



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 299-87

To adopt Amendment Number 133
to the Official Plan of the
City of Brampton Planning
Area

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


1. Amendment Number 133 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 133 to the Official Plan of the City of Brampton Planning Area.

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

this 14th day of December, 1987.




KENNETH G. WHILLANS - MAYOR


R.D. TUFTS - ACTING CLERK

ORIGINAL

Dt Aw 299-87

AMENDMENT NUMBER 133
to the Official Plan of the
City of Brampton Planning Area

21-0P 0031-133

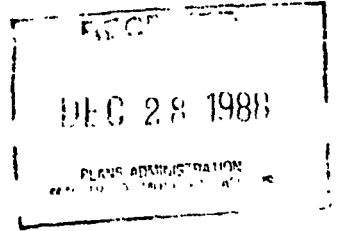


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Ontario Municipal Board
Commission des affaires municipales de l'Ontario

IN THE MATTER OF Section 17(11) of the
Planning Act, 1983

AND IN THE MATTER OF a referral to this
Board by the Honourable John Eakins,
Minister of Municipal Affairs, on a request
by the Trustees of the Toronto General
Burying Grounds for consideration of
proposed Amendment No. 133 to the Official
Plan for the City of Brampton



B E F O R E :

G. A. HARRON
Member

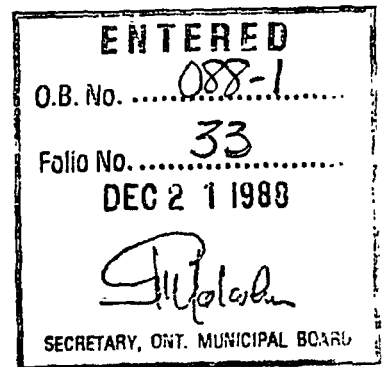
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Wednesday, the 2nd day
of November, 1988

THIS MATTER having come on for public hearing this day and after the hearing;

THE BOARD ORDERS that Section 3.5.1 of Official Plan Amendment No. 133 to the
Official Plan for the City of Brampton is hereby approved.

SECRETARY



Amendment No. 133
to the
Official Plan for the
City of Brampton

Amendment No. 133 to the Official Plan for the Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved under Sections 17 and 21 of the Planning Act, 1983, as Amendment No. 133 to the Official Plan for the Brampton Planning Area, save and except for paragraph 3.5.1 which has been referred to the Ontario Municipal Board.

Date

June 21/88

[Signature]



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 299-87

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Area


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


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

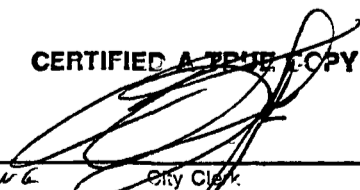
this 14th day of December, 1987.

Open


KENNETH G. WHILLANS - MAYOR


R.D. TUFTS - ACTING CLERK

CERTIFIED A TRUE COPY


ACTING City Clerk
City of Brampton
December 17th 19 87

AMENDMENT NUMBER 133
TO THE OFFICIAL PLAN OF
THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to extend the urban boundary, south of Steeles Avenue, to the approved alignment for the future Mavis Road (Second Line West) and to provide for the urban development of the lands situated between the new urban boundary and the old urban boundary. This will involve an expansion of New Development Area Number 13, as identified in the Brampton Official Plan and additional secondary plan policies to govern the development of this area.

2.0 LOCATION

The lands subject to this amendment comprise approximately 61.5 hectares (152.0 acres) situated south of Steeles Avenue and east of the approved alignment for the future Mavis Road. The lands are described as part of the west halves of Lots 13, 14 and 15, Concession 2, W.H.S., in the geographic Township of Toronto, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 133 :

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

(i) by adding, to Section 7.2.7.24 thereof, the following:

"Part 24a: Part IV - Chapter 24(a) of this Official Plan shall constitute the Fletchers Creek South Secondary Plan as it applies to Secondary Plan Area 24a."

(ii) by changing on Schedule 'A', General Land Use Designations, thereto, the location of the "Urban Boundary" to the location shown on Schedule A to this amendment;

(iii) by adding to Schedule 'A', General Land Use Designations, thereto, "Residential" and "Commercial" designations in the locations shown on Schedule A to this amendment;

(iv) by adding to Schedule 'D', New Development Areas, thereto, "New Development Area 13a" as shown on Schedule B to this amendment;

- (v) by adding to Schedule 'F', Commercial, thereto, a "Convenience Commercial" designation in the location shown on Schedule C to this amendment;
- (vi) by adding to Schedule 'K', Secondary Plan Areas, thereto, "Secondary Plan Area Number 24a" as shown on Schedule D to this amendment;
- (vii) by adding thereto as Schedule SP24(a), Schedule E to this amendment;
- (viii) by adding to Part IV - Secondary Plans, the following new chapter title:

"Chapter 24(a): The Fletchers Creek South Secondary Plan as it relates to New Development Area Number 13(a)"; and

- (ix) by adding to Part IV - Secondary Plans, as Chapter 24(a), the following text:

"Chapter 24(a): The Fletchers Creek South Secondary Plan as it relates to New Development Area Number 13(a)

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP24(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP24(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area Number 13a" on Schedule "D" to this Plan. This chapter will form part of the Fletchers Creek South Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 61.5 hectares (152 acres) and are situated south of Steeles Avenue, east of Mavis Road (Second Line West). The lands comprise part of the west half of Lots 13, 14 and 15, Concession 2, W.H.S., in the geographic Township of Toronto, now in the City of Brampton, as shown outlined on Schedule SP24(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential Policies

3.1.1 Housing mix target ranges as indicated on Table 1 shall apply to the whole of New Development Area Number 13(a):

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density Types	20-30%
Semi-Detached Density Types	20-30%
Townhouse Density Types	20-30%
Cluster Housing Density Types	20-30%
TOTAL	<u>100%</u>

3.1.2. The density range for New Development Area Number 13(a) shall be 18.3 to 25.9 units per hectare (7.4 to 10.5 units per acre) of gross residential area.

3.1.3 In areas designated "Low Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.4 In areas designated "Low and Medium Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.5 In areas designated "Medium - High Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Cluster Housing Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.6 Residential lots shall be oriented toward and have primary access to the local and minor collector road system, to the greatest extent practicable.

3.1.7 The portions of the Class III Woodlot, identified on Schedule C to this Plan, which are located within the Low and Medium Density Residential and Neighbourhood Park designations on Schedule SP24(a), shall be preserved to the

greatest extent practicable. In this regard, development proposals within or abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of this Plan.

- 3.1.8 Residential development subject to aircraft noise or situated adjacent to arterial roads and highways, will be subject to the Aircraft Noise Policies and Road Noise Policies of CHAPTER 1, subsections 1.8.1 and 1.8.3 of this Plan.
- 3.1.9 Where residential development for which noise control measures will be required, precedes the construction of Mavis Road, the City will require as a condition of subdivision approval that sufficient lands and facilities be provided for noise attenuation measures in accordance with the requirements of the appropriate authorities.
- 3.1.10 A church site will be reserved for a period of 5 years, from the date of the relevant subdivision agreement, in the Low Density Residential designation situated in the West Half of Lot 15, Concession 2, W.H.S. The church site shall be approximately 0.6 hectares in size and front onto or be easily accessible to the minor collector road (Kingknoll Drive). If the reserved church site is not purchased for that purpose within the 5 year period, the church site shall be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.

3.2 Commercial Policies

- 3.2.1 The lands designated "Convenience Commercial" on Schedule SP24(a), situated at the northeast corner of the intersection of Mavis Road and the Collector Road (Ray Lawson Boulevard), shall be developed in accordance with the following principles:
- (i) the area of the commercial site shall not exceed 0.8 hectares;
 - (ii) vehicular access shall only be from a collector road or another internal street and not from Mavis Road. In establishing access ramps for the commercial block, due consideration shall be given to traffic concerns such as intersection operation, safety, opposing driveways and adjacent residential development;

- (iii) no outside storage of goods, materials, garbage or refuse shall be permitted;
- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses through landscaping and the construction of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

3.3 Institutional Policies

- 3.3.1 One junior public school site will be provided in New Development Area Number 13(a) in the general location indicated on Schedule SP24(a). If this school site is not required by either School Board, then it may be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.
- 3.3.2 Prior to approval of plans of subdivision, the City shall encourage landowners with New Development Area Number 13(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the junior public school designated on Schedule SP24(a), as required by the Peel Board of Education.
- 3.3.3 Prior to approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 13(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school designated on Schedule SP15(b) and located within New Development Area Number 11, as required by The Dufferin-Peel Roman Catholic Separate School Board.

3.4 Open Space Policies

- 3.4.1 Lands designated Open Space on Schedule SP24(a) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply.

- 3.4.2 Where land designated 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 acquired by the municipality or any other public agency.
- 3.4.3 The City shall endeavour to ensure that portions of the Class III Woodlot identified on Schedule C to this Plan, located within the Open Space designation on Schedule SP24(a), are retained to the greatest extent possible for aesthetic and recreational purposes.
- 3.4.4 A "Neighbourhood Park" shall be located in the general location indicated on Schedule SP24(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.17, of this Plan.
- 3.4.5 Two "Parkettes" shall be located in the general locations indicated on Schedule SP24(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.16, of this Plan.

3.5 Special Policy Areas

- 3.5.1 The lands designated on Schedule SP24(a) as "Special Policy Area Number 1" and situated between Second Line West and Mavis Road at the northwest corner of the intersection of Mavis Road and the Collector Road (Ray Lawson Boulevard), although situated outside of the urban boundary, shall be incorporated as part of the relevant draft plans of subdivision to the east. As a condition to draft approval, these lands identified as Special Policy Area Number 1 shall be conveyed to the Trustees of the Toronto General Burying Grounds to provide the Meadowvale Cemetery with direct frontage exposure to Mavis Road.

REFERRED
TO O.M.B.

4.0 TRANSPORTATION POLICIES

4.1 Roads

- 4.1.1 Road facilities in New Development Area Number 13(a) are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2 of this Plan.
- 4.1.2 The right-of-way width requirement for Collector Roads and Minor Collector Roads designated on Schedule SP24(a) shall be 26.0 and 23.0 metres, respectively.

- 4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2. and Schedules "I" and "H" of this Plan.
- 4.1.4 Lands shall be conveyed to The Regional Municipality of Peel in conjunction with the development of abutting lands within New Development Area Number 13(a) to achieve a 36.0 metre wide right-of-way for Mavis Road.
- 4.1.5 Mavis Road will be a major transportation link within the Region of Peel, intersecting with the provincial, regional and local road network. The final location of any interchange between Highway Number 407 and Mavis Road will be determined by the appropriate road authorities.
- 4.1.6 Minor changes to the Mavis Road alignment may be required due to the final location of a Highway Number 407/Mavis Road interchange and other design considerations.
- 4.1.7 To ensure the long term utility of Major Arterial Roads, it is the policy of the City to restrict direct access from individual properties. To this end, the conveyance of 0.3 metre reserves shall be a condition of development approval for lands abutting Mavis Road and Steeles Avenue. Daylighting triangles at road intersections will also be conveyed as required.
- 4.1.8 The local road system will be established as part of the subdivision approval process.

5.0 PUBLIC UTILITIES

5.1 Storm Water Management

- 5.1.1 Prior to draft approval of any individual subdivision plan, a comprehensive storm water management study will be undertaken for New Development Area Number 13(a) and be subject to the approval of the Credit Valley Conservation Authority and the City of Brampton, in consultation with the Trustees of the Toronto General Burying Grounds.
- 5.1.2 Prior to the alteration of any watercourse or the construction of any storm water facility, the necessary approvals shall be received from the Credit Valley Conservation Authority and the City of Brampton.
- 5.1.3 Prior to the registration of any individual subdivision plan, the lands and easements necessary to implement the

storm water management plan and any related works, including drainage channels, shall be obtained or secured by agreement.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 13(a) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers. To this end, a sanitary sewer pumping station will be required to service the new development area and protection will be provided for existing wells in the area from construction activity, prior to the registration of any individual subdivision plan.

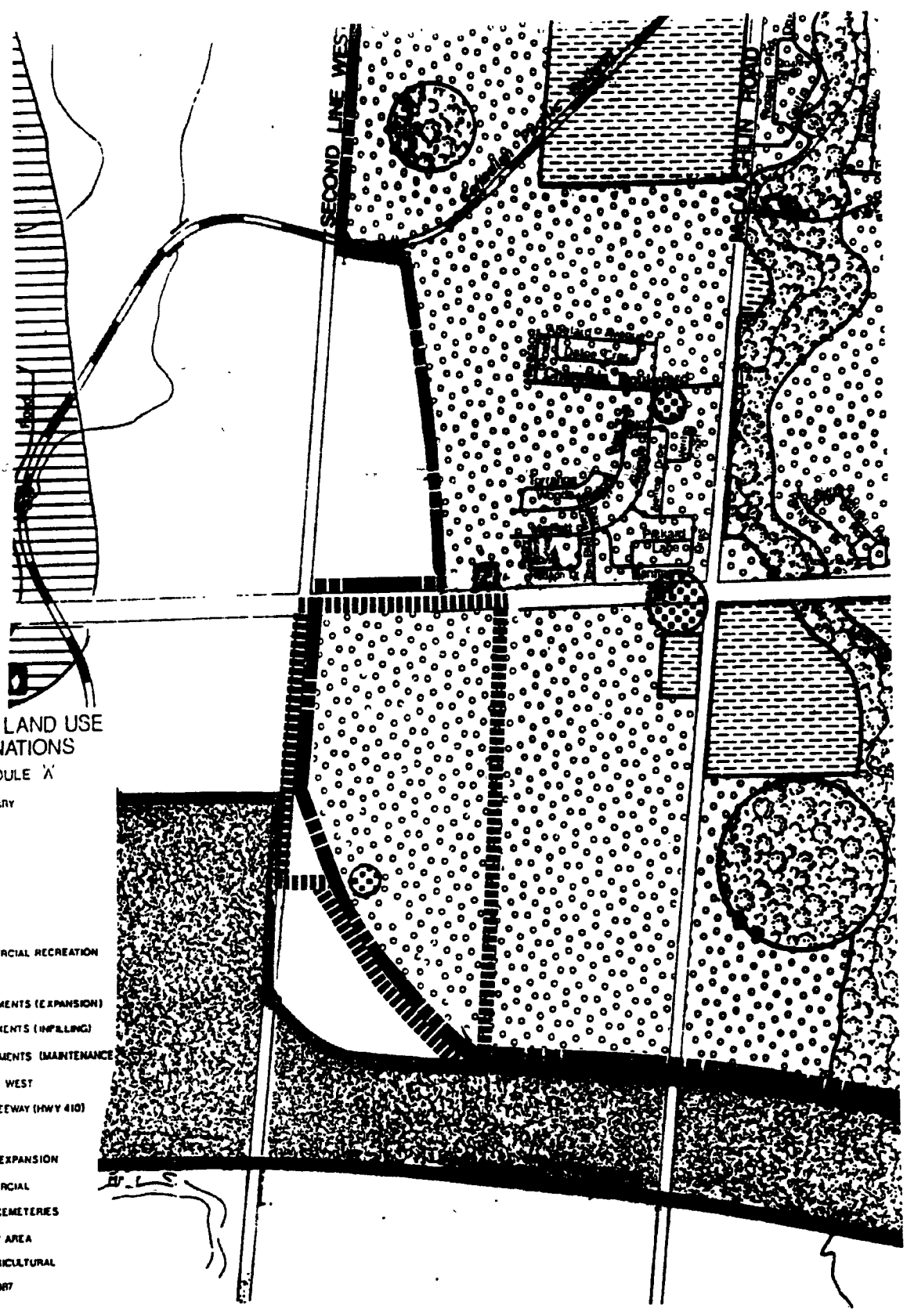
5.3 Hydro Transmission Line

5.3.1 All development, including road crossings, within or adjacent to the Hydro Transmission Corridor which traverses New Development Area Number 13(a), shall be subject to the approval and requirements of Ontario Hydro and the City of Brampton.

5.3.2 The City of Brampton shall encourage the use of the Hydro Transmission Corridor as an open space, pedestrian and bicycle link within New Development Area Number 13(a).

6.0 IMPLEMENTATION

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



GENERAL LAND USE DESIGNATIONS
SCHEDULE 'X'

- URBAN BOUNDARY
 - RESIDENTIAL
 - OPEN SPACE
 - COMMERCIAL
 - INDUSTRIAL
 - INSTITUTIONAL
 - PRIVATE COMMERCIAL RECREATION
 - AGRICULTURAL
 - RURAL SETTLEMENTS (EXPANSION)
 - RURAL SETTLEMENTS (INFILLING)
 - RURAL SETTLEMENTS (MAINTENANCE)
 - PARKWAY BELT WEST
 - PROVINCIAL FREEWAY (HWY 410)
 - RURAL ESTATE
 - RURAL ESTATE EXPANSION
 - RURAL - COMMERCIAL
 - OPEN SPACE - CEMETERIES
 - SPECIAL STUDY AREA
 - SPECIALTY AGRICULTURAL
- MAY 1987

Lands subject to this amendment

SCHEDULE A to OFFICIAL PLAN
GENERAL LAND USE
DESIGNATIONS

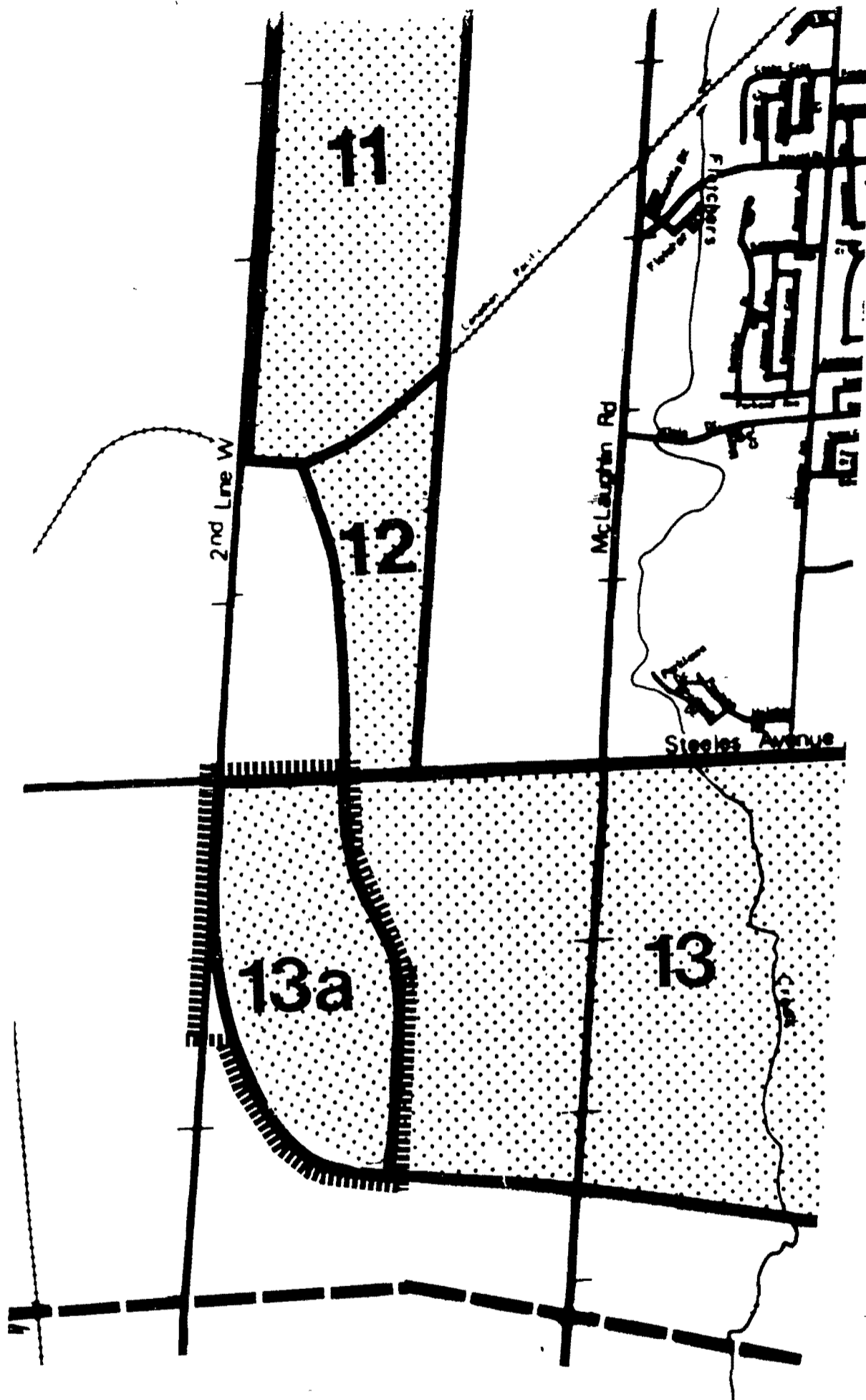
SCHEDULE A to OFFICIAL PLAN
AMENDMENT No. 133



CITY OF BRAMPTON
Planning and Development

1:19400

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.



Lands subject to this amendment

SCHEDULE D to OFFICIAL PLAN
NEW DEVELOPMENT AREAS

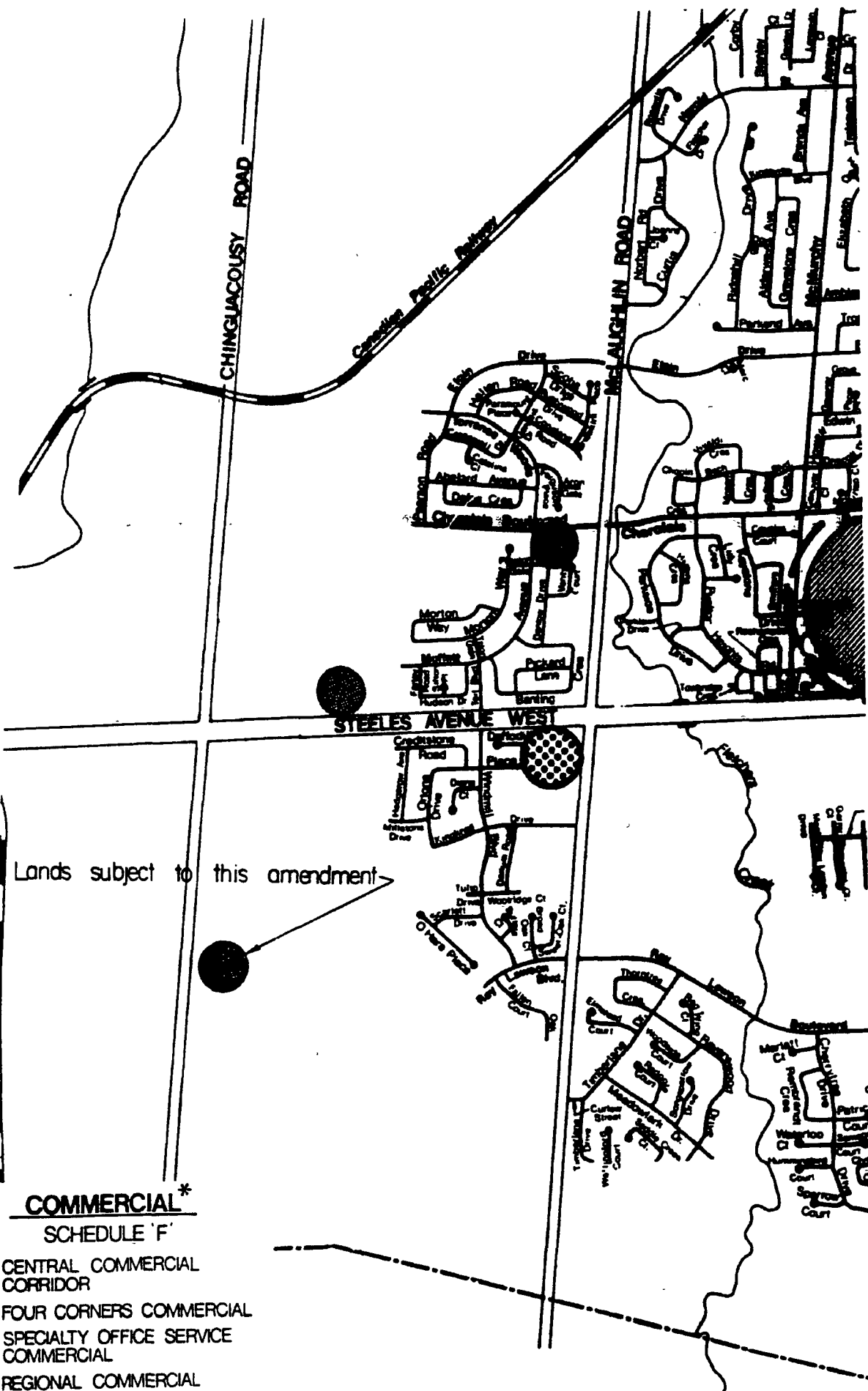
SCHEDULE B to OFFICIAL PLAN
AMENDMENT No. 133













CITY OF BRAMPTON
Planning and Development.

