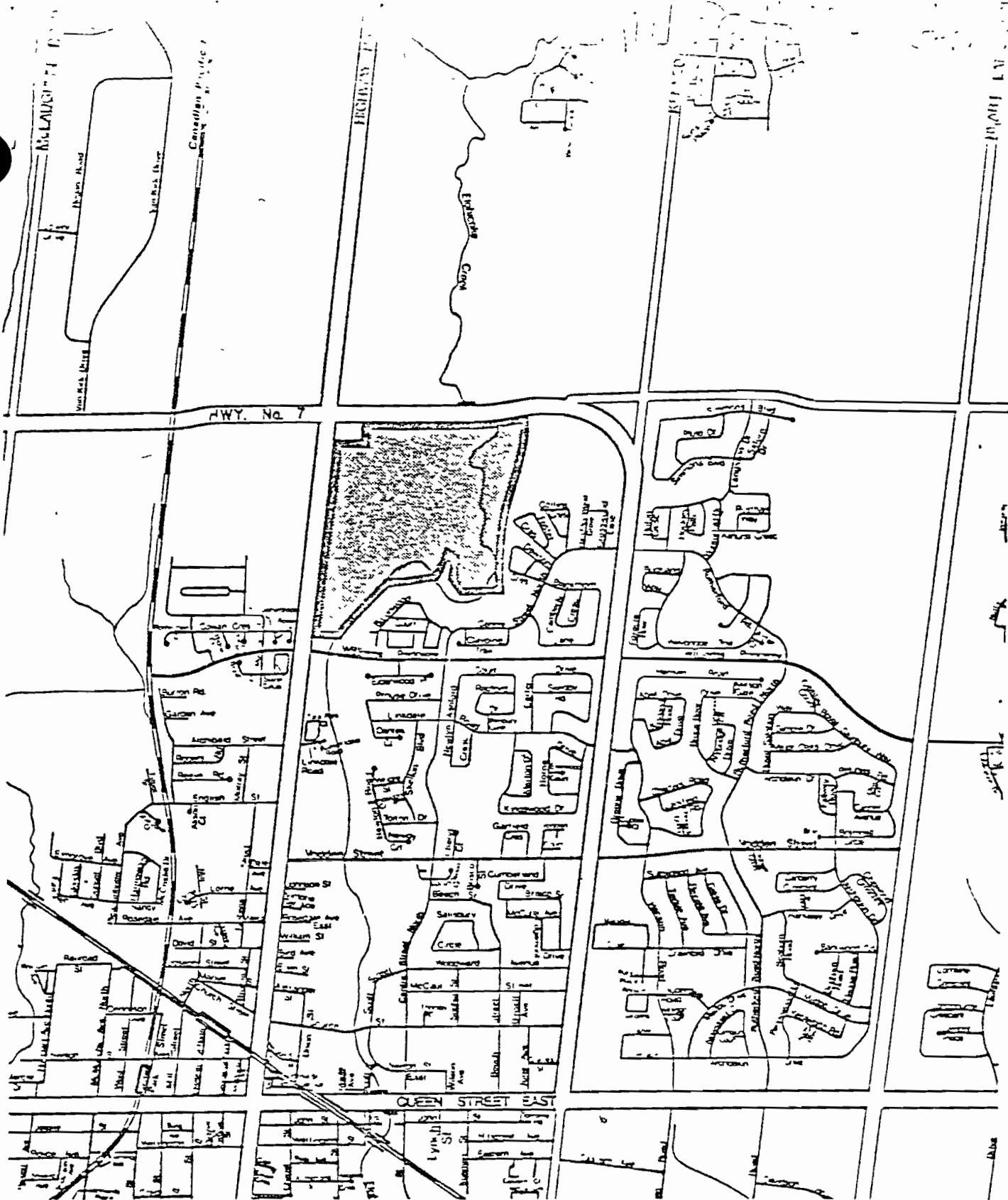
L.W.H. Laine
Director, Planning and
Development Services.