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Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.



COMMERCIAL*
SCHEDULE 'F'

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

SCHEDULE F to OFFICIAL PLAN
'COMMERCIAL'

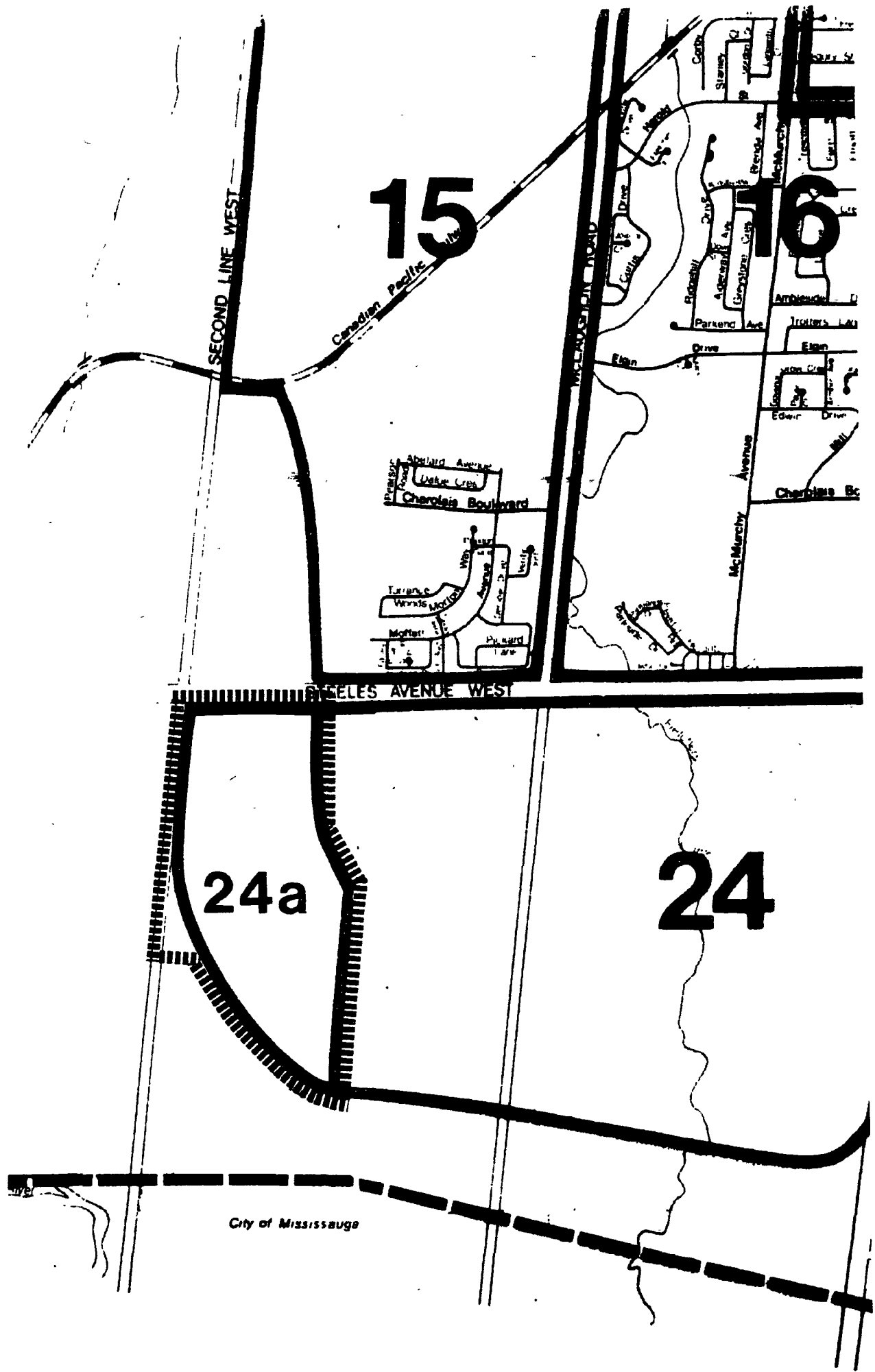
SCHEDULE C to OFFICIAL PLAN
AMENDMENT No. 133




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CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP243 Map no.



 Lands subject to this amendment

SCHEDULE K to OFFICIAL PLAN
SECONDARY PLAN AREAS

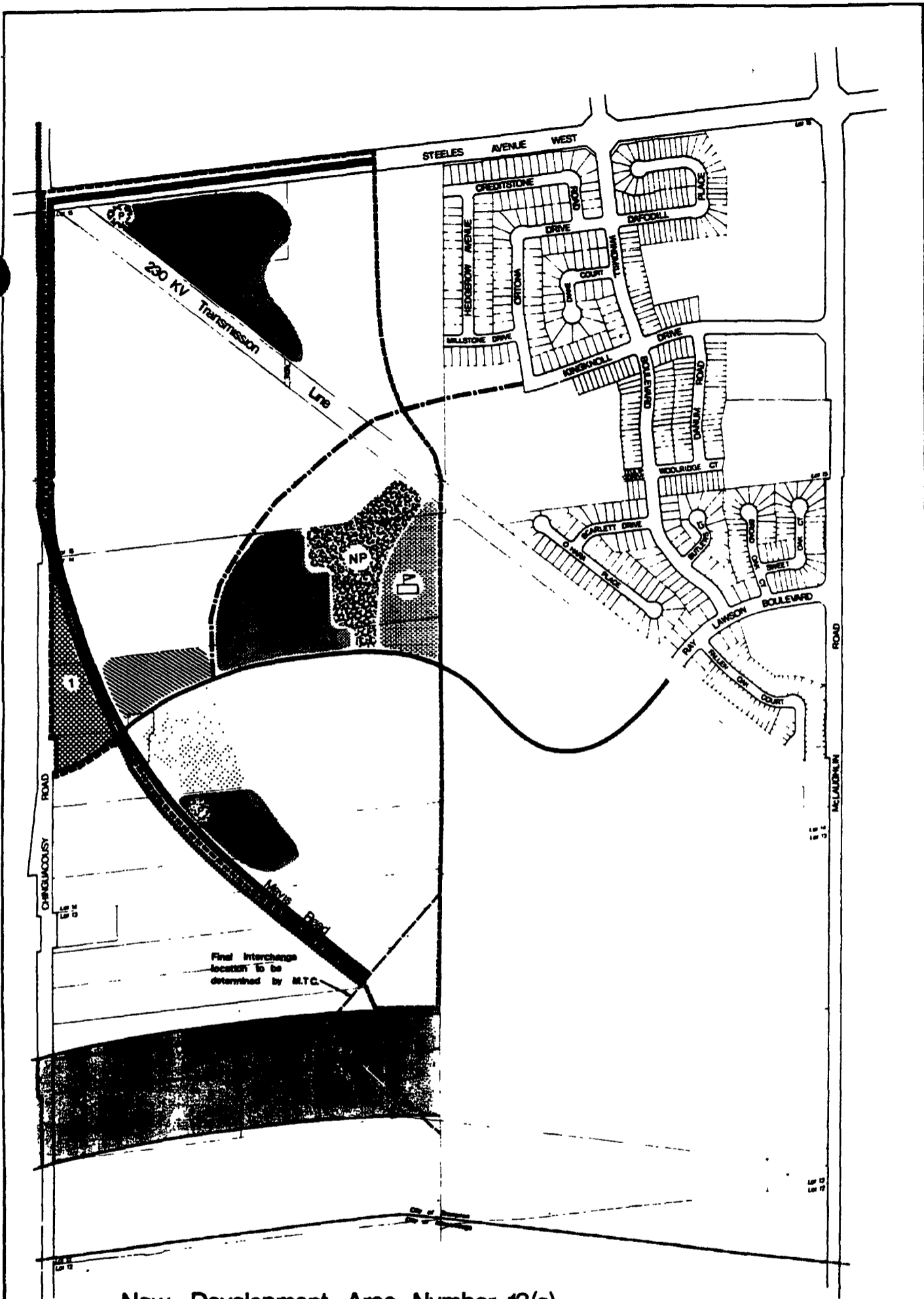
SCHEDULE D to OFFICIAL PLAN
AMENDMENT No. 133



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CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.



New Development Area Number 13(a)
 Schedule E to Official Plan Amendment No. 133

LEGEND

- Urban Boundary
- Secondary Plan Boundary
- Low Density Residential
- Low & Medium Density Residential
- Medium - High Density Residential
- Institutional - Public School
- Special Policy Area 1 (Refer to Policy 3.5.1)

- Convenience Commercial
- Parkette
- Neighbourhood Park
- Collector Road
- Minor Collector Road
- Major Arterial Road
- Future Highway 407

Schedule SP24(a)

Scale 1:4000
 Date August 1987
 Drawn by R B

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 133

Attached is a copy of a planning report dated October 7, 1987 and the notes of a Public Meeting held on November 4, 1987, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

The following reports and submissions also relate to the formulation of this amendment, copies of the three reports are available upon request:

Reports

1. Agricultural Assessment, Ecological Services for Planning Limited, June 1987.
2. Single Family Residential Land Requirements in the City of Brampton, IBI Group, April 1987.
3. Stormwater Management Report Southwest Brampton Area, Rand Engineering Corporation, April 1987.

Submissions

- | | |
|---|--|
| - Ministry of Municipal Affairs | February 6, 1987 |
| - Ministry of Agriculture and Food | March 12, 1987 |
| - Credit Valley Conservation Authority | March 26, 1987, July 9, 1987, November 25, 1987 |
| - Ontario Hydro | March 10, 1987, July 2, 1987, November 24, 1987 |
| - Dufferin-Peel Separate School Board | March 6, 1987, April 9, 1987 |
| - Peel Board of Education | March 6, 1987, November 26, 1987 |
| - Region of Peel | March 5, 1987, July 16, 1987, October 27, 1987, November 26, 1987 |
| - Inter-Church Regional Planning Association | September 28, 1987 |
| - Lino Moro - letter of objection | August 8, 1987 |
| - notes of August 13, 1987 landowners meeting | August 17, 1987 |
| - Metrus Management - Land Development | August 24, 1987, October 30, 1987 |
| - Qazi Municipal Engineering | September 10, 1987, November 4, 1987 |
| - Walker, Wright, Young Associates Limited | June 1, 1987, October 9, 1987, October 30, 1987, November 13, 1987 |
| - Eight Acres Limited | November 20, 1987 |

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 7, 1987

TO: The Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Secondary Plan
New Development Areas 12 and 13 Extension
Mavis Road Alignment
Ward Number 4
Our File Number: SP24.3

1.0 INTRODUCTION

Applications to amend the Official Plan have been submitted to the City to extend the urban boundary in the southwest corner of the Brampton urban area. The purpose of this proposal would be to permit the urban development of the lands between the existing urban boundary (Alignment A option of the future Mavis Road) and the recently approved alignment for the future Mavis Road (Alignment D-2). As the subject lands are proposed to be brought inside the urban boundary, it would be appropriate that a secondary plan(s) be composed to facilitate and direct the urban development of the lands.

This report provides the background material, land use concept, transportation and servicing strategies to form the basis of the requisite secondary plan(s). The report begins with a description of the study area covered by the proposed secondary plan(s), including information related to existing land use, land ownership and official plan and zoning status. This is followed by an account of the studies and decision making related to the approved Mavis

Road alignment. Section 3 of the report deals with the background studies requested by Council which include: a housing market study, an agricultural assessment, and a storm water management study. Section 4 examines the various development constraints and considerations that affected the formulation of the draft secondary plan(s). The report concludes with a description of the land use/development concept for the study area.

2.0 BACKGROUND

2.1 Area Description and Existing Land Use

The subject lands are situated both north and south of Steeles Avenue, west of the existing urban boundary and east of Alignment D-2 of the future Mavis Road (approximately Second Line West - Chinguacousy Road). Properties involved include Part of the West Halves of Lots 13, 14 and 15, Concession 2, W.H.S. in the former geographic Township of Toronto (south of Steeles Avenue) and Part of the West Half of Lot 1, Concession 2, W.H.S. in the former geographic Township of Chinguacousy (north of Steeles Avenue). The subject lands are depicted on Figure 1 attached.

The entire area of the lands proposed to be brought within the urban boundary totals approximately 78.0 hectares (192.7 acres); 16.53 hectares (40.8 acres) of this being north of Steeles Avenue and 61.47 hectares (151.9 acres) located south of Steeles Avenue. Topographically, the lands slope from northeast to southwest, falling approximately 15 metres (49.2 feet) from the easterly limit of the subject area (middle of Concession 2, W.H.S.) to the southwesterly limit of the subject area where Mavis Road will eventually be situated. There are also several minor tributaries within the westerly section of the new development area which drain the lands west to the Credit River.



Figure 1: Study Area
- - - New Development Area
Study Area

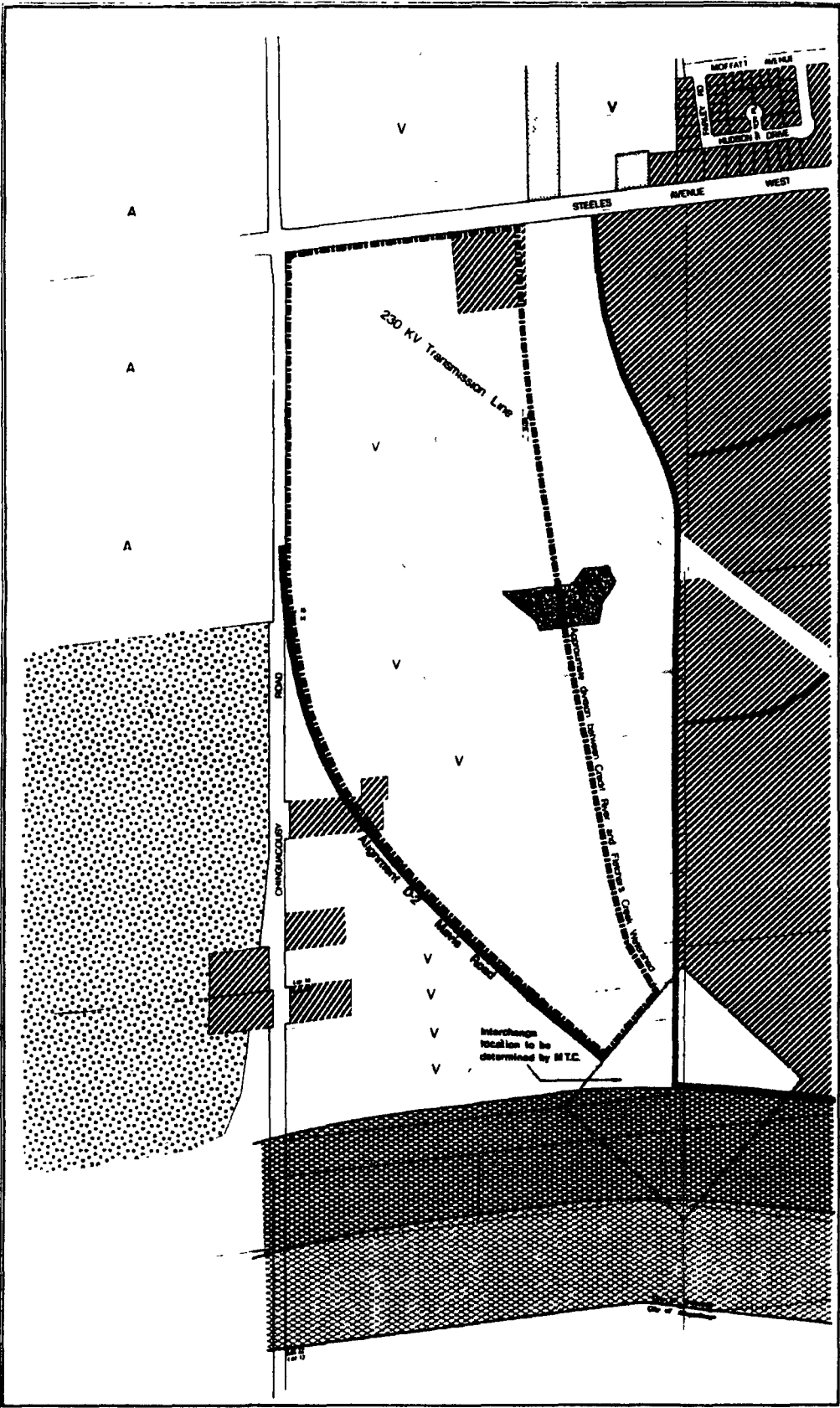
C8-3

As the study area has generally been cleared for agricultural purposes, little mature vegetation exists. Some trees occur along fence rows and in the vicinity of single family dwellings and farm buildings. A mature woodlot of approximately 1.0 hectares (2.47 acres) in size is situated in the central-easterly section of the study area south of Steeles Avenue, straddling the lot line between the west half of Lots 14 and 15 in Concession 2, W.H.S. (former Township of Toronto).

Existing land uses within the study area are indicated on Figure 2 attached. The subject lands north of Steeles Avenue are vacant agricultural lands. South of Steeles Avenue the lands are generally vacant although some limited crop production does occur. There are also four single family residences on smaller lots in the study area south of Steeles Avenue. A four acre parcel with original farm buildings fronts onto Steeles Avenue, east of Second Line West. The remaining three residential parcels front onto the east side of Second Line West south of Steeles and are 1.05 hectares (2.6 acres), 4.05 hectares (10 acres) and 0.61 hectares (1.5 acres) in size.

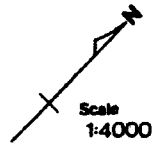
2.2 Land Ownership Pattern

Figure 3 depicts land ownership in the study area. There are four major land holdings in the area in addition to a number of smaller properties. The property north of Steeles Avenue is 16.53 hectares (40.8 acres) in size and owned by Westwood Meadows Limited. South of Steeles Avenue, the largest property owner is Kingnoll Developments Limited with 27.83 hectares (68.8 acres) followed by Eight Acres Limited et al with 17.24 hectares (42.6 acres) and Southbridge Developments Incorporated with 12.14 hectares (30.0 acres). The smaller parcels situated south of Steeles Avenue range in size from 0.61 hectares (1.5 acres) to 4.05 hectares (10.0 acres).



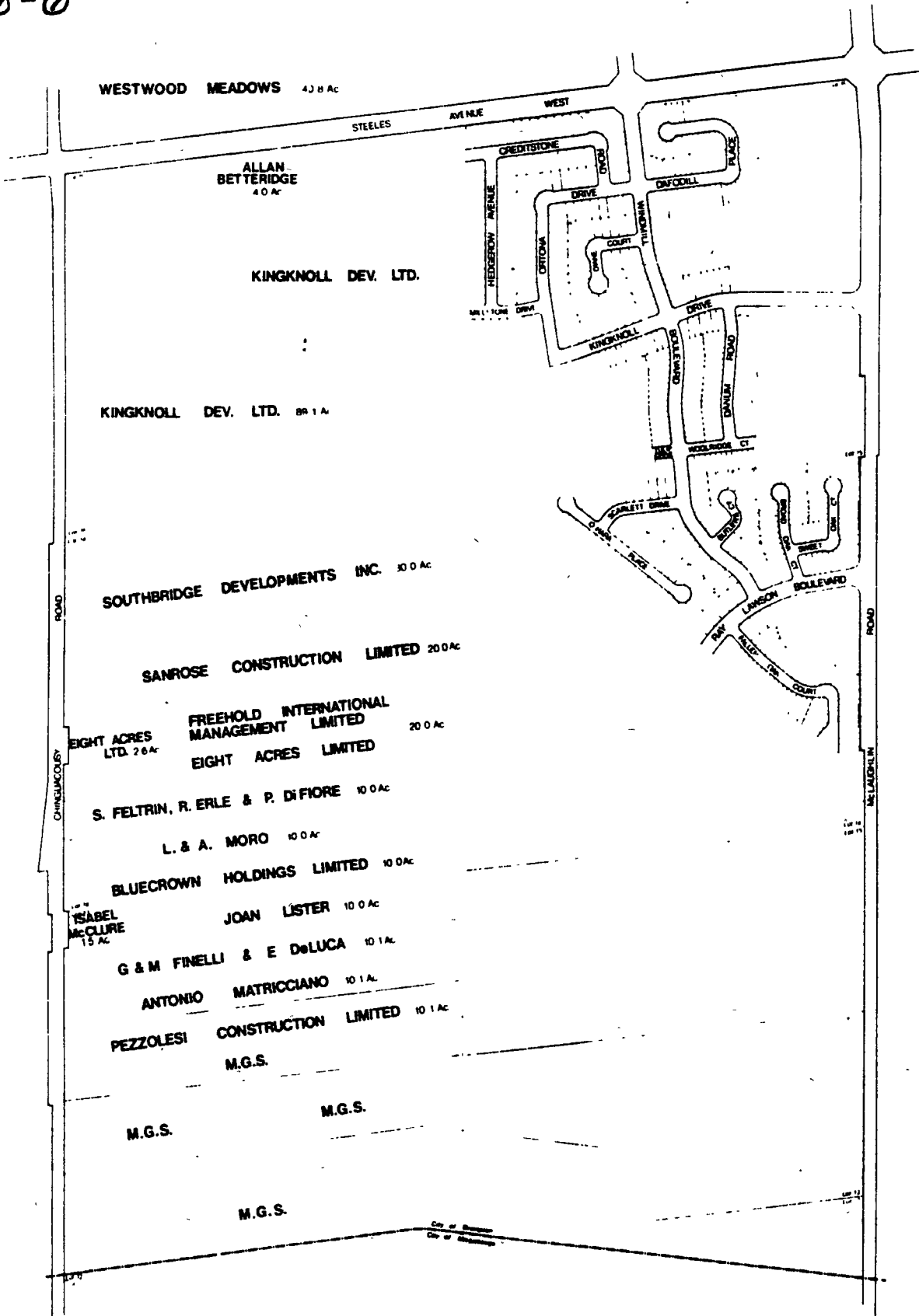
Existing Land Use and Environmental Factors
Figure 2

- | | |
|--------------------|---|
| Residential | Area requiring sewer pumping facilities |
| Commercial | Cemetery |
| Agriculture | |
| Woodlot (Class 3) | |
| Parkway Belt West | |
| Future Highway 407 | |
| Urban Boundary | |
| Collector Road | |
| Vacant | |



Date: 1987 10 01
 Drawn by: RB

08-6



LAND OWNERSHIP Figure 3

	CITY OF BRAMPTON Planning & Development Department CON 2 WHS LOTS 12 15

Map No. 3

2.3 Official Plan and Zoning Status

Schedule A (General Land Use Designations) to the Brampton Official Plan designates the subject study area Agricultural and it is situated outside of the defined urban boundary. Therefore, the Official Plan would not currently permit urban development of the subject area.

Schedule C (Environmentally Sensitive Areas) to the Official Plan identifies the woodlot situated in the central-easterly portion of the study area, south of Steeles Avenue, as a Class III woodlot.

Schedule H (Major Transportation Elements and Major Road Network) and Schedule I (Major Right-of-Way Widths) to the Brampton Official Plan, as amended by Amendment Number 115, indicate a number of road features within the study area. The future Mavis Road is identified as a major arterial road with a right-of-way width of 36 metres (120 feet) which defines the westerly limit of the study area. Mavis Road proceeds north from an interchange with the future Highway Number 407 situated at the approximate mid-concession point of Concession 2, W.H.S., curves west to join Chinguacousy Road (Second Line West) in the vicinity of the lot line separating the west halves of Lots 14 and 15, and continues north through Steeles Avenue along the Second Line West right-of-way. With the re-alignment of Mavis Road to the west, two collector roads situated within the urban boundary have been extended to intersect with Mavis Road. Both Ray Lawson Boulevard (south of Steeles) and Charolais Boulevard (north of Steeles) are designated as collector roads with a 23 to 26 metre (76 to 86 foot) right-of-way width.

Schedule J (Major Public Utilities) to the Brampton Official Plan identifies a 230 KV Hydro Transmission Line which traverses the Kingknoll property, south of Steeles Avenue, in a northwest-southeast fashion.

The study area is subject to two comprehensive zoning by-laws. The portion north of Steeles Avenue is zoned Agricultural Class One (A1) Zone by By-law 861, as amended. The majority of the lands south of Steeles Avenue are zoned Agricultural (A) Zone by By-law 139-84, as amended. Variations to the agricultural zoning are:

1. a 1.5 acre parcel (owned by I. McClure) is zoned Residential Estate One (RE1) Zone; and
2. a 2.6 acre parcel (owned by Eight Acres Limited - former Canning property) is zoned Residential Estate Two (RE2) Zone.

2.4 Mavis Road Extension

For a number of years, the Region of Peel has been investigating the extension of Mavis Road from Highway Number 403 to the future Highway Number 407 and north through the City of Brampton. The Mavis Road Functional Planning Study and other relevant studies have been completed although when the City of Brampton Official Plan was being finalized for Provincial approval, the alignment for Mavis Road had yet to be finalized. Therefore, the transportation schedules to the Official Plan depicted the best available information at the time which fixed Mavis Road (and the urban boundary) at the mid-concession point of Concession 2, W.H.S. The urban boundary basically represents the apex between the Fletchers Creek Valley which drains to the east and the Credit River Valley which drains to the west.

In August of 1986, Regional Council approved the Alignment D alternative for Mavis Road. On October 27, 1986, City Council also approved Alignment D by carrying the following resolution:

"THAT the report dated 1986 10 15 re Mavis Road Functional Planning Study be received, and;

That Council proceed with Alignment D for Mavis Road/Chinguacousy Road as approved by the Region of Peel and of the potential development of lands west of the approved urban boundary, and further;

That the owners of said lands be requested to retain consultants to carry out the following studies in respect of these lands:

- (a) an analysis of the Brampton housing market, with particular emphasis on the southwest sector of the city in order to evaluate the need to accommodate further urban residential development in this area;
- (b) an analysis of the agricultural resource and activity in the potential development lands;
- (c) a storm water management study, and;
- (d) a functional analysis of potential Ray Lawson/Mavis Road Alignment D and a related local road pattern."

Amendment

"THAT the City proceed with Alignment D for Mavis Road and the balance of the planning report be deferred pending a further planning report."

Subsequent to a public meeting, Amendment Number 115 which established Alignment D for Mavis Road on the transportation schedules was adopted by Council March 23, 1987 and approved by the Province May 25, 1987.

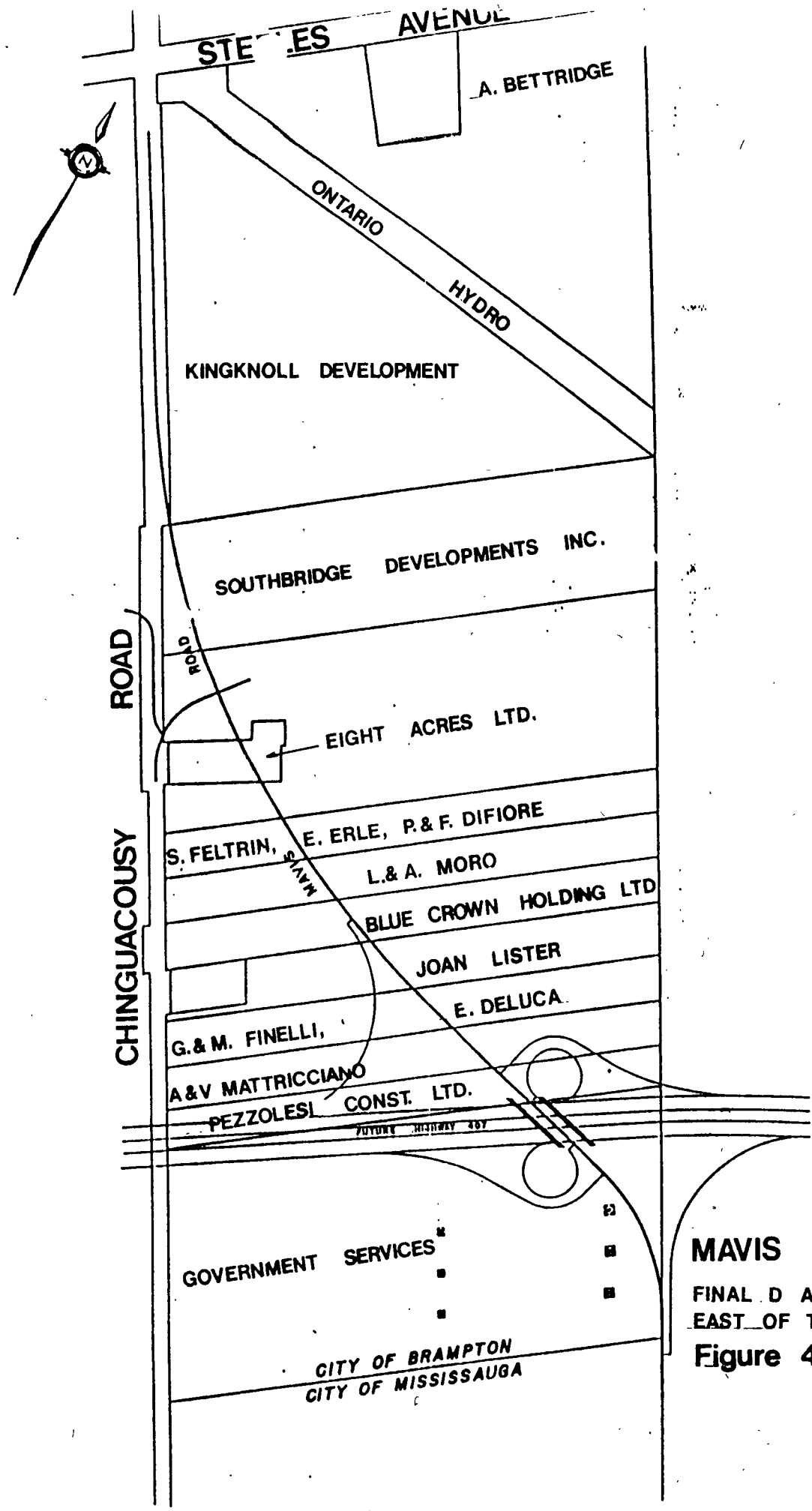
After Alignment D was established as the preferred location of Mavis Road, a variation called D-2 was endorsed by City Council March 23, 1987 with the following resolution:

"THAT the report dated 1987 03 10 re Mavis Road Extension be received, and;

- A. That City Council endorse alignment D2 subject to Eight Acres Limited providing the City with proof of signed purchase agreement for the Canning property prior to enactment of the Official Plan amendment by Council;
- B. Staff be directed to submit the appropriate document to City Council for adoption;
- C. The Minister of Municipal Affairs be requested to lift the deferred status of lands within the New Development Area Number 12 Secondary Plan, and;
- D. The conveyance of lands necessary to provide frontage on Mavis Road, for the Toronto General Burying Grounds be a condition of draft approval of affected plans of subdivision."

Subsequently, Regional Council approved the final alignment for Mavis Road at their meeting of April 16, 1987. The final alignment is depicted on Figure 4 attached.

08-11



MAVIS ROAD
 FINAL D ALIGNMENT -
 EAST OF TOWERS
Figure 4

3.0 PLANNING STUDIES

When City Council approved Alignment D of the Mavis Road Extension on October 15, 1986 and considered the possibility of extending urban development to the new alignment, City Council directed that a number of planning studies be carried out to justify the expansion of the urban boundary. By resolution, Council directed that the following studies be submitted:

1. an analysis of the Brampton housing market and an evaluation of the need for the proposed extension of the urban boundary;
2. an analysis of the agricultural resource base and activity which would be lost to urban development;
3. a stormwater management study, and;
4. a functional analysis of a potential Ray Lawson Boulevard/Mavis Road intersection and related local road pattern.

The first three studies which are the most basic to justifying whether or not an expansion of the urban boundary to Alignment D of Mavis Road is warranted have been submitted by a group of developers. The fourth study regarding the local road pattern has not been submitted although both the Region of Peel and City of Brampton Traffic Divisions have had the opportunity to comment on development design concepts for the subject area. The following three sections summarize the requisite planning reports.

3.1 Brampton Housing Market

As requested by City Council, the property owners within the study area retained a consultant who has submitted a report evaluating the housing market in Brampton and whether the study area is justified for additional urban development. The

study deals primarily with the single family residential market demand and supply characteristics of Brampton for the duration of the Official Plan time frame. With the long term demand and supply sides of the market defined, the study examines the net position to determine if and when a shortfall of land for single family dwellings would occur within the City.

Staff generally agree with the conclusion of the study that sufficient lands for single family residential development are not designated within the Official Plan. The study estimates that the shortfall will be realized in the mid to late 1990's. Although staff may agree with the basic conclusion of the study, the progression to the conclusion is questionable in certain areas. Firstly the study utilizes a population projection from the Official Plan which has since been revised and updated. While the study uses an ultimate population of 344,000 (335,000 urban), City staff have recently revised these figures to a capacity population of 325,500 (316,500 urban). This is due to a projected decline in the persons per dwelling unit ratio.

The report then examines supply characteristics in the City by starting with existing 1986 units (57,479) and adding in both units which are in the approval process (19,587) and other potential units (26,340) on lands designated for residential development. The total potential supply of single family units is estimated to be 26,072 once all the above factors are accounted for. Although the supply unit count is not totally accurate in the subject study, the contents are accurate enough so as not to greatly effect the outcome of the study.

The study proceeds to evaluate the demand for single family homes within the City of Brampton by applying future persons per household figures to the estimated urban population. The demand analysis employs occupancy factors generated by the

Coopers and Lybrand Housing Mix Study, 1986 which are endorsed by City staff as the most reasonable occupancy rates for the City of Brampton over other such studies. The future demand for single family units is projected to be an additional 36,330 units at capacity. With a total potential supply of 26,072 units at capacity, the report projects a shortfall of approximately 10,260 units at capacity. The study suggests that the shortfall of single family units will actually exist during the years of 2001-2002 although since it is desirable to have a supply of residential lands always within the approval process ahead of their need, the shortfall will become apparent in the mid to late 1990's. Figure 5 summarizes the findings of the study.

The housing market study also notes that the projected shortage of single family units may manifest itself earlier by reason of delays in the development of other areas in the City. Examples of such areas which may experience development delays include the northeast sector of the Ronto-Sandringham area which may be affected by the consideration of a proposed landfill site, the northeast quadrant of Snelgrove which is reserved until the Highway Number 410 alignment is finalized and the Esker Lake North Area which will require a number of special studies prior to development.

In summary, City staff generally concur with the findings of the housing market study. A staff study which examined population, housing mix and density policies for the City (Secondary Plan Number 28 Housing Mix Component Study) also concludes that housing demand for single family units will exceed available units at the estimated Official Plan capacity (year 2009).

FIGURE 5

SUPPLY/DEMAND ANALYSIS FOR SINGLE FAMILY RESIDENTIAL UNITS IN BRAMPTON

Single Family Units "In Process" (from Exhibit 9)	11,116
Single Family Units on Designated Lands with No Applications to Date (from Exhibit 10, Scenario A)	14,956
Total Potential Single Family Units within Urban Boundary	26,072

DEMAND FOR SINGLE FAMILY UNITS	1991	1996	2001	2006	"Ultimate" (2009)
Low	7,600	15,795	24,392	29,627	33,535
Medium	8,234	17,111	26,424	32,096	36,330
High	8,867	18,428	28,457	34,565	39,124

SURPLUS/ (SHORTFALL) OF SINGLE FAMILY UNITS (Supply-Demand)	1991	1996	2001	2006	"Ultimate" (2009)
Low	18,472	10,277	1,680	(3,555)	(7,463)
Medium	17,838	8,961	(352)	(6,024)	(10,258)
High	17,205	7,644	(2,475)	(8,493)	(13,052)

Estimated Year of Shortfall
 Low Scenario 2002 - 2003
 Medium Scenario 2001 - 2002
 High Scenario 1999 - 2000

Source: Single Family Residential Land Requirements in the City of Brampton, IBI Group, April 1987.

3.2 Agricultural Assessment

Since the subject proposal to extend the urban boundary to Alignment D-2 of the Mavis Road Extension involves the designation of agricultural lands for urban uses, Council directed that the agricultural resource base and activity in the study area be assessed. The landowners have submitted such a study in support of the proposal to extend the urban boundary. The purpose of the agricultural study is to assess the proposal in light of the Province's Food Land Guidelines which requires justification for the loss of agricultural land through the extension of an urban boundary.

The agricultural study concludes that the development of the study area will have a negligible impact on agriculture in the surrounding local area. It also concludes that the proposal would meet the intent of the Food Land Guidelines with regard to the establishment of an urban boundary. The report states that the development of the subject area can proceed in a manner which respects rural planning principles that protect agriculture while allowing for justifiable development. Mavis Road will provide a definable urban boundary and the subject development would represent logical infilling of the urban area with no adverse impact on agriculture.

The report recognizes the study area as having poorer than average agricultural soils compared to the rest of the City. While 85 percent of Brampton is rated as Class 1 agricultural land, the subject area contains only 23.5 percent Class 1 soils, 44.3 percent Class 2 soils and 32.2 percent Class 4 and non-agricultural soils. Capital investment in agricultural is rated as marginal in the study area and no local farm population would be displaced if the area was developed. The agricultural study also identifies the lack of any potential agricultural-urban conflicts such as Agricultural Code of

Practice separation distances for residential development and livestock operations. Due to the location of the proposed development area between existing urban development and the future Mavis Road, there will only be minor interface with agriculture and minimal disruption of farmland continuity.

3.3 Stormwater Management

The landowners have also submitted a stormwater management study for the approval of the City. Since the subject lands drain west to the Credit River rather than east to the Fletchers Creek, the area cannot be readily serviced by gravity sewers to the existing servicing structure of the City and the Region. The purpose of the study was to identify and assess both existing and future concerns related to stormwater within the proposed development area and to develop a master drainage plan for the area.

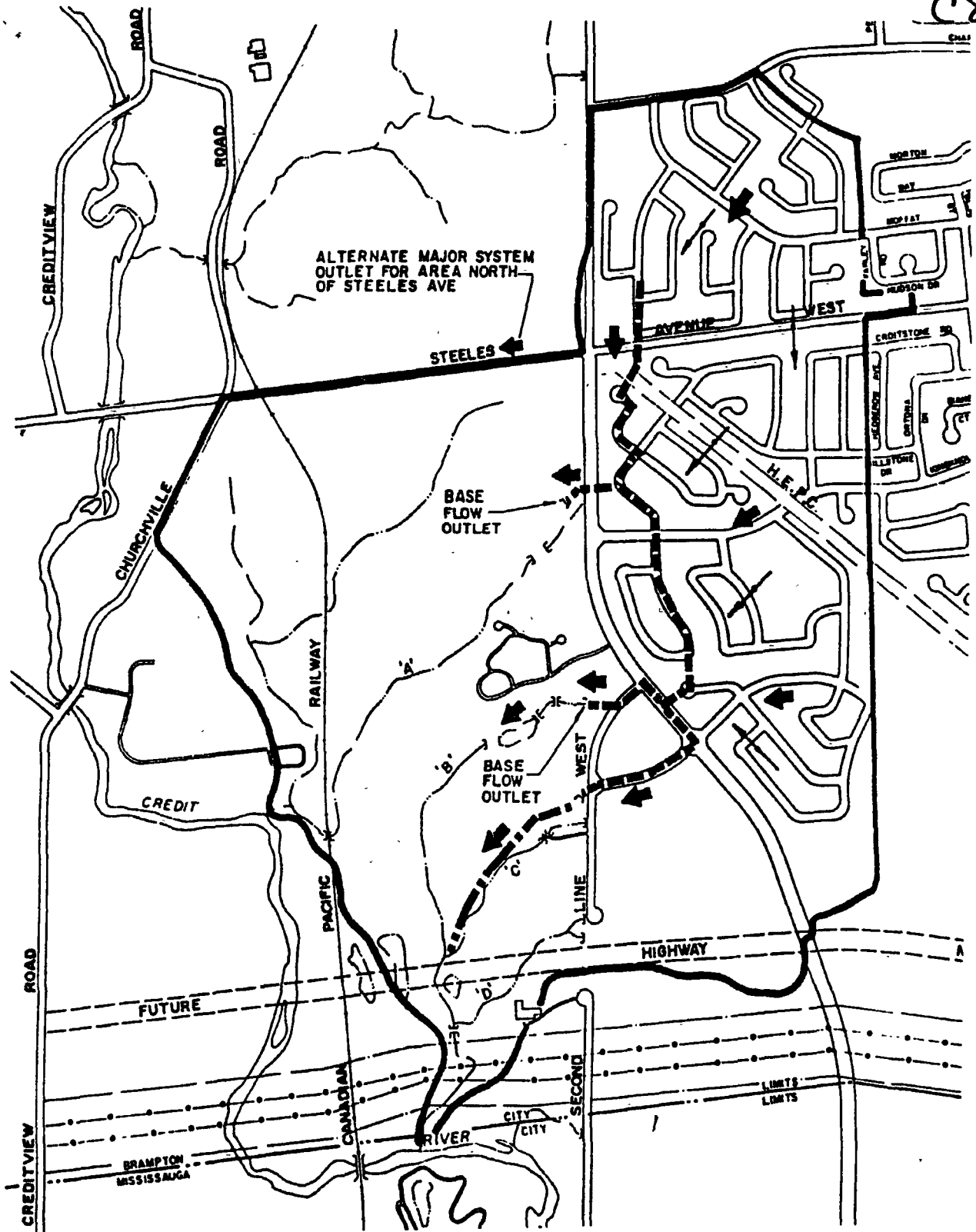
The subject study area is currently drained by four different watercourses, all of which flow through the Meadowvale Cemetery on the west side of the Second Line West (Chinguacousy Road). The Meadowvale Cemetery is conducting an ongoing program to improve the watercourses on their property for aesthetic and irrigation purposes. Recognizing these intentions, the stormwater management report concludes that it would be desirable to maintain flows to the existing watercourses.

After examining the condition of existing watercourses and the uncontrolled runoff which would be generated by the 2, 5, 10, 25 and 100 year storms after the study area was developed, the stormwater management report recommends two runoff control criteria:

1. flow supply should be maintained to all 4 receiving watercourses to provide a water supply for proposed landscape works in the cemetery; and
2. flows in the receiving watercourses should be maintained at existing levels or alternatively, protective works should be provided to minimize impacts on downstream flooding or erosion.

The report devises a stormwater management plan to satisfy the above 2 runoff criteria. The main features of the plan include a storm trunk sewer originating north of Steeles Avenue and running parallel to Mavis Road through the study area. The trunk sewer outlets to a proposed stormwater channel along watercourse C, approximately 1100 metres (3609 feet) south of Steeles Avenue. Flows in watercourses A and B will be maintained by base flow outlets from the trunk sewer to the watercourse, watercourse D will remain in its natural state with no channel improvements or association with the trunk storm sewer. Figure 6 attached illustrates the basics of the stormwater management plan.

Standard procedures and considerations such as channel design and erosion/sediment control are to be observed during and after construction. Costs will be shared by participating landowners and the lands required for the proposed channel works through the Meadowvale Cemetery should be secured prior to the registration of any subdivision plan within the study area.



LEGEND

- EXISTING WATERCOURSE
- EXISTING CULVERTS
- POST DEVELOPMENT DRAINAGE BOUNDARIES
- MINOR SYSTEM DIRECTION
- MAJOR SYSTEM DIRECTION
- PROPOSED CHANNEL
- STORM TRUNK SEWER

STORMWATER MANAGEMENT PLAN

Figure 6

NOTE: ROAD PATTERN SHOWN ON THIS DRAWING IS CONCEPTUAL ONLY.

A variation to this stormwater management plan may occur in that Eight Acres Limited wishes to use the triangular parcel at the northwest corner of Mavis Road and Ray Lawson Boulevard for a stormwater retention pond. It appears that this variation would not be to the detriment of the overall stormwater management plan and neither the area developers or the Cemetery Board would have any objection to this occurrence. Eight Acres Limited is to convey this triangular parcel to the Cemetery Board so that they will not lose their frontage to Mavis Road - Second Line West.

4.0 DEVELOPMENT CONSTRAINTS AND CONSIDERATIONS

An effective development/land use strategy for the study area must recognize any constraints imposed by both natural and man-made features within the study area. Constraints which are applicable to this new development area are:

- an existing woodlot;
- noise sensitive areas;
- proposed Mavis Road Extension;
- valleylands;
- servicing;
- Hydro transmission corridor; and
- existing land use.

4.1 Existing Woodlot

As noted, Schedule C to the Official Plan identifies a Class III woodlot in the central-easterly portion of the study area. The woodlot straddles the lot line separating the Kingknoll and Southbridge holdings and is identified on the attached Figure 2. This 1.0 hectare (2.5 acre) hardwood lot dominated by ash and hickory trees is in good condition. The Official Plan states the following regarding Class III woodlots:

"These are low to medium quality woodlots which will withstand a moderate to high degree of disturbance. This class of woodlots represents the areas where there is an opportunity to carefully develop within and use the trees."

The woodlot will be preserved by incorporation with a city park. Therefore, the draft secondary plan will designate the woodlot as part of a neighbourhood park. In addition section 1.3.2.3 requires that applications for subdivision approval within or adjacent to classified woodlots must include an Environmental Sensitivity Report. In evaluating the effect which proposed development would have on the woodlot, the Environmental Sensitivity Report may include:

- inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
- the consideration and evaluation of alternatives including locational, land-use, engineering and design possibilities; and
- a commitment to measures for protection of the environment.

4.2 Noise Sensitive Areas

There are areas within the new development area which are potentially noise sensitive areas. Residential areas within the vicinity of Steeles Avenue, the future Mavis Road extension and the future Highway Number 407 may require attenuation measures to create a suitable environment. It is also noted that the southerly portion of the study area is in

C8-20

the vicinity of a 28 N.E.F. (noise exposure forecast) for air traffic. Therefore, aircraft noise should not affect the residential environment to the extent of necessitating remedial measures.

In accordance with section 1.8.3.3 of the Official Plan, developers will be required to submit noise studies for areas adjacent to Mavis Road and Steeles Avenue which will access the extent of noise and the attenuation measures required to reduce such noise to acceptable residential levels. Where required, a variety of noise attenuation and subdivision design features will be encouraged to avoid long stretches of noise attenuation walls. Such features may include landscaping treatment, berming and frontage service roads.

4.3 Mavis Road Extension

The westerly limit of the study area is fixed by Alignment D2 of the future Mavis Road. Under this proposal, this road would become the urban boundary in the southwest corner of the Brampton urban area. After the City and the Region endorsed the proposed Alignment D as the preferred route for the Mavis Road Extension, Amendment Number 115 identified this alignment on the Transportation Schedules of the Official Plan. Mavis Road will be a 4 lane regional road with a divided cross section and a 36.0 metre (118 foot) right-of-way. It will provide a north-south arterial service through the Region of Peel.