F.R. Dalzell
Commissioner of Planning
and Development

LWHL/FY/af
Attachments:

- 1. Location Map
- 2. Revised Plan of Subdivision Proposal
- 3. Statistical Summary of Revised Proposal



BRAMPTON BRICK
Location Map

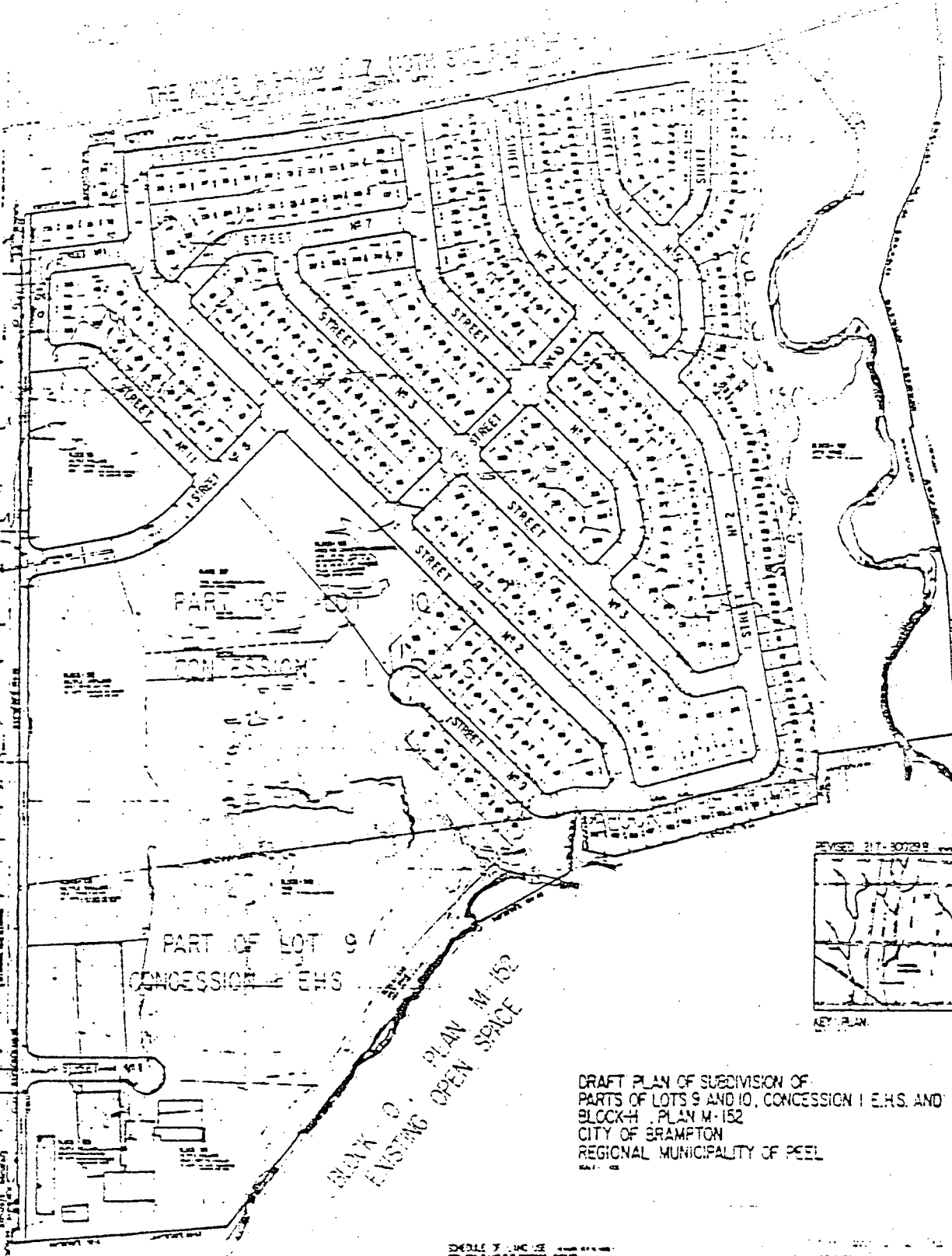


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CITY OF BRAMPTON
Planning and Development

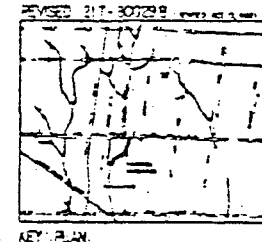
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THE KING'S HIGHWAY NO 10 (HURONTARIO STREET)



PART OF LOT 9
CONCESSION I E.H.S.