4.4 Valleylands

The majority of the subject study area consists of developable tableland. As noted though, the area is drained by 4 minor watercourses leading to the Credit River. Since these intermittent watercourses are minor physical features in

defined but shallow slopes, they will be filled in when the study area is serviced by the stormwater management system recommended by the drainage report referred to in Section 3.3.

4.5 Servicing

As previously noted, the subject study area actually drains west to the Credit River rather than east to Fletchers Creek. Therefore, the subject area cannot be serviced by a gravity system connecting to the Fletchers Creek or Etobicoke Creek West trunk sanitary sewer system. A sanitary sewer pumping station will be provided by the developers; the existing sanitary sewer on Ray Lawson Boulevard to the east has the capacity to accommodate the required forcemain outlet.

With respect to water services, a 600 mm (24 inch) watermain will have to be extended from its current location on Steeles Avenue to Second Line West and looped to Kingknoll Drive. Protection for existing wells in the area from construction activity will have to be provided for in the eventual subdivision agreements.

Stormwater runoff from the new development area will be dealt with as described in section 3.3 of this report.

4.6 Hydro Transmission Corridor

As previously noted, a 230 KV Hydro transmission line traverses the subject study area. The Hydro line is accommodated in an approximately 36 metre (118 foot) wide corridor which divides the Kingknoll Developments property in a triangular fashion from the Steeles Avenue/Second Line West intersection to the southeast corner of the west half of Lot 15, Concession 2, W.H.S. The location of the Hydro Transmission Corridor is indicated on Figure 2 attached.

The Hydro corridor will affect development in the area in a number of ways. Firstly, Ontario Hydro identifies two triangular pieces beyond the basic 36 metre corridor width at the southeast corner of Steeles Avenue and Second Line West as surplus lands. For this reason, Ontario Hydro requests that these surplus lands be designated according to abutting land use designations in the draft Secondary Plan.

Secondly, the corridor also presents itself as a potential pedestrian link through the study area. The corridor runs from the corner of Steeles Avenue and Second Line West (Mavis Road) to McLaughlin Road, connecting two neighbourhood park sites which will abut the hydro corridor.

Thirdly, development of the area proposes two road crossings of the hydro corridor. All works associated with this undertaking will be borne by the appropriate proponent with the road allowances and associated works ultimately being transferred to the City of Brampton.

4.7 Existing Land Use

Although intervening land uses and properties may often frustrate attempts at development, this would appear not to be the case in this instance. The majority of holdings within the study area are already held by development companies. The only real intervening parcel is a 4.0 acre parcel (A. Betteridge) situated on the south side of Steeles Avenue. A potentially difficult property of 2.6 acres (formerly J. Canning) on the east side of the Second Line West was purchased by Eight Acres Limited at the direction of Council when Alignment D2 of the Mavis Road Extension was endorsed.

When City Council endorsed Alignment D2 on March 25, 1987, they also directed:

"the conveyance of lands necessary to provide frontage on Mavis Road for the Toronto General Burying Grounds be a condition of draft approval of affected plans of subdivision."

This element of the resolution arose from the concern of Toronto Trust Cemeteries (Meadowvale Cemetery) over the loss of exposure which this property would experience if Alignment D of Mavis Road was implemented. The property to be conveyed to the Cemetery includes a triangular portion at the northwest corner of the intersection of Mavis Road and Ray Lawson Boulevard. The size of this parcel approximates 1.89 hectares (4.67 acres) and includes the existing Second Line West right-of-way between the Cemetery and the triangular parcel in question. As indicated on Figure 4 attached, Landowners involved include Eight Acres Limited, Southbridge Developments Inc. (formerly Mississauga 14 Limited) and the City of Brampton (a portion of the Second Line West). In light of this condition, the private lands to be conveyed to the Toronto Trust Cemeteries should form part of the Eight Acres and Southbridge draft plans of subdivision even though the subject lands would be outside of the new urban boundary. In this manner, the matter may be dealt with as a condition to draft approval of the relevant subdivision plans, as directed by City Council. As previously noted, Eight Acres Limited hopes to utilize this triangular property for the purposes of a stormwater detention pond.

5.0 LAND USE/DEVELOPMENT STRATEGY

With due consideration of the development constraints previously discussed, the draft secondary plan will establish a land use concept for the eventual development of the area. The land use concept will direct the development of the study area with respect to residential density, housing mix and community service facilities such as the collector road pattern, commercial opportunities, school sites and parkland.

5.1 Residential Land Use

As the study area is currently designated Agricultural and is situated outside of the urban boundary, the Official Plan does not specify a housing mix or density target as for other new development areas identified within the plan.

For the portion of the study area north of Steeles Avenue, it would be appropriate to specify a housing mix and density identical to that imposed on New Development Area 12. New Development Area 12 abuts the subject lands and contains the remainder of the Westwood Meadows holdings north of Steeles Avenue. A proposed draft plan of subdivision has been submitted for the subject lands (Region of Peel File 21T-87002B, Our File C2W1.8). Amendment 101 to the Brampton Official Plan, approved by the Province May 25, 1987, introduced the secondary plan for New Development Area 12. Housing Mix target ranges were established as follows:

<u>Housing Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Detached Density	45 - 50%
Semi Detached Density	35 - 40%
Townhouse Density	10 - 20%
	100%

The gross residential density range was set at 18.3 to 32.2 units per hectare (7.4 to 13.0 units per acre).

The portion of the study area south of Steeles Avenue abuts Secondary Plan Area 24 (Fletchers Creek South Secondary Plan). The housing mix specified for Fletchers Creek South is not appropriate for the study area as it contains a high density residential component. Therefore, a housing mix of 20 to 30 percent for each of the single detached, semi-detached, townhouse and cluster housing categories will be used for that portion of the study area south of Steeles Avenue in conjunction with a density range of 7.4 to 10.5 units per gross residential acre. The maximum density limit of 10.5 units per gross acre is identical for abutting Secondary Plan Area 24. The following table summarizes the estimated dwelling unit and population yield for the study area:

	<u>Housing Density</u>	<u>Yield</u>	<u>Number of</u>	
	<u>Type</u>	<u>Range</u>	<u>Units</u>	<u>Population</u>
North of Steeles				
	Single	45%	119	397
	Semi-detached	35%	92	307
	Townhouse	20%	<u>53</u>	<u>177</u>
			264(1)	881
South of Steeles				
	Single	25%	309	1032
	Semi-detached	25%	309	1032
	Townhouse	25%	309	1032
	Cluster	25%	<u>309</u>	<u>612</u>
			1236(2)	3708
Study Area Total			1500	4589(3)

- (1) based on a gross residential density of 7.4 units per acre.
- (2) based on a gross residential density of 9.3 units per acre.
- (3) based on 3.34 persons per unit for single, semi and townhouse types, 1.98 persons per unit for cluster type.

Accordingly, the unit yield from the study area will be approximately 1500 units with an estimated population of 4589.

5.2 Institutional Land Use

The institutional uses will consist of a junior public school site and a reserved church site within the study area.

The two school boards have estimated the following student yields from the proposed development area. The Peel Board of Education estimates public school students generated for the area south of Steeles Avenue as:

- 299 JK to Grade 5
- 172 Grade 6 to 8
- 229 Grade 9 to 13

The Dufferin-Peel Roman Catholic Separate School Board estimates that 278 junior kindergarten to grade 8 separate school students would be generated from 1145 units in the study area.

The Peel Board of Education has requested that a 2.43 hectare junior public school site be reserved provided it abuts a park facility. The site preferred by the School Board would be situated south of the woodlot in the study area with frontage to Ray Lawson Boulevard. The designation of a site

in the subject area may result in the release of a reserved public school situated to the east at the Hydro right-of-way and McLaughlin Road (Phase 2 Beacon Hill - 21T-84040B). The new site would be more central to the School Board's catchment area. The Separate School Board, although initially interested in following the Peel Board, has decided to remain at its McLaughlin Road and Hydro right-of-way location.

The Peel Board of Education has requested that the developer participate in a cost-sharing agreement for the public school site. The Separate School Board has also requested that the landowners in the subject area participate in a cost-sharing agreement for their secondary school site north of Steeles Avenue in New Development Area 11. Separate secondary school students from the study area will be accommodated at the school in New Development Area 11. Therefore, cost-sharing clauses similar to clauses inserted into the secondary plans for New Development Areas 11 and 12 will be inserted into the subject secondary plan.

The Inter-Church Regional Planning Association has also expressed an interest in having a church site reserved within the subject study area. The Fletchers Creek South Secondary Plan states that church sites of approximately 1 acre in size which front onto or are easily accessible to Collector Roads will be reserved in "large" subdivisions as a condition of draft approval. It is noted that both of the largest landowners (Kingknoll and Eight Acres Limited) in the subject development area have developed or are developing approximately 90 acres and 140 acres respectively within the Fletchers Creek South Secondary Planning Area to the east. Therefore, both Kingknoll Developments and Eight Acres Limited (Beacon Hall and Ashley-Hume) holds or has developed approximately 180 acres in the area south of Steeles Avenue. Staff would consider both as developers of "large" subdivisions in the area yet neither have provided or reserved a

church site. As Eight Acres Limited has provided approximately 1.25 school sites for the area and Kingknoll Developments has not provided any community service facilities to date, it would seem equitable that Kingknoll Developments be required to reserve the single church site in the subject study area. This church site should be a minimum of 0.5 hectares in size and front onto or be easily accessible to a collector road (Kingknoll Drive). The church site shall be reserved for a period of 5 years to be released for compatible residential development if it is not purchased within the specified time period.

5.3 Open Space

The minimum tableland open space requirement specified in the Official Plan is 1.6 hectares (4.0 acres) per 1000 population. Based upon estimated population capacity, the total tableland requirement for the study area would be 6.98 hectares (17.26 acres). Approximately 1.48 hectares (3.65 acres) of this requirement should be provided north of Steeles Avenue and 5.5 hectares (13.6 acres) south of Steeles Avenue. In striving to meet this requirement, other area facilities must be accounted for. These would include the District Park facility at McLaughlin Road and Ray Lawson Boulevard, two neighbourhood park facilities south of Steeles Avenue and west of McLaughlin Road, two neighbourhood park facilities north of Steeles Avenue and west of McLaughlin Road and a Community Park facility situated at the Second Line West (future Mavis Road) and the Canadian Pacific Railway Line in New Development Area 11.

To satisfy the parkland requirements, a parkette of approximately 0.4 hectares (1.0 acre) in size is identified east of the future Mavis Road, approximately 300 metres (985 feet) north of Steeles Avenue. South of Steeles Avenue, 2 parkettes and a neighbourhood park are designated by the draft

secondary plan. The parkettes of approximately 0.25 hectares (0.6 acres) in size will be located in the vicinity of the northerly medium density designation abutting Steeles Avenue and the southerly medium density designation abutting Mavis Road. A neighbourhood park of approximately 2.9 hectares (7.2 acres) in size will be provided in the central-easterly portion of the study area at the southeast corner of the intersection of Kingknoll Drive and the Hydro right-of-way. The neighbourhood park abuts the junior public school site and the Hydro right-of-way which may be used as a pedestrian link.

5.4 Commercial Land Use

Two convenience commercial designations will be provided for in the subject study area. These convenience commercial designations of approximately 0.8 hectares (2.0 acres) in size will be situated at the southeast corner of the intersection of Charolais Boulevard and the future Mavis Road and the northeast corner of the intersection of the future Mavis Road and Ray Lawson Boulevard. Access to the convenience commercial facilities will be restricted to the abutting collector roads and measures necessary to mitigate the impact of the commercial use on abutting residential development will be required.

5.5 Implementation


Implementation of the land use/development strategy for the study area will require Council approval of a draft secondary plan by adoption of an amendment(s) to the Official Plan. Accordingly, a public meeting will be necessary to receive the views of the public. Upon approval of the secondary plan (official plan amendment) by the Ministry of Municipal Affairs, individual plans of subdivision may be considered for draft approval subject to the requirements of the Official Plan and Secondary Plan.

6.0 RECOMMENDATION


IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:


- A. a public meeting be held in accordance with procedures approved by City Council; and
- B. subject to the results of the public meeting, staff be directed to submit the draft secondary plan (official plan amendment) to City Council for approval.

Respectfully submitted,

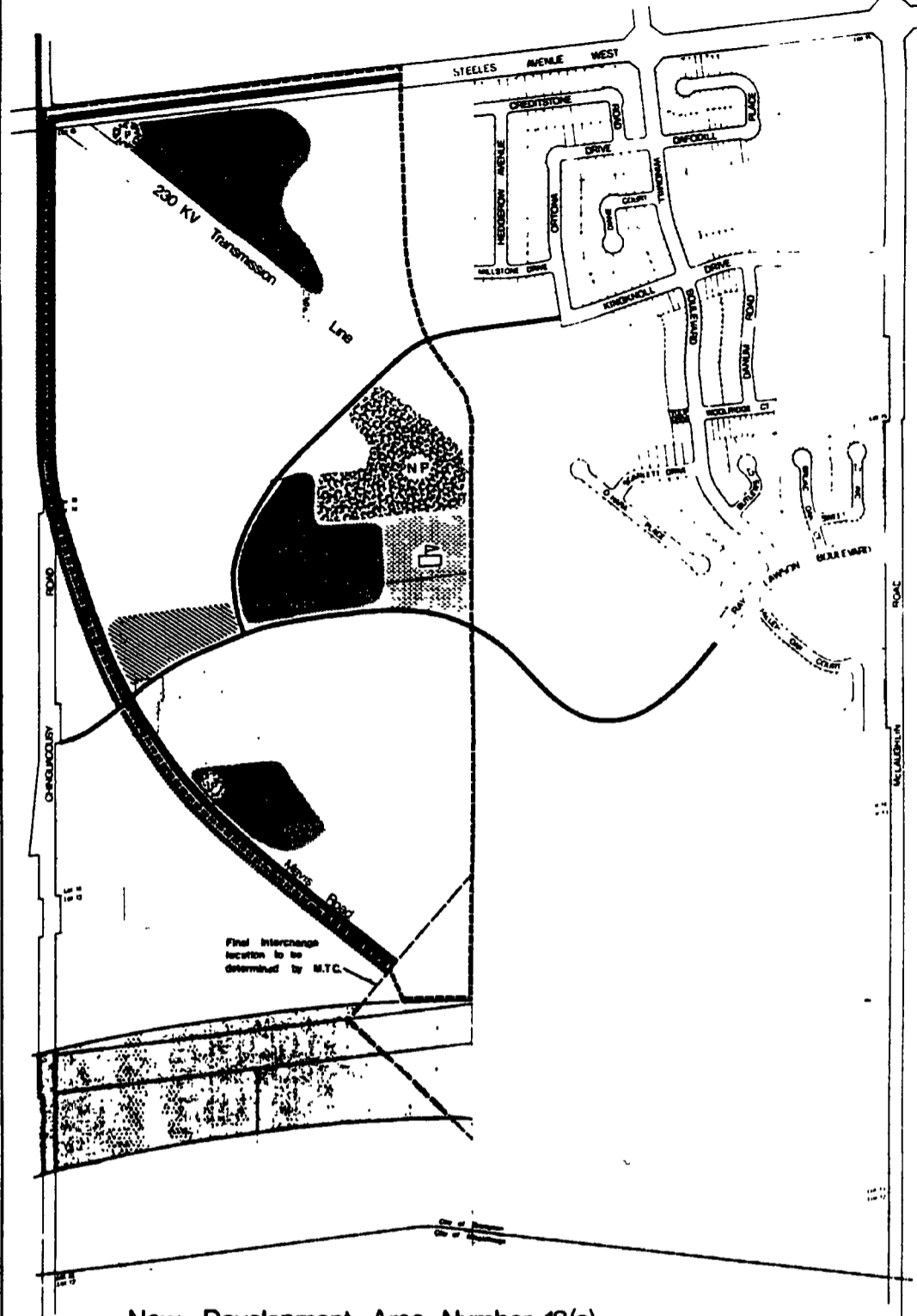

 Carl Brawley, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalzell, Commissioner,
 Planning and Development


 J.A. Marshall
 Director of Planning
 Policy and Research

CB/am/6



New Development Area Number 13(a)
 Schedule E to Official Plan Amendment No. _____

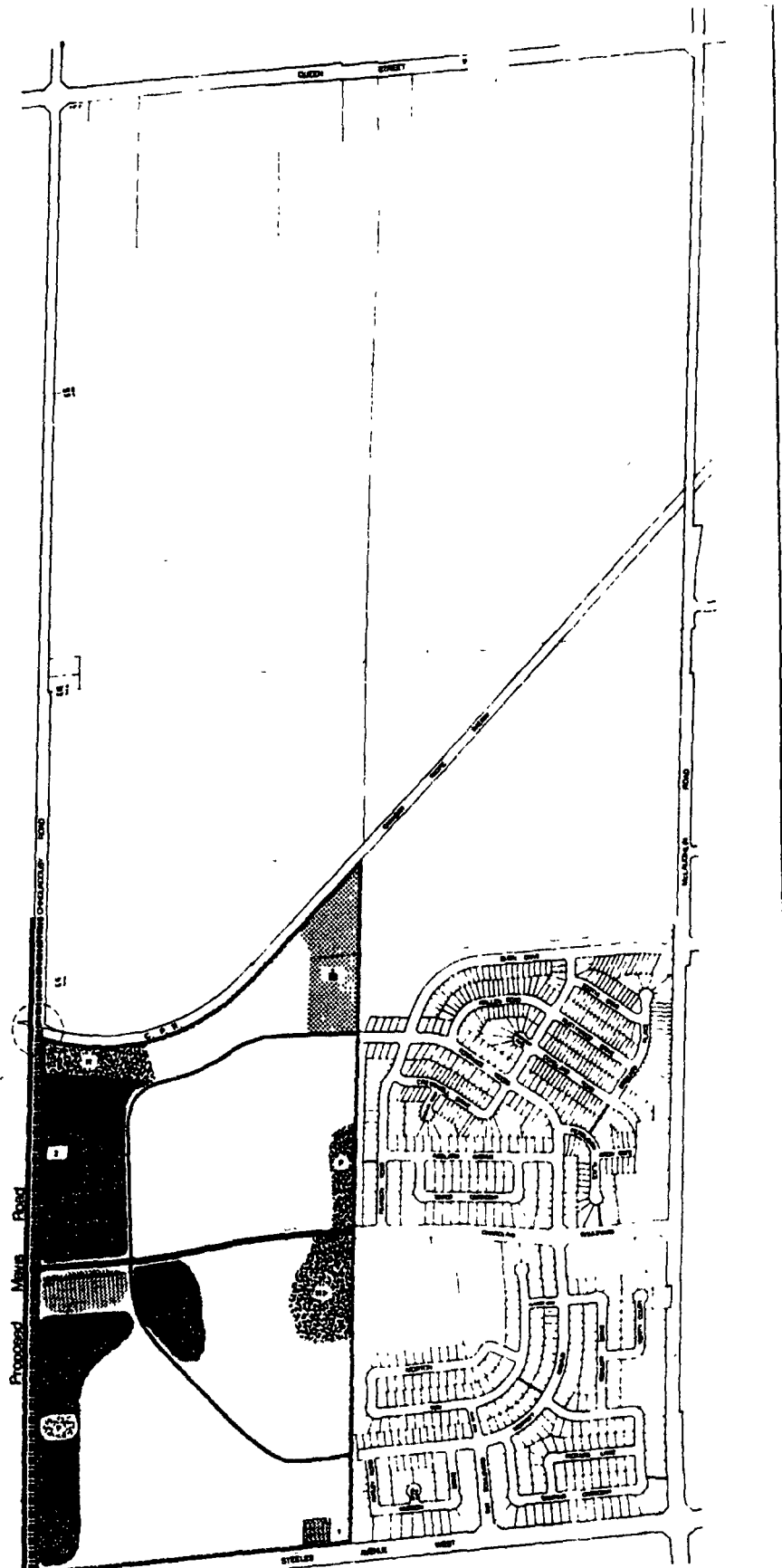
LEGEND

- | | |
|-----------------------------------|------------------------|
| Urban Boundary | Convenience Commercial |
| Secondary Plan Boundary | Parkette |
| Low Density Residential | Neighbourhood Park |
| Low & Medium Density Residential | Collector Road |
| Medium - High Density Residential | Major Arterial Road |
| Institutional - Public School | Future Highway 407 |

Schedule SP24(a)

Scale 1:4000
 Date August 1987
 Drawn by R.B.

C8-34



New Development Area Number 12

Legend

Schedule E to Official Plan Amendment No. _____

- | | |
|--|---|
| <ul style="list-style-type: none"> Urban Boundary New Development Area 12 Boundary Low Density Residential Low & Medium Density Residential Institutional Separate School Convenience Commercial Neighbourhood Park Parkette Open Space Hazard | <ul style="list-style-type: none"> Special Policy Area 1 (same to Policy 15.0) Special Policy Area 2 (same to Policy 15.0) Collector Road Major Arterial Road Minor Collector Proposed Grade Separation |
|--|---|

Schedule SP15(a)

Scale: 1:1000
 Date: August 2007
 Sheet: 12 of 20

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

C8-36

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

1.0 PURPOSE

The purpose of this amendment is to extend the urban boundary, south of Steeles Avenue, to the approved alignment for the future Mavis Road (Second Line West) and to provide for the urban development of the lands situated between the new urban boundary and the old urban boundary. This will involve an expansion of New Development Area Number 13, as identified in the Brampton Official Plan and additional secondary plan policies to govern the development of this area.

2.0 LOCATION

The lands subject to this amendment comprise approximately 61.5 hectares (152.0 acres) situated south of Steeles Avenue and east of the approved alignment for the future Mavis Road. The lands are described as part of the west halves of Lots 13, 14 and 15, Concession 2, W.H.S., in the geographic Township of Toronto, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number _____ :

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

(i) by adding, to Section 7.2.7.24 thereof, the following:

"Part 24a: Part IV - Chapter 24(a) of this Official Plan shall constitute the Fletchers Creek South Secondary Plan as it applies to Secondary Plan Area 24a."

(ii) by changing on Schedule 'A', General Land Use Designations, thereto, the location of the "Urban Boundary" to the location shown on Schedule A to this amendment;

(iii) by adding to Schedule 'A', General land Use Designations, thereto, "Residential" and "Commercial" designations in the locations shown on Schedule A to this amendment;

(iv) by adding to Schedule 'D', New Development Areas, thereto, "New Development Area 13a" as shown on Schedule B to this amendment;

- (v) by adding to Schedule 'F', Commercial, thereto, a "Convenience Commercial" designation in the location shown on Schedule C to this amendment;
- (vi) by adding to Schedule 'K', Secondary Plan Areas, thereto, "Secondary Plan Area Number 24a" as shown on Schedule D to this amendment;
- (vii) by adding thereto as Schedule SP24(a), Schedule E to this amendment;
- (viii) by adding to Part IV - Secondary Plans, the following new chapter title:

"Chapter 24(a): The Fletchers Creek South Secondary Plan as it relates to New Development Area Number 13(a)"; and
- (ix) by adding to Part IV - Secondary Plans, as Chapter 24(a), the following text:

"Chapter 24(a): The Fletchers Creek South Secondary Plan as it relates to New Development Area Number 13(a)

1.0 PURPOSE

The purposes of this chapter, together with Schedule SP24(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP24(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area Number 13a" on Schedule "D" to this Plan. This chapter will form part of the Fletchers Creek South Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 61.5 (152 acres), and are situated south of Steeles Avenue and east of Mavis Road (Second Line West). The lands comprise part of the west half of Lots 13, 14 and 15, Concession 2, W.H.S., in the geographic Township of Toronto, now in the City of Brampton, as shown outlined on Schedule SP24(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential Policies

3.1.1 Housing mix target ranges as indicated on Table 1 shall apply to the whole of New Development Area Number 13(a):

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density Types	20-30%
Semi-Detached Density Types	20-30%
Townhouse Density Types	20-30%
Cluster Housing Density Types	20-30%
TOTAL	<u>100%</u>

3.1.2. The density range for New Development Area Number 13(a) shall be 18.3 to 25.9 units per hectare (7.4 to 10.5 units per acre) of gross residential area.

3.1.3 In areas designated "Low Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.4 In areas designated "Low and Medium Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.5 In areas designated "Medium - High Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Cluster Housing Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.6 Residential lots shall be oriented toward and have primary access to the local and minor collector road system, to the greatest extent practicable.

3.1.7 The portions of the Class III Woodlot, identified on Schedule C to this Plan, which are located within the Low and Medium Density Residential and Neighbourhood Park designations on Schedule SP24(a), shall be preserved to the

greatest extent practicable. In this regard, development proposals within or abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of this Plan.

3.1.8 Residential development subject to aircraft noise or adjacent to arterial roads and highways, will be subject to the Aircraft Noise Policies and Road Noise Policies of CHAPTER 1, subsections 1.8.1 and 1.8.3 of this Plan.

3.1.9 Where residential development for which noise control measures will be required precedes the construction of Mavis Road, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the appropriate authorities.

3.1.10 A church site will be reserved for a period of 5 years, from the date of the relevant subdivision agreement, in the Low Density Residential designation situated in the West Half of Lot 15, Concession 2, W.H.S. The church site shall be approximately 0.6 hectares in size and front onto or be easily accessible to a collector road. If the reserved church site is not purchased for that purpose within the 5 year period, the church site shall be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.

3.1.11 The triangular shaped lands situated between Second Line West and Mavis Road at the northwest corner of the intersection of Mavis Road and the Collector Road, although situated outside of the urban boundary, shall be incorporated as part of relevant draft plans of subdivision to the east. As a condition to draft approval, these lands shall be conveyed to the Toronto Trust Cemeteries Board to provide the Meadowvale Cemetery with frontage exposure to Mavis Road.

3.2 Commercial Policies

3.2.1 The lands designated "Convenience Commercial" on Schedule SP24(a) at the northeast corner of the intersection of Mavis Road and the Collector Road, shall be developed in accordance with the following principles:

- (1) the area of the commercial site shall not exceed 0.8 hectares;

- (ii) vehicular access shall only be from a collector road or another internal street and not from Mavis Road;
- (iii) no outside storage of goods, materials, garbage or refuse shall be permitted;
- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the construction of fences and walks. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

3.3 Institutional Policies

- 3.3.1 One junior public school site will be provided in New Development Area Number 13(a) in the general location indicated on Schedule SP24(a).
- 3.3.2 Prior to approval of plans of subdivision, the City shall encourage landowners with New Development Area Number 13(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the junior public school designated on Schedule SP24(a), as required by the Peel Board of Education.
- 3.3.3 Prior to approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 13(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school designated on Schedule SP15(b) and located within New Development Area Number 11, as required by the Dufferin-Peel Roman Catholic Separate School Board.

3.4 Open Space Policies

- 3.4.1 Lands designated Open Space on Schedule SP24(a) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply.

- 3.4.2 Where land designated 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 acquired by the municipality or any other public agency.
- 3.4.3 The City shall endeavour to ensure that portions of the Class III Woodlot identified on Schedule C to this Plan, located within the Open Space designation on Schedule SP24(a), are retained to the greatest extent possible for aesthetic and recreational purposes.
- 3.4.4 A "Neighbourhood Park" shall be located in the general location indicated on Schedule SP24(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.17, of this Plan.
- 3.4.5 Two "Parkettes" shall be located in the general locations indicated on Schedule SP24(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.16, of this Plan.

4.0 TRANSPORTATION POLICIES

4.1 Roads

- 4.1.1 Road facilities in New Development Area Number 13(a) are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2 of this Plan.
- 4.1.2 The right-of-way width requirement for Collector Roads and Minor Collector Roads designated on Schedule SP24(a) shall be 26.0 and 23.0 metres, respectively.
- 4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2. and Schedules "I" and "H" of this Plan.
- 4.1.4 Lands shall be conveyed to The Regional Municipality of Peel in conjunction with the development of abutting lands within New Development Area Number 13(a) to achieve a 36.0 metre wide right-of-way for Mavis Road.
- 4.1.5 To ensure the long term utility of Major Arterial Roads, it is the policy of the City to restrict direct access from individual properties. To this end, the conveyance of 0.3 metre reserves shall be a condition of development approval for lands abutting Mavis Road and Steeles Avenue.

Daylighting triangles at road intersections will also be conveyed as required.

4.1.6 The local road system will be established as part of the subdivision approval process.

5.0 PUBLIC UTILITIES

5.1 Storm Water Management

5.1.1 Prior to draft approval of any individual subdivision plan, a comprehensive storm water management study will be undertaken for New Development Area Number 13(a) and be subject to the approval of the Credit Valley Conservation Authority and the City of Brampton.

5.1.2 Prior to the alteration of any watercourse or the construction of any storm water facility, the necessary approvals shall be received from the Credit Valley Conservation Authority and the City of Brampton.

5.1.3 Prior to the registration of any individual subdivision plan, the lands and easements necessary to implement the storm water management plan and any related works, including drainage channels, shall be obtained or secured.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 13(a) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers. To this end, a sanitary sewer pumping station will be required to service the new development area and protection will be provided for existing wells in the area from construction activity, prior to the registration of any individual subdivision plan.

5.3 Hydro Transmission Line

5.3.1 All development including road crossings, within or adjacent to the Hydro Transmission Corridor which traverses New Development Area Number 13(a), shall be subject to the approval and requirements of Ontario Hydro and the City of Brampton.

5.3.2 The City of Brampton shall encourage the use of the Hydro Transmission Corridor as an open space, pedestrian and bicycle link within New Development Area Number 13(a).

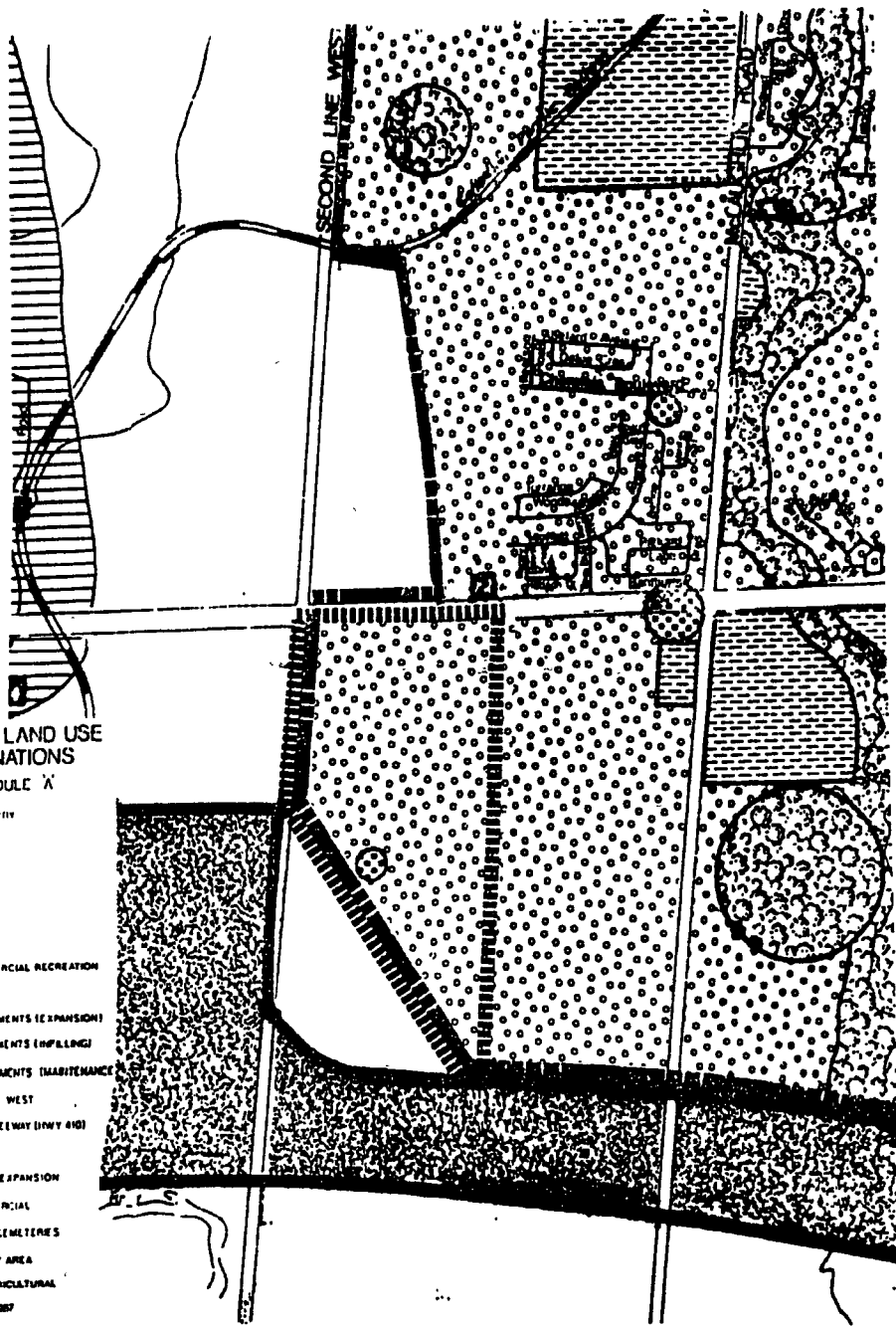
6.0 IMPLEMENTATION

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

C8-44

GENERAL LAND USE DESIGNATIONS
SCHEDULE 'X'

- URBAN BOUNDARY
 - RESIDENTIAL
 - OPEN SPACE
 - COMMERCIAL
 - INDUSTRIAL
 - INSTITUTIONAL
 - PRIVATE COMMERCIAL RECREATION
 - AGRICULTURAL
 - RURAL SETTLEMENTS (EXPANSION)
 - RURAL SETTLEMENTS (INFILLING)
 - RURAL SETTLEMENTS (MAINTENANCE)
 - PARKWAY BELT WEST
 - PROVINCIAL FREEWAY (HWY 401)
 - RURAL ESTATE
 - RURAL ESTATE EXPANSION
 - RURAL COMMERCIAL
 - OPEN SPACE (CEMETERIES)
 - SPECIAL STUDY AREA
 - SPECIALTY AGRICULTURAL
- MAY 1987



Lands subject to this amendment

SCHEDULE A to OFFICIAL PLAN
GENERAL LAND USE
DESIGNATIONS

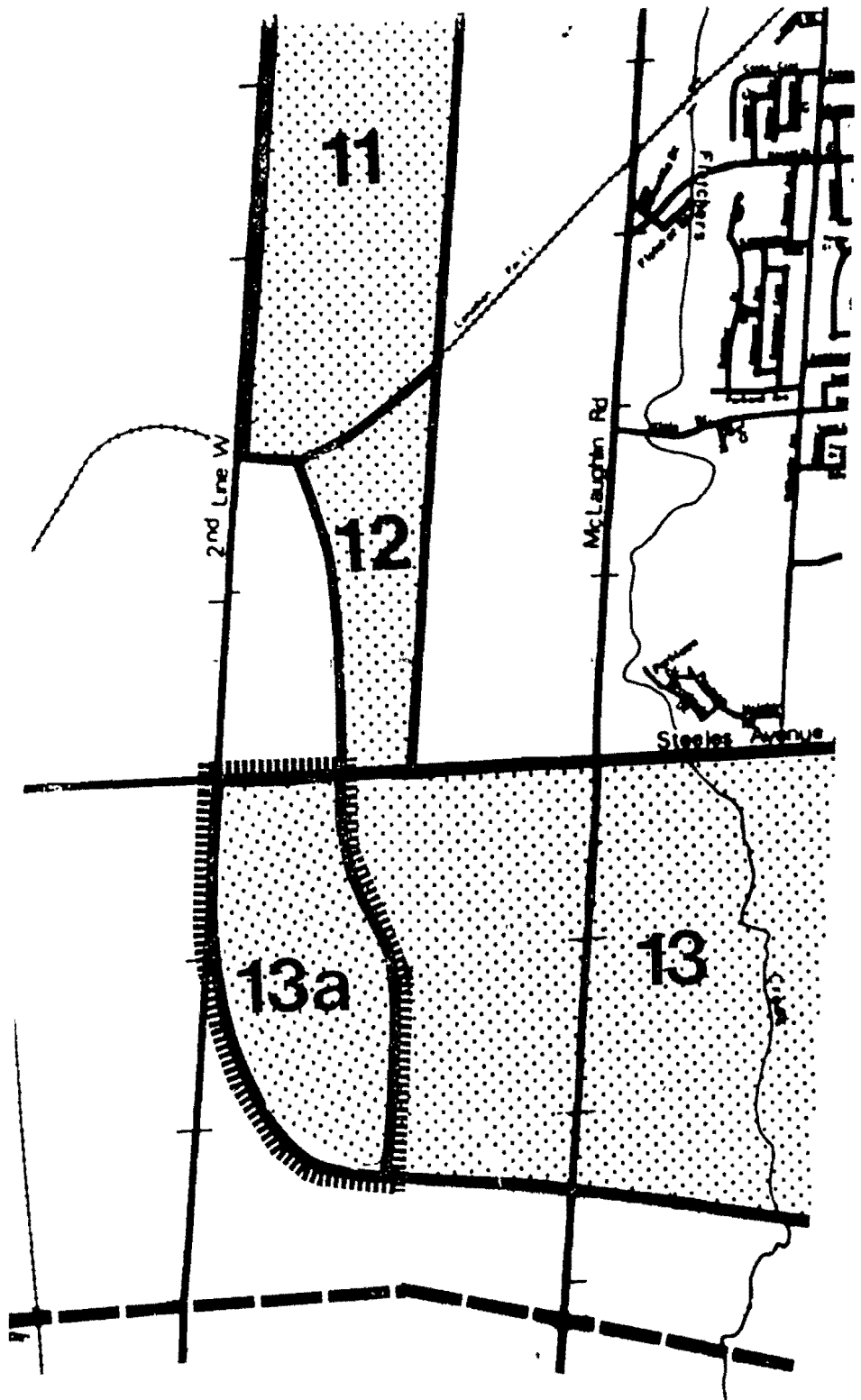
SCHEDULE A to OFFICIAL PLAN
AMENDMENT No. _____




1:19400

CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP243 Map no.



 Lands subject to this amendment

SCHEDULE D to OFFICIAL PLAN
NEW DEVELOPMENT AREAS

SCHEDULE B to OFFICIAL PLAN
AMENDMENT No. _____

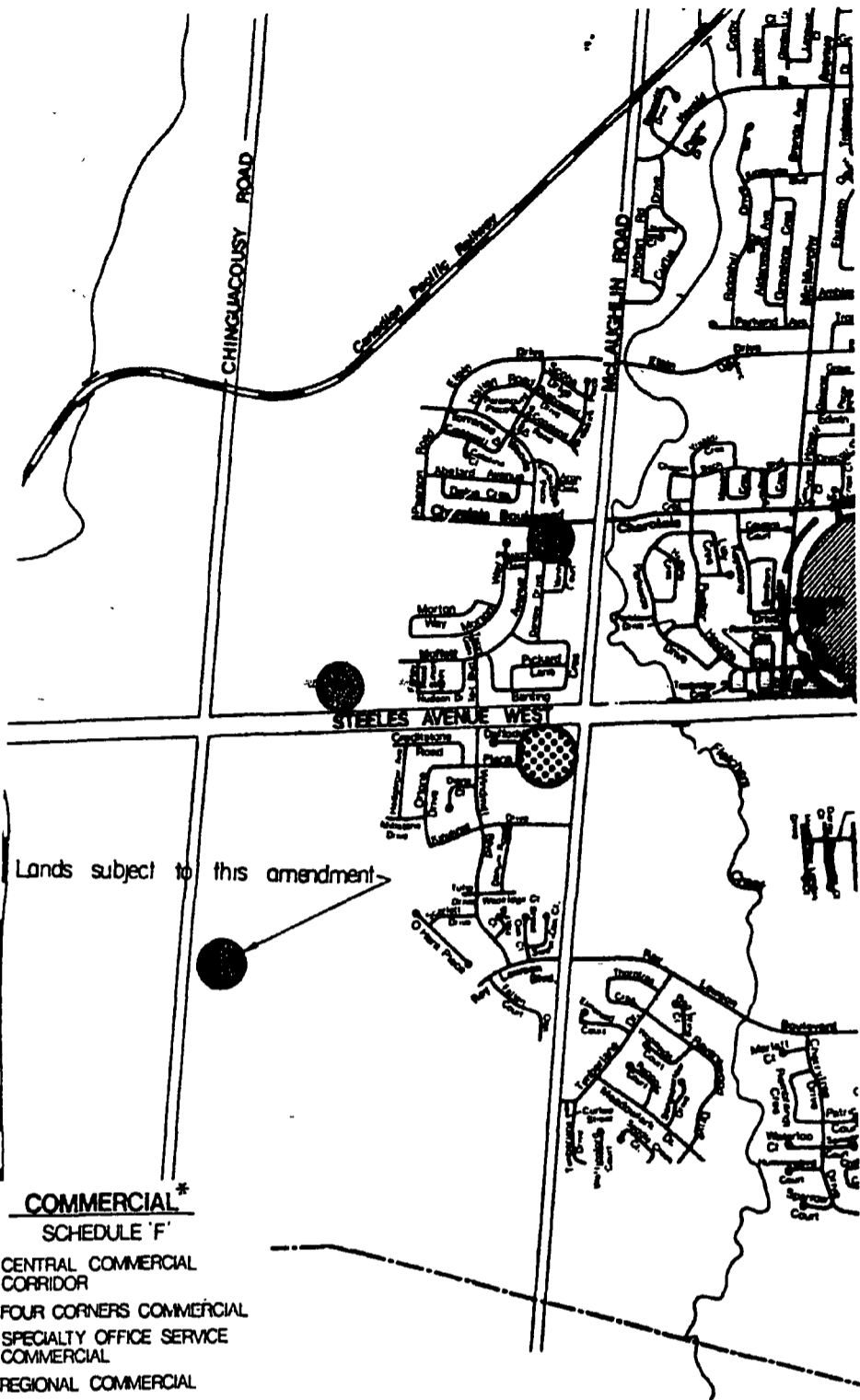


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CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP24 3 Map no

C8-416



COMMERCIAL*
SCHEDULE 'F'

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

SCHEDULE F to OFFICIAL PLAN
COMMERCIAL

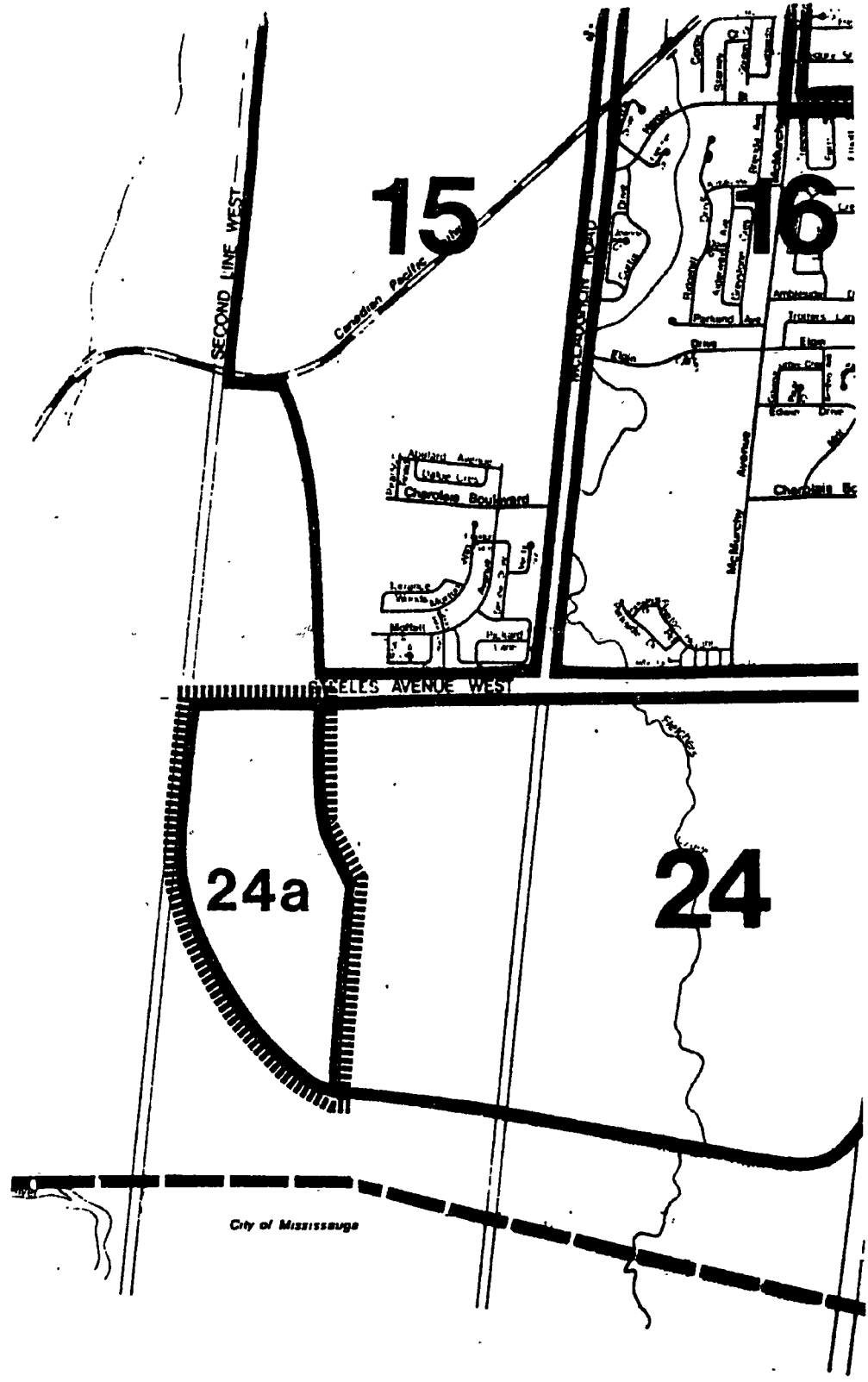
SCHEDULE C to OFFICIAL PLAN
AMENDMENT No. _____




1:19000

CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.