BLANK OPEN SPACE
PLAN M-152



DRAFT PLAN OF SUBDIVISION OF
PARTS OF LOTS 9 AND 10, CONCESSION I E.H.S. AND
BLOCK-H PLAN M-152
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

TABLE OF LOTS

LOT NO.	AREA (SQ. FT.)	AREA (SQ. YD.)
1	10,000	115
2	10,000	115
3	10,000	115
4	10,000	115
5	10,000	115
6	10,000	115
7	10,000	115
8	10,000	115
9	10,000	115
10	10,000	115
11	10,000	115
12	10,000	115
13	10,000	115
14	10,000	115
15	10,000	115
16	10,000	115
17	10,000	115
18	10,000	115
19	10,000	115
20	10,000	115
21	10,000	115
22	10,000	115
23	10,000	115
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25	10,000	115
26	10,000	115
27	10,000	115
28	10,000	115
29	10,000	115
30	10,000	115
31	10,000	115
32	10,000	115
33	10,000	115
34	10,000	115
35	10,000	115
36	10,000	115
37	10,000	115
38	10,000	115
39	10,000	115
40	10,000	115
41	10,000	115
42	10,000	115
43	10,000	115
44	10,000	115
45	10,000	115
46	10,000	115
47	10,000	115
48	10,000	115
49	10,000	115
50	10,000	115
51	10,000	115
52	10,000	115
53	10,000	115
54	10,000	115
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57	10,000	115
58	10,000	115
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67	10,000	115
68	10,000	115
69	10,000	115
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72	10,000	115
73	10,000	115
74	10,000	115
75	10,000	115
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78	10,000	115
79	10,000	115
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82	10,000	115
83	10,000	115
84	10,000	115
85	10,000	115
86	10,000	115
87	10,000	115
88	10,000	115
89	10,000	115
90	10,000	115
91	10,000	115
92	10,000	115
93	10,000	115
94	10,000	115
95	10,000	115
96	10,000	115
97	10,000	115
98	10,000	115
99	10,000	115
100	10,000	115

DWG. NO. 3
BRAMPTON ENGINEERING & ARCHITECTURE LTD.

ATTACHMENT 3

Statistical Summary:

- Low Density Residential Uses

Single family	130 lots	130 units
Semi-detached	230 lots	400 units
TOTAL	330 lots	530 units

- High Density Residential Uses

Block 331	204 units	1.48 hectares (3.66 acres)
Block 332	261 units	1.89 hectares (4.67 acres)
Block 333	311 units	2.25 hectares (5.562 acres)
Block 334	144 units	1.04 hectares (2.56 acres)
Block 335	192 units	1.392 hectares (3.44 acres)
TOTAL	1112 units	8.052 hectares (19.892 acres)

- Mixed Commercial/Residential Uses

Block 336 1 high-rise building on 1.376 hectares (3.4 acres) with retail commercial on the ground floor, office commercial on the second floor, and 190 residential units above. Total commercial gross floor area to range between 30 000-40 000 square feet.

- Park and Open Space Uses

Block 338	Open space (Etobicoke Valley)	7.864 hectares (19.42 acres)
Block 339	Open Space (south of existing pit)	1.11 hectares (2.75 acres)
Block 340	Existing pit	7.73 hectares (19.10 acres)

- School Site

Block 337 1.958 hectares (4.835 acres)

- Population

Low Density Residential	530 units x 3.8 ppa = 2014 persons
High Density Residential	<u>1302 units</u> x 2.5 ppa = <u>3255 persons</u>
TOTAL	1832 units 5269 persons

BY-LAW NUMBER 279-80 AMENDING BY-LAW NUMBER 205-79