 Lands subject to this amendment

SCHEDULE K to OFFICIAL PLAN
SECONDARY PLAN AREAS

SCHEDULE D to OFFICIAL PLAN
AMENDMENT No. _____

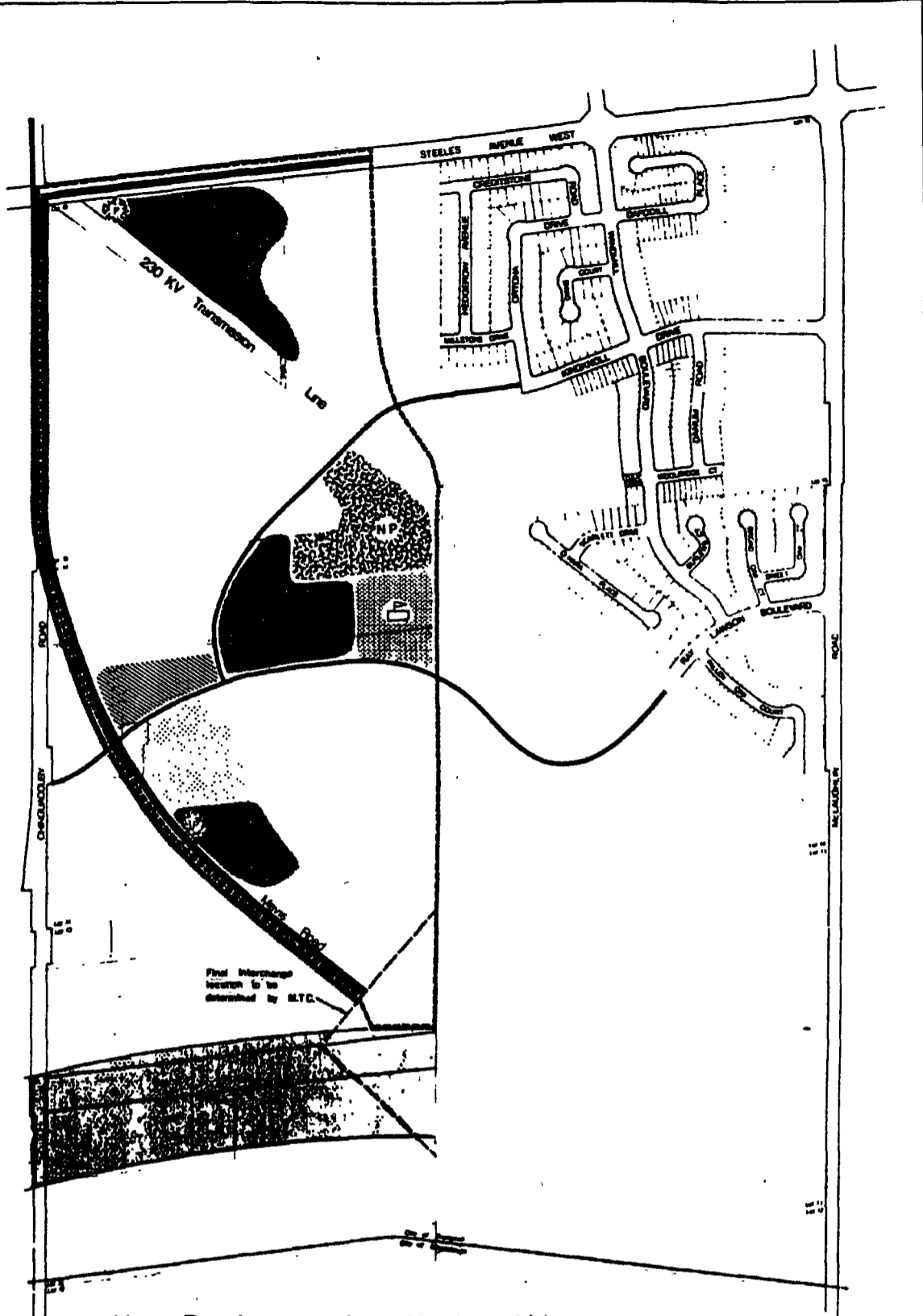


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CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.

C-8-48



New Development Area Number 13(a)
 Schedule E to Official Plan Amendment No. _____

LEGEND

- | | |
|----------------------------------|------------------------|
| Urban Boundary | Convenience Commercial |
| Secondary Plan Boundary | Parkette |
| Low Density Residential | Neighbourhood Park |
| Low & Medium Density Residential | Collector Road |
| Institutional - Public School | Major Arterial Road |
| | Future Highway 407 |

Schedule SP24(a)

Scale 1:4000
 Date August 1987
 Drawn by R.B.

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

Q8-50

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

1.0 PURPOSE

The purpose of this amendment is to extend the urban boundary, north of Steeles Avenue, to the approved alignment for the future Mavis Road (Chinguacousy Road) and to provide for the urban development of the lands situated between the new urban boundary and the old urban boundary. This will involve an expansion of New Development Area Number 12, as identified in the Brampton Official Plan, and requisite changes to the secondary plan for that area.

2.0 LOCATION

The lands subject to this amendment comprise approximately 16.53 hectares (40.8 acres) situated at the northeast corner of the intersection of Steeles Avenue and Second Line West (Chinguacousy Road). The lands are described as part of the west half of Lot 1, Concession 2, W.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

3.1 Amendment Number _____ :

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

(i) by adding, to the list of amendments and chapters pertaining to Secondary Plan Area Number 15 and set out in the first paragraph of section 7.2.7.15, following the statement "and Part IV - Chapter 15(a) of this Plan,":

"as amended by Amendment Number _____,"

(ii) by changing on Schedule 'A', General Land Use Designations, thereto, the location of the "Urban Boundary" to the location shown on Schedule A to this amendment;

(iii) by adding to Schedule 'A', General Land Use Designations, thereto, "Residential" and "Commercial" designations in the locations shown on Schedule A to this amendment;

(iv) by changing on Schedule 'D', New Development Areas, thereto, the limits of New Development Area Number 12 to the limits shown on Schedule B to this amendment;

- (v) by adding to Schedule 'F', Commercial, thereto, a "Convenience Commercial" designation in the location shown on Schedule C to this amendment;
- (vi) by changing on Schedule 'K', Secondary Plan Areas, thereto, the limits of Secondary Plan Area Number 15 to the limits shown on Schedule D to this amendment;
- (vii) by deleting Schedule SP15(a) thereto, and substituting therefor, Schedule E to this amendment;
- (viii) by deleting Part IV, Chapter 15(a), Section 2.0, Location thereof and substituting therefor the following:

"2.0 LOCATION

The subject lands comprise a total area of approximately 79.2 hectares (196 acres), and are situated north of Steeles Avenue, east of Second Line West, comprising part of the west half of Lots 1 and 2, Concession 2, W.H.S., of the geographic Township of Chinguacousy, now in the City of Brampton, as shown outlined on Schedule SP15(a)."

- (ix) by adding to Part IV, Chapter 15(a), Section 3.3, Open Space, thereof, the following new subsection:

"3.3.6 A "Parkette" with an area of approximately 0.4 hectares (1.0 acres) situated in the general location abutting Mavis Road south of the Collector Road, as indicated on Schedule SP15(a), shall be developed in accordance with the provisions of Chapter 2, subsection 2.5.1.3.16 of this Plan."

- (x) by deleting the first paragraph of Part IV, Chapter 15(a), Section 3.5.1, thereof, and substituting therefor the following:

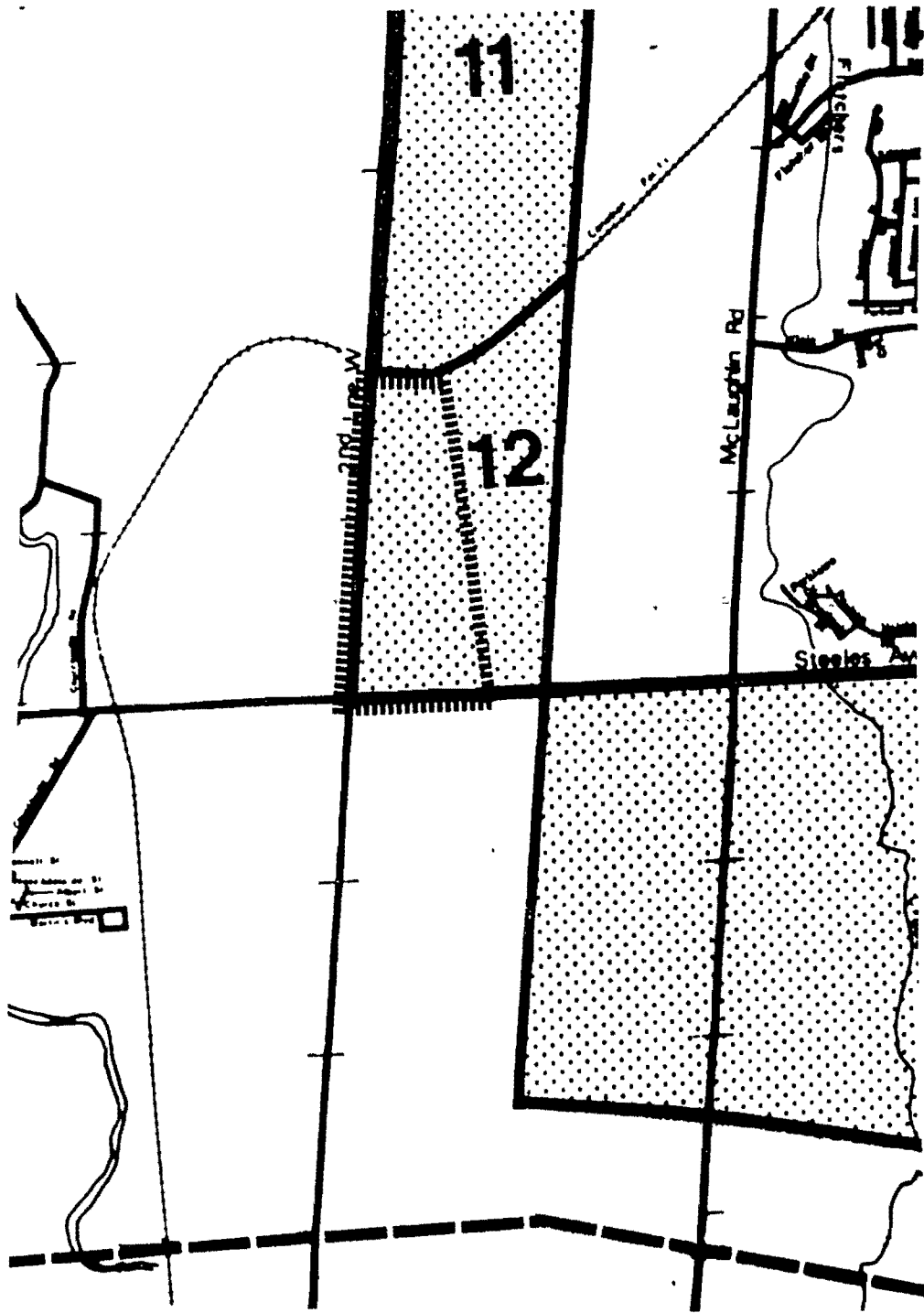
"3.5.1 The lands designated "Convenience Commercial" on Schedule SP15(a), with frontage on Steeles Avenue and situated immediately west of Special Policy Area Number 1, shall be used only as a single retail establishment, selling primarily food and related goods, and shall be developed in accordance with the following principles:"


C8-52

(xi) by adding to Part IV, Chapter 15(a), Section 3.5, Commercial, thereof, the following new subsection:

"3.5.2 The lands designated "Convenience Commercial" on Schedule SP15(a), situated at the southeast corner of the intersection of Mavis Road and the Collector Road (Charolais Boulevard), shall only be developed in accordance with the following principles:

- (i) the area of the commercial site shall not exceed 0.8 hectares (2.0 acres);
- (ii) vehicular access shall only be from the Collector Road (Charolais Boulevard) or another internal street and not from Mavis Road;
- (iii) no outdoor storage of goods, materials, garbage or refuse shall be permitted;
- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the construction of fences and walks. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers."



 Lands subject to this amendment

SCHEDULE D to OFFICIAL PLAN
NEW DEVELOPMENT AREAS

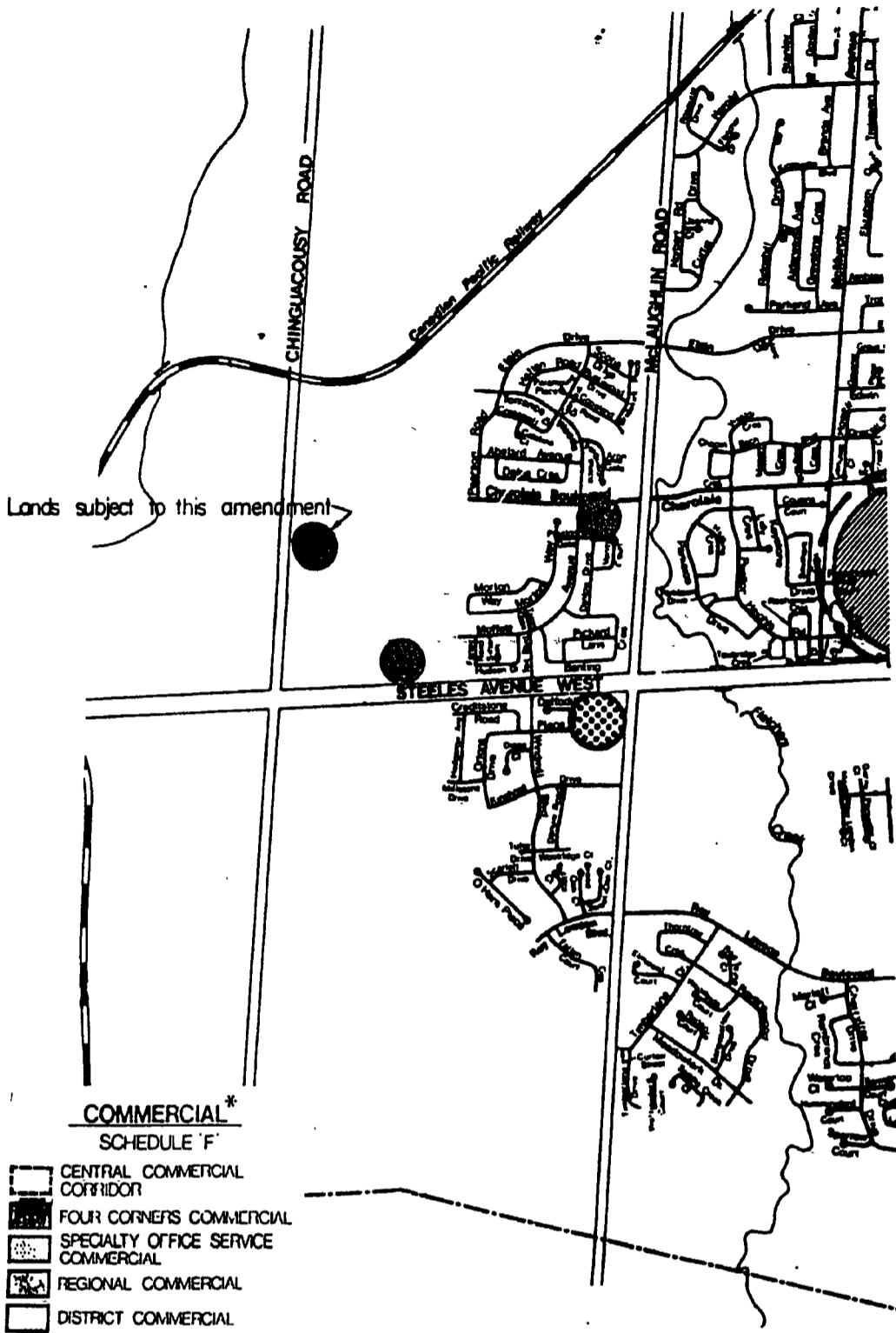
SCHEDULE B to OFFICIAL PLAN
AMENDMENT No. _____



1:8600

CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.



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

SCHEDULE F to OFFICIAL PLAN 'COMMERCIAL'

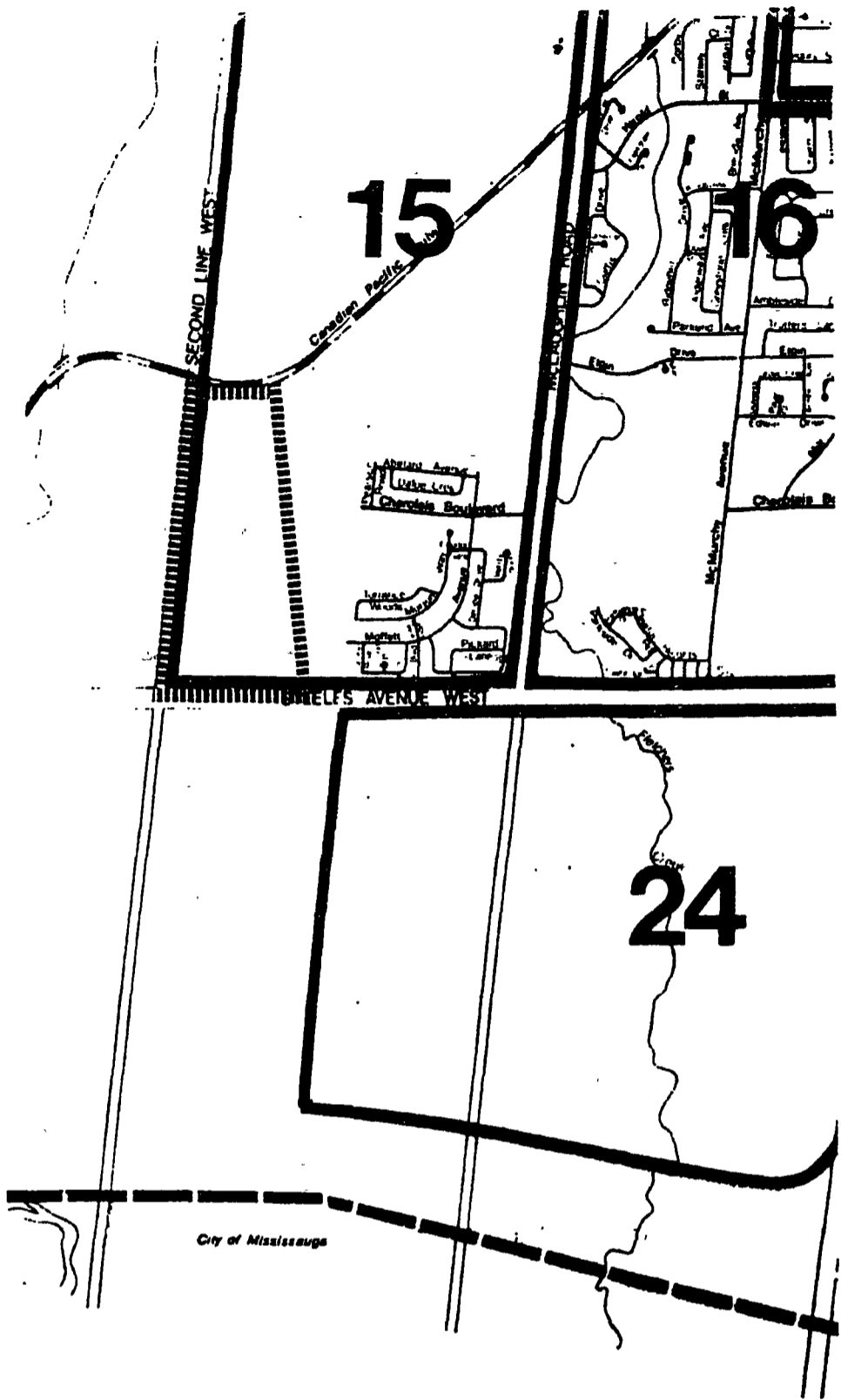
SCHEDULE C to OFFICIAL PLAN AMENDMENT No. _____




1:19000

CITY OF BRAMPTON
Planning and Development

Date: 87 10 06 Drawn by: RB
File no. SP 24.3 Map no.



 Lands subject to this amendment

SCHEDULE K to OFFICIAL PLAN
SECONDARY PLAN AREAS

SCHEDULE D to OFFICIAL PLAN
AMENDMENT No. _____

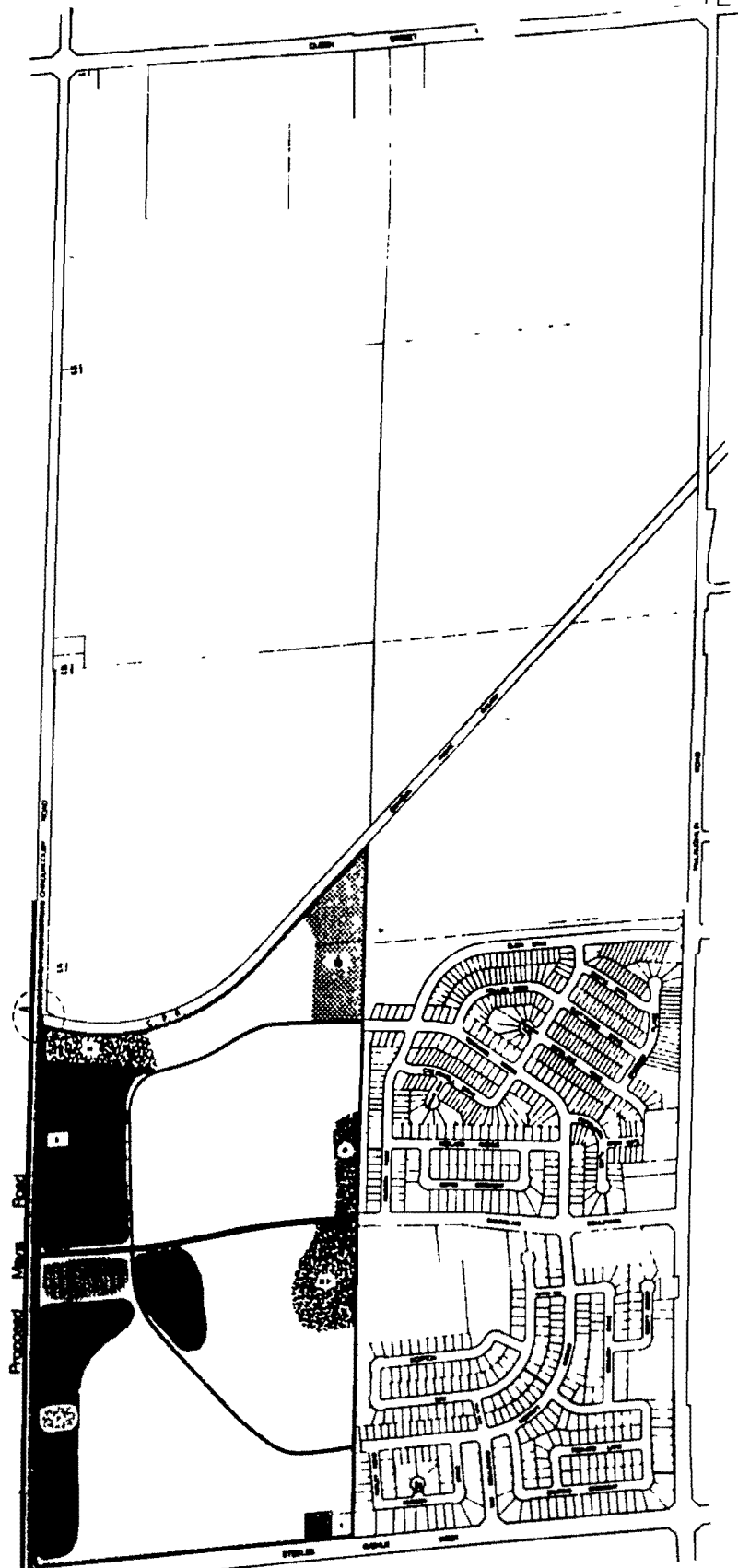


CITY OF BRAMPTON
Planning and Development

1-888-0000

Date: 87 10 06 Drawn by: RB
File no. SP24.3 Map no.

C8-56



New Development Area Number 12

Legend

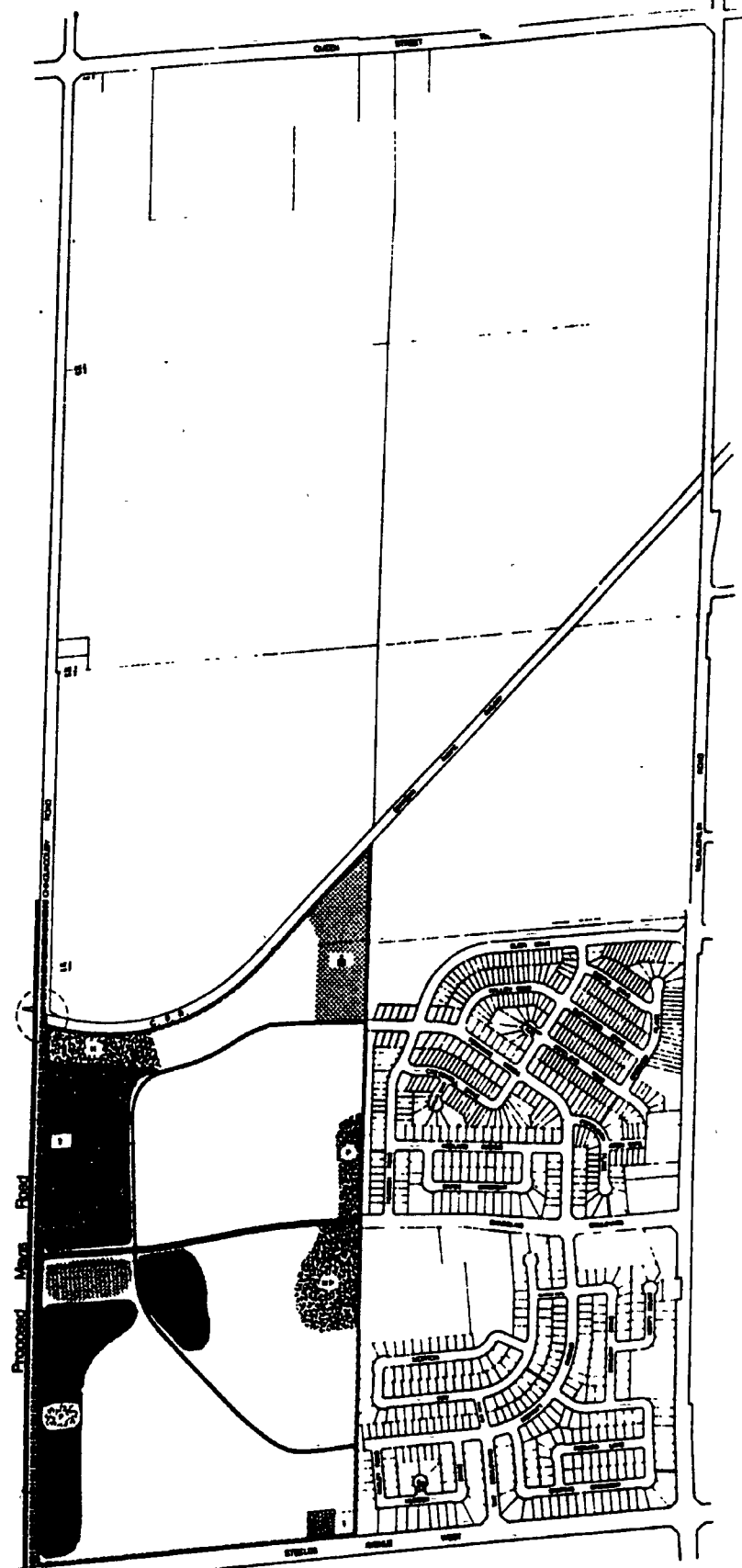
Schedule E to Official Plan Amendment No. _____

- | | |
|--|---|
| <ul style="list-style-type: none"> Urban Boundary New Development Area 12 Boundary Low Density Residential Low & Medium Density Residential Institutional Separate School Convenience Commercial Neighbourhood Park Parkette Open Space Hazard | <ul style="list-style-type: none"> Special Policy Area 1 (Refer to Policy 33.0) Special Policy Area 2 (Refer to Policy 33.2) Collector Road Major Arterial Road Minor Collector Proposed Grade Separation |
|--|---|

Schedule SP15(a)



C8-56



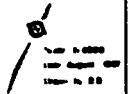
New Development Area Number 12

Legend

Schedule E to Official Plan Amendment No. _____

- | | |
|--|---|
| <ul style="list-style-type: none"> Urban Boundary New Development Area 12 Boundary Low Density Residential Low & Medium Density Residential Institutional Separate School Convenience Commercial Neighbourhood Park Parkette Open Space - Hazard | <ul style="list-style-type: none"> Special Policy Area 1 Refer to Policy 35.1 Special Policy Area 2 Refer to Policy 35.2 Collector Road Major Arterial Road Minor Collector Proposed Grade Separation |
|--|---|

Schedule SP15(a)



INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 10, 1987

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Draft Secondary Plan
 New Development Areas 12 and 13 Extension
 Mavis Road Alignment
 Ward Number 4
 Our File Number: SP24.3

Attached are the notes of a public meeting held on November 4, 1987 regarding the above noted matter. As the public meeting notes indicate, a number of submissions were received with respect to the proposal.

Approximately 4 area residents spoke regarding the subject proposal, only 2 of those voiced any real objection to the proposed plan. One gentleman, concerned with the effect of additional traffic generated by the development of the study area, noted that it already required considerable time for pedestrians and motorists to negotiate the intersection at Steeles Avenue and the Second Line West. It was noted that the majority of traffic from the subject area would move in a southerly or easterly direction and therefore would not use the Steeles Avenue/Second Line West intersection. Although staff indicated that the intersection would certainly be signalized when Mavis Road was constructed, the Region of Peel Public Works Department indicates that the intersection will be signalized by the end of this year, well before development could proceed in the study area. The signalization of this intersection should alleviate the problems of concern to the resident.

The second resident (Moro) with objection to the proposed secondary plan resides on a 10 acre strip parcel in the west half of Lot 14, Concession 2, W.H.S. (former Township of Toronto). The resident had a number of questions regarding Mavis Road and voiced objection to their lands east of the future Mavis Road being designated for residential purposes.

The objector's property is situated between properties held by individuals who are not objecting to an urban designation and the non-designation of the objector's property would prevent the development of any lands to the south of this property although urban development could abut the northerly property line. As no other landowners are objecting to the extension of the urban boundary and the agricultural study submitted in support of the proposal evaluates the negative effect on agriculture as nominal, staff are of the opinion that the Moro property east of Mavis Road should be designated for urban residential purposes so as not to frustrate the ultimate development pattern in the area.

Letters were also submitted at the public meeting by 2 landowners in the area who have participated in the formulation of the draft secondary plan. Walker, Wright, Young Associates Limited, on behalf of Toronto Trust Cemeteries (Meadowvale Cemetery), submitted the attached letter at the public meeting. The letter supports the secondary plan policy which specifies the conveyance of a triangular parcel at the northwest corner of Mavis Road and Ray Lawson Boulevard to the Cemetery Board. The letter also states that Council stipulated access to Mavis Road for the cemetery as a requirement in approving Alignment D-2 but staff cannot find any evidence of such a requirement and note that the matter is within the jurisdiction of the Region of Peel regardless. The letter requests that access to Mavis Road for the cemetery be stipulated in the Secondary Plan but staff are not prepared to make such an amendment.

The letter from Walker Wright Young also requests that "affected landowners" be added as an approval authority, along with the City and Conservation Authority, for storm water management related items such as the management study and the alteration of watercourses. Staff do not

agree with this request that approval authority or a veto be granted to landowners. As the stormwater discharge channel will traverse Meadowvale Cemetery, which is privately owned property, the Toronto Trust Cemetery Board will have a veto on any such works and the developers must satisfy the Board with respect to any stormwater works to be done on their property. The letter has also requested that all easements and lands necessary to implement the stormwater management plan be secured or obtained prior to draft approval whereas the draft secondary plan currently stipulates this requirement prior to subdivision registration. Again staff are of the opinion that the request of Walker, Wright, Young need not or should not be accommodated. The subdivision plan should be given approval in principle (draft approval) and the finalization of stormwater related works would be a condition to that approval. No subdivision could proceed to registration without the matter being settled and the Cemetery Board will have sufficient control in that they own the property which is essential to the stormwater management plan.

M. Qazi, on behalf of Southbridge Developments Limited, submitted the attached letter with respect to the proposed school/park site in New Development Area 13(a) and the triangular land parcel at the northwest corner of Mavis Road and Ray Lawson Boulevard which is to be conveyed to the Meadowvale Cemetery. Approximately 2.1 hectares (5.2 acres) of the 7.5 acre school site and 1.5 hectare (3.8 acres) of the 7.0 acre park site are derived from the Southbridge property. Mr. Qazi submitted two alternate proposals for the school/park site which would basically flip these two features onto Kingknoll Developments property and access Kingknoll Drive as opposed to Ray Lawson Boulevard. The letter states that the draft secondary plan is unjustifiably weighted against Southbridge Developments.

Staff have previously reviewed the Southbridge alternatives with the Parks and Recreation Division and the Peel Board of Education. Neither agency preferred the proposals because the park should have access to the hydro corridor and in order to take in the woodlot, the size of the park is well in excess of 5 percent of the entire secondary plan area. The School

Board prefers the school site proposed in the draft secondary plan for its centrality to the intended catchment area and access to Ray Lawson Boulevard for busing purposes. Therefore, staff are supporting the current arrangement and Southbridge has not provided any detailed school/park site plans for their alternatives which would be superior to the concept which has been developed by staff. It is also noted that the City will compensate Southbridge for any park conveyance in excess of 5 percent of their holdings and the draft secondary plan requires that the establishment of the school site be subject to a cost sharing arrangement between the developers.

The letter from Mr. Qazi also suggests that Mavis Road should be moved as far west as possible to minimize or eliminate the triangular parcel to be conveyed to Meadowvale Cemetery and that if they do convey this land, that they should have the option of placing a stormwater detention pond on it if required as part of the stormwater management scheme. To staff's knowledge, Mavis Road is already as far west as it can possibly move. With respect to the stormwater detention pond, it would appear possible that Southbridge could participate in the Eight Acres scheme to establish a retention pond on the lands to be conveyed to the Cemetery Board although this matter can be settled when the details of the stormwater management study are finalized.

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

1. the notes of the Public Meeting be received;
2. the secondary plans for the New Development Area 12 extension and New Development Area 13(a) be approved; and
3. staff be directed to submit the appropriate official plan amendments to City Council for adoption.

Respectfully submitted,

Carl Brawley

Carl Brawley, M.C.I.P.,
Policy Planner

*W.H. Wintehall
for*

J.A. Marshall, Director of
Planning Policy and Research

AGREED:

F. R. Dalzell

F. R. Dalzell, Commissioner of
Planning and Development

CB/am/11

Mr. Karl Von Bloedau, Chinguacousy Road (8380), expressed concern relating to traffic congestion at the intersection of Steeles Avenue and Chinguacousy Road.

Mr. Brawley responded that Mavis Road is a major arterial road and traffic lights will probably be installed. However, the Public Works Department may want to consider installing lights at the noted intersection at this time. Also, he explained the south/east traffic movements planned for the area, with Mavis Road as an alternative route to proposed Highway #407.

Mr. Von Bloedau asked about the timing for completion of proposed Highway #407 and Mavis Road Extension.

Mr. Brawley responded that no specific time of completion is known at this time.

Mr. Von Bloedau expressed objection to the proposed extension of New Development Area 12 and 13 because of anticipated traffic congestion.

Sandra Moro, R.R. #10 Brampton, asked about the location of the proposed Mavis Road extension in relation to her property.

Mr. Brawley replied approximately 1000 feet.

Mr. Dalzell noted that there is no change in the Mavis Road alignment since the last meeting with the Region of Peel.

A resident expressed concern relating to traffic in the proposed Highway #407 area.

Mr. Brawley commented on the proposed Highway #407 interchange; the location and configuration are not established at this time; it is a Provincial decision.

Mr. Qazi, representative for Southbridge Developments Inc., submitted a letter (see attached).

Mr. Andrew Orr, Lakeview Estates, asked about cost sharing for the school site to the north, and Mr. Dalzell said it will be given due consideration.

Mr. Glen Scheels, representing Toronto Trust Cemeteries, referred to to a submission from Walker, Wright, Young Associates Limited

outlining areas of concern, such as loss of direct road frontage on the completion of Mavis Road, and storm water management. (see attached).

Mr. W. Depaulis wanted to know the time of completion of Highway #407 because he is paying taxes on property he cannot dispose of due to concern relating to the proposed highway.

He was informed that the Provincial Government has jurisdiction over the highway construction, and he should contact the M.P.P. for this area.

Sandra Moro asked if property on the east side of the proposed boundary will be taxed as residential.

Mr. Dalzell replied that the property is taxed as agricultural until something is done with the land.

Sandra Moro expressed concern relating to her property when development occurs, and Mr. Dalzell noted that development cannot encroach upon her property.

Sandra Moro asked how to oppose the area extension and Mr. Dalzell referred to the Information Sheet outlining the process of objection, noting that she will receive notification of future development in her area.

There were no further questions or comments and the meeting adjourned at 8:15 p.m.



Rec'd Public Meeting 28/11/87 E4-7
1185 Dundas Street East, Suite 216
Mississauga, Ontario
L4Y 2C6
Tel. (416) 275-2697

QAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.
CONSULTING ENGINEERS

November 4, 1987

Chairman of the Planning Committee
City of Brampton
150 Central Park Drive
Brampton, Ontario

Re: Draft Secondary Plan
New Development Areas 12 and 13 extension
Southbridge Developments Inc., Part Lot 14, Conc. 2

We are representing Southbridge Developments Inc. who are the owners of a parcel of land within the above mentioned development plan. We have been instructed by our client to bring the following matters to the attention of the Planning Committee in the public hearing on November 4, 1987.

School and Park Sites

1. Southbridge owns about 12.5 Ha of land within the proposed draft secondary plan. Out of this land a substantial portion has been designated for school and park (according to the latest discussion with the Planning Department some 2.1 Ha for School and 2.2 Ha for Park). This covers about 33% of the property.
2. According to the draft secondary plan, the other larger developments are required to contribute either none or nominal lands for the institutional and recreational purposes.
3. Southbridge will have further losses due to the devaluation of their property in the immediate neighbourhood of the school and park.
4. The draft secondary plan designates parkland within the subject property in excess of 5% requirement.
5. We feel that the draft secondary plan is unjustifiably weighted against Southbridge Developments.

In view of the above comments, we are submitting an alternative proposal for school and park sites in two configurations (Plan A and Plan B). We feel that the proposal is as functional as the city proposal, but less burdensome to one small development.

In our opinion, the best planning criterion is to achieve the planning goals with minimum adverse effects and disadvantages to be distributed in proportion to the benefits received by the participants.

Southbridge need to be assured that they will receive satisfactory monetary compensation for any land given to school and/or any parkland in excess of the 5% requirement.

Triangular Shape Land

We wish to suggest that the new Mavis Road should be swung westerly to eliminate or minimize the triangular shaped land (marked as area X on the attached plans) in the subject property. If Southbridge agree to convey such land to the Toronto Trust Cemeteries Board, it shall be on the condition that Southbridge be allowed to construct a stormwater storage system if required as part of their stormwater management scheme.

We are submitting this letter in response to the notice of the public meeting on November 4, 1987, with a request that the draft secondary plan be reviewed to alleviate our concerns.

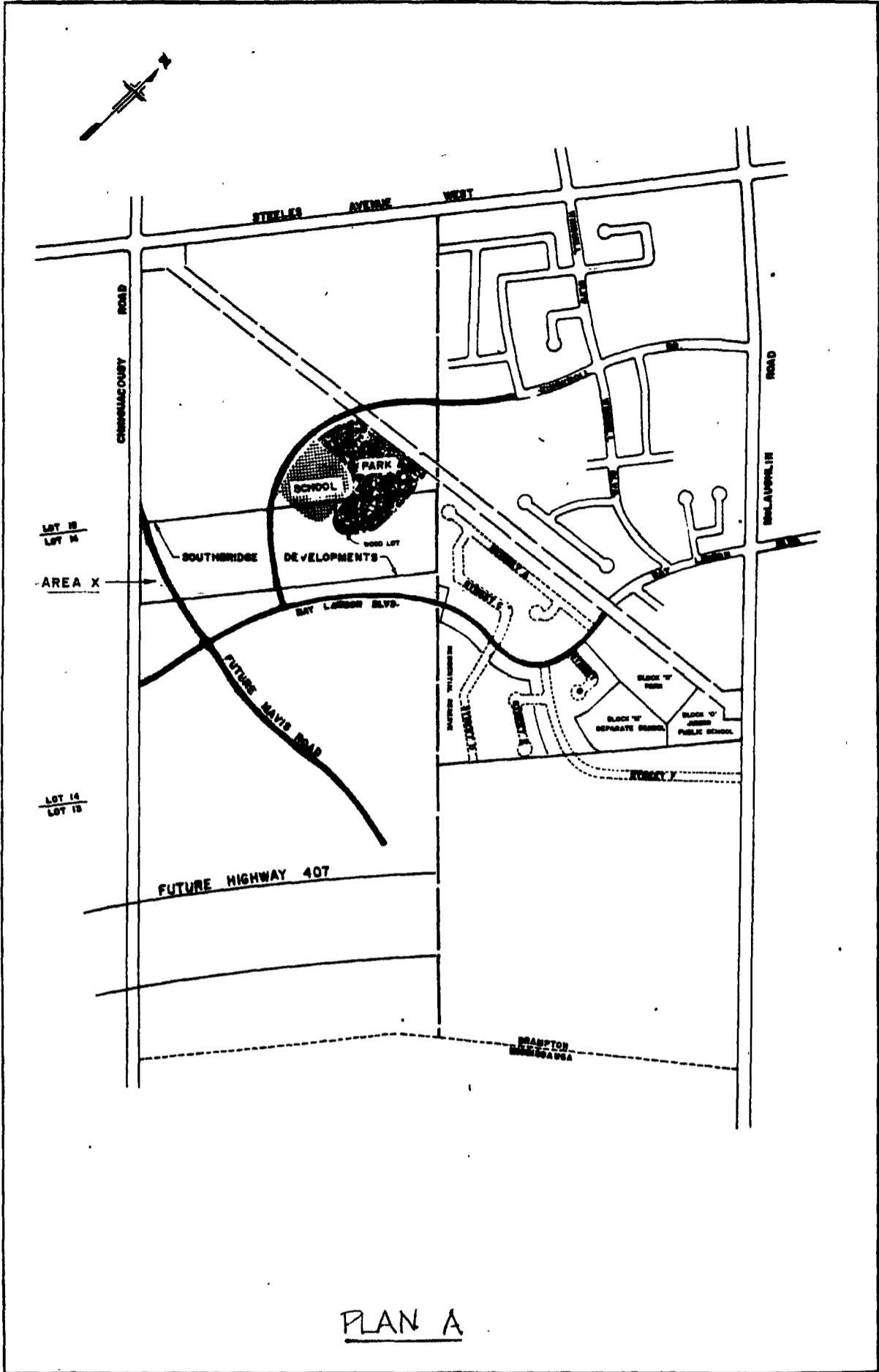
Your truly
QAZI MUNICIPAL ENGINEERING &
COMPUTER MODELLING LTD.



M.A. QAZI, M.Eng., P.Eng.



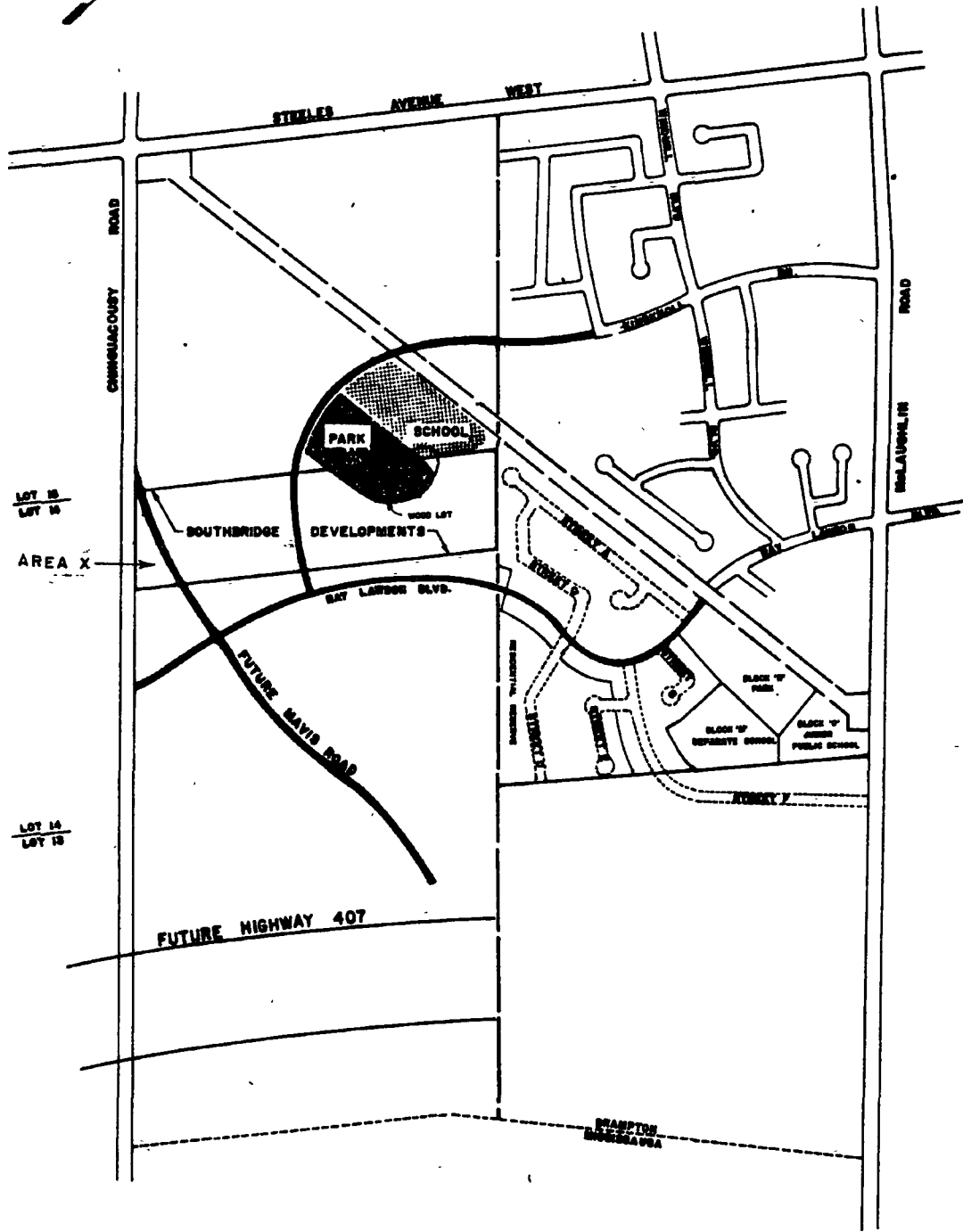
QAZI MUNICIPAL ENGINEERING
& COMPUTER MODELLING LTD.



PLAN A

SOUTHBRIDGE DEVELOPMENTS INC.	PROPOSED ALTERNATIVE I	QAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.	
PART LOT 14 CONC 2 CITY OF BRAMPTON	SITES FOR SCHOOL & PARK	100 DUNDAS STREET EAST BRAMPTON, ONTARIO N7G 2G7	DATE: AUGUST, 1997 SCALE: 1:5000

E4-12



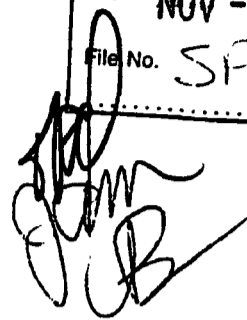
PLAN B

SOUTHBRIDGE DEVELOPMENTS INC.	PROPOSED ALTERNATIVE 2	CONSULTANT QAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.	
PART LOT 14 CONC. 2 CITY OF BRAMPTON	SITES FOR SCHOOL & PARK	100 DUNDAS STREET EAST BRAMPTON, ONT. PHONE 578-0887	DATE: AUGUST, 1987 SCALE: 1:1000

30 October, 1987

Mr. Carl Brawley, M.C.I.P.
Policy Planner
Planning & Development Department
The Corporation of the City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

City of Brampton
PLANNING DEPT.
Date NOV - 3 1987 Rec'd.
File No. SP24.3



Dear Mr. Brawley:

Re: **Draft Secondary Plan**
NDA 12 and 13 Extension
Mavis Road Alignment - Ward #4
Your File: SP 24.3
Our File: 87.640

172 St. George Street
Toronto, Ontario
M5R 2M7
416/968-3511
FAX 416/960-0172

We are in receipt of draft Official Plan amendments to implement the content of the planning report regarding the above-noted matter.

As requested, we, on behalf of Toronto Trust Cemeteries the operators of the Meadowvale Cemetery, provide the following comments for your consideration.

As you are aware, Toronto Trust Cemeteries has been actively involved in the Official Plan matters related to the Mavis Road alignment, through discussions with City and Regional staff regarding the final alignment of Mavis Road. Additionally, discussions have taken place with the developers of the land to the east of proposed Meadowvale Road. Particular discussion has focused around the area between the proposed Mavis Road road alignment and existing Second Line West. As has been stated in earlier submissions to the City our client is particularly concerned in the loss of direct road frontage for access and exposure purposes on completion of Mavis Road.

Council, in its consideration of the previous Official Plan amendment to deal with the Mavis Road alignment, introduced the requirement that the land between the existing Second Line West and the proposed Mavis Road alignment be conveyed to the owners of the Meadowvale Cemetery to provide the Meadowvale Cemetery with direct frontage and exposure to Mavis Road, including access. We are therefore in support of the proposed policy recommendation (Section 3.5.1) which provides for the conveyance of these lands. We would, however, suggest that the section be amended to reference the earlier stated position of our clients to recognize that the area will provide for frontage exposure to Mavis Road as well as access through the lands to the existing cemetery entrances on Second Line West. We would also advise that the reference to our client's lands should be the Trustees of the Toronto General Burying Grounds, rather than Toronto Trust Cemeteries.

Peter R. Walker ✓
B.A. M.Sc. MCIP
James M. Wright
B.Arch. MRAIC
Richard D. Young
B.Sc. M.Arch. MRAIC RIBA
Robert A. Dragicevic
BES MES MCIP
Wendy Nott
BES MCIP

As indicated above our client is also in the process of discussions with the Region and the landowners to the east as it involves the handling of stormwater. We note that Section 5.0 (Public Utilities) provides specific policies to deal with stormwater management. In this regard, Sections 5.1.1 and 5.1.2 deal with the requirements for approval of the Credit Valley Conservation Authority and the City of Brampton in respect of a comprehensive Stormwater Management Study and the construction of any stormwater facilities. It is clear from the materials provided to us that the lands to the east will rely upon the watercourse running through the Meadowvale Cemetery for stormwater purposes and as such, we would suggest that Sections 5.1.1 and 5.1.2 be amended to include "affected landowners" in addition to the Credit Valley Conservation Authority in the City of Brampton. This request is made on the basis of the potential effects of additional stormwater flows through the Meadowvale Cemetery facility.

Insofar as Section 5.1.3 is concerned the policies indicate that "prior to the registration of any individual subdivision plan, the lands and easements necessary to implement the Stormwater Management Plan and any related works, including drainage channels, shall be obtained or secured". It is our position that this particular policy establishes a commitment (although implicit) that there is agreement between various landowners as to the methods and means of stormwater management. Clearly if there is reliance to be placed on the watercourse running through the Meadowvale Cemetery there will be a requirement for easements, both temporary and permanent, for construction and maintenance purposes. It is our view that this section should be amended to indicate that the lands and easements necessary be committed and confirmed prior to draft plan approval rather than at the time of registration. In this way, it will allow the affected landowner, in this case the Toronto Trust Cemeteries, to effectively establish that there will be no undue impact on their lands/operation.

Finally, in respect to the proposed policies, we would request clarification insofar as Section 4.1.6 is concerned. Section 4.1.6 indicates that it is the policy of the City to restrict direct access from individual properties. We think it appropriate to indicate that the access to the Meadowvale Cemetery will be permitted across the lands proposed to be conveyed to the Toronto Trust Cemeteries. It is our view that this would remove any ambiguity insofar as this Section is concerned and as it would be applied to the Meadowvale Cemetery.

In summary, we would advise that our client is in support of the municipality's proposals for this area, subject the above-mentioned matters.

We trust that these particular comments and concerns can be addressed and we will be in attendance at the Planning Committee meeting of November 4 to present these comments and answer any questions that the Committee may have.

Mr. Carl Brawley

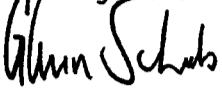
-3-

30 October, 1987

We would request that we receive notice of any further meetings of either Planning & Development Committee or Council insofar as this matter is concerned.

Yours very truly,

WALKER, WRIGHT, YOUNG ASSOCIATES LIMITED
Planning Consultants



For Robert A. Dragicevic, M.C.I.P.
Principal

RAD:1

cc: R. Smith
K. Myllymaki

February 6, 1987

FEB 13 1987 Rec'd.

File No.

SP24.3

Mr. Carl Brawley
Policy Planner
Planning & Development Dept.
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Brawley:

Re: **Fletcher's Creek South Secondary Plan**
New Development Area 13 Extension
(Mavis Road Alignment)
Our File No. SP24.3

Thank you for providing us with the above-named background materials to review. We would be pleased to review a draft official plan amendment prior to adoption by Council. Once the amendment is adopted, we will circulate it to the affected agencies and then provide you with our final comments. We trust that, in the meantime, you are also consulting key affected agencies such as the Ministry of Agriculture and Food.

If you wish to discuss this matter further, please contact me at 585-6059.

Yours truly,


Janet E. Amos
Planner
Plans Administration Branch

CB

Ontario

File No. SP 24.3

Ministry of
Agriculture
and Food

416/965-

Legislative Buildings
Queen's Park
Toronto, Ontario

9433

Foodland Preservation

M7A 2B2

12 March 1987

JAM
A.C.B.

Mr. Carl Brawley
Policy Planner
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Brawley:

Re: Fletchers Creek South Secondary Plan
New Development Area #13 Extension
(Mavis Road Alignment)
Brampton - Peel
File No. SP24.3

Staff of the Ontario Ministry of Agriculture and Food have reviewed the above proposal, and consideration has been given to the proposal in terms of the goals and objectives of the Ministry and of the criteria and policies outlined in the Foodland Guidelines.

The Fletchers Creek South Secondary Plan proposes a projected population of 3,893 in 1145 units on an area of nearly 60 hectares.

According to the Canada Land Inventory the lands on the site and in the surrounding area have an agricultural capability rating of Class 1. The lands are level to very gently rolling.

CB

GOOD THINGS GROW IN ONTARIO



The lands to the east are designated residential and are currently being developed. The lands to the north and west are designated agricultural and are under production. The lands to the south are designated open space. The site itself is also under agricultural production.

This amendment would remove lands from agricultural production. Section 3.14 of the Foodland Guidelines outlines the criteria for evaluating alternative uses of prime agricultural land. These criteria include justification for the proposed use, in particular in terms of the need for additional residential land in the City. Staff are of the opinion that it will be very difficult for the proponent or the City to show need for the additional residential lands,, nevertheless we are willing to review any justification provided. Presently however, staff are taking the position that the proposal does not comply with the policies of the Foodland Guidelines.

If you have any questions, please contact Shirley Bailey, District Manager (Central Ontario) or Heather Gariepy, Land Use Specialist at (416) 965-9433.

Yours truly,



DONALD DUNN
Director

G:BSP24-3.HG



BY COURIER

CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

March 26, 1987

Telephone 451-1615
City of Brampton
PLANNING DEPT.
Date MAR 27 1987 Rec'd.
File No. SP24.3

JAM
→ CP
JW

City of Brampton
Planning and Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. C. Brawley
Policy Planner

Dear Sir:

Re: Fletcher's Creek South Secondary Plan
New Development Area #13 Extension
(Mavis Road Alignment)
Your File No. SP24.3

Further to your circulation regarding New Development Area #13, we provide the following comments for your information and reference.

The subject lands, which are proposed for residential, commercial and Open Space uses, are traversed by several unnamed tributaries of the Credit River. The Fill, Construction and Alteration to Waterways Regulations (Ontario Regulation 162/80) prohibit the erection of any structure, or the placement or removal of any fill material in the floodplain, or the alteration to any watercourses without the prior written approval of this Authority.

The major concerns of this Authority, with regard to development in this area, relate primarily to the construction of the Mavis Road extension, and the impacts of stormwater drainage from the lands on the tributary watercourses and the Credit River. With regard to Mavis Road, we enclose a copy of our previous correspondence dated February 10, 1984.

It is the general policy of this Authority to encourage municipalities to prepare Master Drainage Plans for newly developing areas within their jurisdiction. This is to ensure that potential problems associated with storm drainage are addressed on an all encompassing basis, with a full examination of various stormwater drainage scheme alternatives and their potential environmental impacts. In particular, we are concerned with respect to the potential increase in stormwater runoff to the tributaries resulting from this proposed urban development. Our concerns are that upstream development may exacerbate flooding, erosion and sedimentation on these watercourses unless proper stormwater management techniques are implemented. In this regard, we support the City in their request for a Drainage Report

...continued...

March 26, 1987

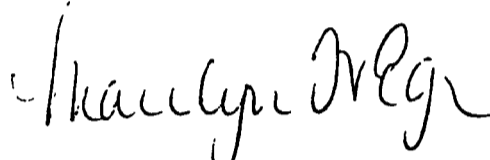
for the subject lands. Furthermore, the subject Report must address the implementation of stormwater management techniques, to ensure that post-development flows do not substantially increase above pre-development levels.

On this basis therefore, we would recommend that policies be contained within the Secondary Plan, which will have the effect of ensuring the following:

1. That the appropriate approvals be applied for and received from the Credit Valley Conservation Authority, pursuant to Ontario Regulation 162/80, prior to the alteration to any watercourse or the construction of any stormwater facilities.
2. That prior to the draft approval of any Plans of Subdivision in the Secondary Planning Area, a Master Drainage Plan, or its equivalent, shall be prepared for the review and approval of the Credit Valley Conservation Authority and the City of Brampton.

Any questions with regard to the aforementioned, may be directed to Mr. Mike Puddister at this office.

Yours very truly,



Marilyn F.V. Eger
Manager, Resource Planning

MP:dl
Encl.

cc: City of Brampton
Attention: Mr. D.J. Van Beilen, P. Eng.
Director
Development and Engineering Services
(BY COURIER)

Ministry of Natural Resources
Maple District Office
Attention: Mr. I.B. Earl
District Manager

February/0, 1984

McCormick, Rankin and
Associates Limited
60 Briarwood Avenue
Mississauga, Ontario
L5G 3N6

Attention: Mr. D.R. Blay, P. Eng.

Dear Sir:

Re: Mavis Road Functional Planning Study -
Highway 407 to 27 Sideroad
City of Brampton - Town of Caledon
Your File No: W.O. 1405-83

Further to our meeting of February 3, 1984, and your subsequent letter of that date, the following comments regarding the above-noted Study are provided for your consideration.

The major areas of concern to this Authority with respect to the subject Study, are the crossings of watercourses required for the Mavis Road alignment through the Study area. We note that the Fill, Construction and Alteration to Waterways Regulations (Ontario Regulation 162/80) prohibit the erection of any structure or the placement or removal of any material in the floodplain area, or the alteration to any watercourse without the written approval of this Authority. In our review of any watercourse crossings proposals, the Authority would require the maintenance of the hydraulic characteristics of the floodplain/valley system (i.e. no significant increases in upstream or downstream floodlines must occur as a result of the crossing). In addition, we would require the minimization of potential erosion and siltation of the watercourse both during and after the construction period.

.....continued

February 10, 1984

With respect to the proposed alignment, the following comments are provided and referenced on the attached map:

1. The area South of Steeles Avenue, East of Second Line, is traversed by several small drainage channels which are tributary to the Credit River. We would support an alignment of the road at mid-concession, as shown on the submitted mapping, which follows the watershed divide between the Credit and Fletcher's Creek systems and avoids the necessity of these watercourse crossings.
2. At the C.P.R. crossing of Second Line, the existing roadway and proposed alignment also cross a tributary ravine of the Credit River. The valley area of this watercourse is susceptible to flooding during 'Regional Storm' conditions. Although the Authority has no floodplain mapping prepared for this watercourse which would delineate the extent of flooding in the area during a 'Regional Storm', hydrologic studies have been completed for this tributary in conjunction with the review of proposed draft plans of subdivision, North of Queen Street and East of Second Line. It should be noted that the majority of the catchment area of this watercourse, East of Second Line, is slated for urban development in the near future, and we are, therefore, particularly concerned that 'Regional Storm' floodlines are not significantly altered upstream as a result of any crossing works.
3. North of Highway 7, the proposed alignment traverses several tributary drainage channels of the Fletcher's Creek. No floodplain mapping currently exists for these watercourses, however, the upstream drainage area for some of these tributaries appears to be in excess of 130 hectares (320 acres). Therefore, for those tributaries draining areas in excess of this figure, we will require the calculation of 'Regional Storm' flows and appropriate design of any required roadway crossings.
4. We note that North of the 17th Sideroad, the Study area is within the watershed of the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.). We would recommend that you contact the M.T.R.C.A. for any concerns relating to this portion of the Study area.

In addition, approval of the Ministry of Natural Resources may also be required for the watercourse crossings pursuant to the Lakes and Rivers Improvement Act. If you have not already done so, we would also recommend that you contact the Ministry to determine any requirements in this regard.

.....continued

February 10, 1984

We thank you for contacting us regarding the preparation of the Study, and we would request that we be provided with a copy of the Study conclusions and recommendations at such time as they become available. Any further questions concerning this matter may be directed to the undersigned or Mr. Brian Czajer at this office.

Yours very truly,



(Ms.) Rose A. Menyes
Manager, Resource Planning

BC
BC:kb

Att.

cc: Regional Municipality of Peel
Planning Department
Attention: Mr. D.H.C. Thwaites, P. Eng.
Director, Transportation Policy
(By Courier)

Ministry of Natural Resources
Maple District Office
Attention: Mr. I.B. Earl
District Manager

Metropolitan Toronto and Region
Conservation Authority
Attention: Mrs. A.C. Deans
Planning Coordinator



CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

City of Brampton
PLANNING DEPT.

Date JUL 13 1987 Rec'd.

File No. *SP24-3*

Telephone 451-1615

WHEN REPLYING KINDLY QUOTE
THIS FILE NUMBER

July 9 , 1987

Rand Engineering Corporation
40 Village Centre Place
Mississauga, Ontario
L4Z 1V9

Attention: Mr. R.G. Baldesarra

Dear Sir:

Re: Stormwater Management Report
Southwest Brampton Area
City of Brampton

Further to your submission of the above noted Report, dated April, 1987, we provide the following comments for your information and reference.

The subject planning area is drained by 4 small water-courses which eventually outlet to the Credit River. The proposed storm drainage plan recommends directing post-development flows, uncontrolled, to one of the watercourses, which will be reconstructed as a lined channel, with the provision of base flow outlets to the other channels.

In general, the subject Report is satisfactory, however, we have the following concerns:

1. The Report proposes to terminate the lined channel 450 metres upstream of the Credit River, based on the assumption that post-development flows will not cause erosion. We require the submission of supporting documentation, (post-development velocities, etc.), which will permit Authority staff to confirm this assumption.
2. The Report does not address the impact from this area on the flows of the Credit River. While the impacts may be minimal, it must be confirmed that post-development flows do not significantly increase the potential for downstream flooding or erosion.

Upon addressing the concerns as noted above, the Stormwater Management Report will be recommended for

...continued...

ml *cb*
9707 14

July 9 , 1987

approval by the Authority's Executive Committee. Accordingly, the approved Report will then form the basis of our comments on any future developments within the Study Area.

Any questions pertaining to the aforementioned, may be directed to Mr. Mike Puddister at this office.

Yours very truly,

Original signed by
M. F. V Eger

Marilyn F.V. Eger
Manager, Resource Planning

MP:d1

cc: City of Brampton

→ Attention: Mr. F.R. Dalzell
Commissioner of
Planning and Development Services
Attention: Mr. L.T. Koehle, P. Eng.
Commissioner of
Public Works and Building

(BY COURIER)

Ministry of Natural Resources
Maple District Office
Attention: Mr. I.B. Earl
District Manager

Toronto Trust Cemeteries
48 St. Clair Avenue West
9th Floor
Toronto, Ontario
M4V 2Z2
Attention: Mr. K. Myllymaki



BY COURIER

CREDIT VALLEY CONSERVATION AUTHORITY

MEADOWVALE, ONTARIO L0J 1K0

Telephone 451-1615

November 25 1987

City of Brampton PLANNING DEPT.	
Date	NOV 27 1987 Rec'd.
File No.	SP24.3

Handwritten signature

City of Brampton
Planning & Development Department
150 Central Park Drive
Brampton, Ontario
L6T 4B9

Attention: Mr. Carl Brawley, M.C.I.P.
Policy Planner

Dear Sir:

Re: Draft Secondary Plan
NDA 12 and 13 Extension
(Brampton West and Southwest)
Mavis Road Alignment
Your File Number: SP24.3

Further to your circulation of the above-noted draft official plan amendments, we provide the following.

Authority staff have reviewed the subject amendments, and have no objection to their approval, as our previously noted concerns have been addressed.

Yours very truly,

Handwritten signature of Marilyn F.V. Eger

Marilyn F.V. Eger
Manager, Resource Planning

Handwritten initials CB.

MP:kb

Ontario Hydro

March 10, 1987

700 University Avenue, Toronto, Ontario M5G 1X6

File: 00544.207 T10

Mr. C. Brawley, M.C.I.P.
Policy Planner
Planning & Development Department
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

City of Brampton
PLANNING DEPT.

Date MAR 17 1987 Rec'd.

File No. SP24.3

Dear Mr. Brawley:

Subject: Proposed Fletcher's Creek South Secondary Plan
City of Brampton
Your File No.: SP24.3

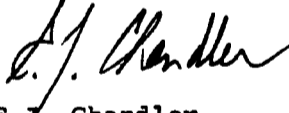
Thank you for providing us with an opportunity to be involved in the preparation of the subject Secondary Plan.

Please be advised that Ontario Hydro has reviewed related proposed subdivision plan 21T-86080B and has provided comments to Peel Region by letter of January 30, 1987 concerning this subdivision plan. Aside from these specific comments on this subdivision, please note that the proposed road crossings of our existing right-of-way will require separate submission to our Central Region office to determine the feasibility of these road locations. In this regard, Mr. Jack Vernon, Property Administrator at our Central Region office, should be contacted at 222-2571.

Note also that the lands illustrated in blue on the attached copy of the Southwest Brampton Concept Plan are surplus to Ontario Hydro. As such, the indicated designation of "Ontario Hydro Corridor" is not appropriate for these lands. We request that these surplus lands be designated according to abutting land use designations in the proposed Secondary Plan.

Once the City has a draft of the subject Secondary Plan available, please forward a copy for our review. In the interim, if you have any questions concerning the above, please contact me at 592-3973.

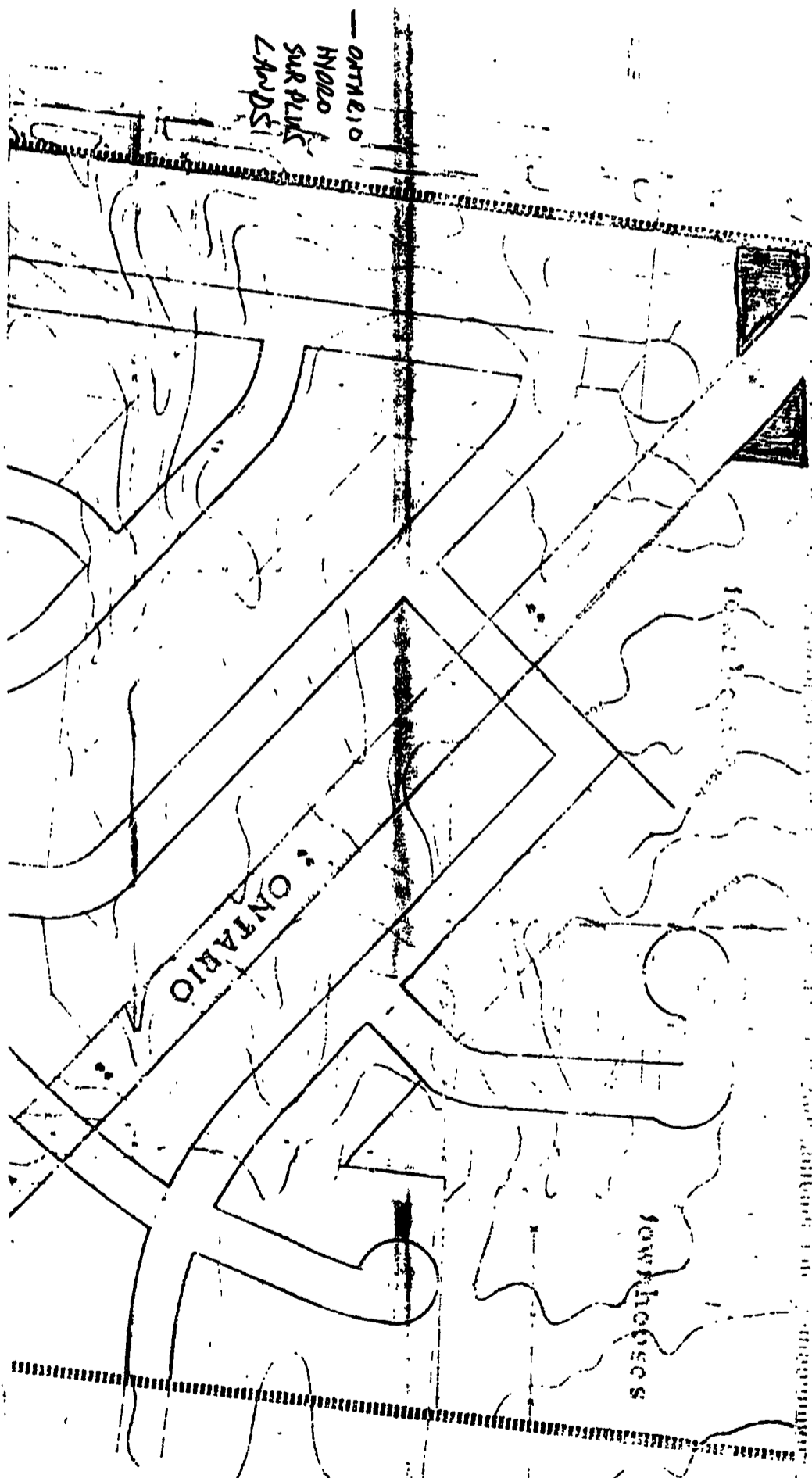
Yours truly,



E.J. Chandler
Planner
Land Use & Environmental Planning Department

Attach.

— ONTARIO
HYDRO
SURPLUS
LANDS



ONTARIO

ROW HOUSES

KINGNOIL

PHASE 3

AM 1000

MAPS



5760 Yonge Street, North York, Ontario M2M 3T7

City of Brampton PLANNING DEPT.	
Date	JUL 06 1987 Rec'd.
File No.	SP24.3

July 2, 1987

Brampton 634-513

Handwritten signatures and initials: M.P., C.B., C.P., R.B.

BY COURIER

The Corporation of the
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. C. Brawley, M.C.I.P.

Dear Sir:

Re: Proposed Sale for Road Crossings
Part of Lot 15, Concession 2.WHS
City of Mississauga (NA92x42-412)

With reference to your letter of April 1, 1987, we wish to advise that we have received the comments of all the interested Divisions and there are no objections to the proposed sale of Ontario Hydro lands for road purposes as shown on your preliminary Plan Drawing No. 87-2 from F. Schaeffer Planning Group Limited.

We are, therefore, prepared to recommend to our Executive approval for the sale, subject to the following terms and conditions:

1. The Deed will be drawn in favour of the Corporation of the Town of Brampton and be subject to the lands being opened and kept open as a public road.
2. The consideration will be based on 100% of the encumbered land value. We will arrange for an appraisal when the Town of Brampton concurs with the arrangement to purchase the lands.
3. The proponent will be responsible for supplying the necessary survey material for review and approval by our Survey Department. Following their approval, a cronaflex of the registered plan will be required for our records.
4. The proponent must assume all liability and indemnify Ontario Hydro against any claims of any nature whatsoever during construction.
5. Drainage problems before or after construction are the proponent's responsibility. All drainage must be away from Hydro lands. Grading and drainage plans must be submitted before we proceed with the sale.
6. During the construction phase, temporary fencing is to be installed on each side of the proposed roadways to restrict vehicle encroachment onto other parts of Ontario Hydro lands.

"ONTARIO HYDRO - PROUD TO SERVE ONTARIO"

Telephone North York 222-2571

July 2, 1987

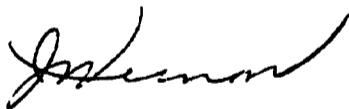
7. On completion of the work, post and cable type fence is to be installed on both sides of the new roadways with gates to allow vehicle access, at the expense of the applicant, to the satisfaction of Ontario Hydro.
8. Curb cuts are to be installed in the roadway at each access gate and gravel or asphalt covered. All slopes are to be 4:1 ratio or less.
9. All disturbed areas must be restored to the satisfaction of our Environment Supervisor.
10. The proponent is responsible for locating and staking any underground facilities prior to construction.
11. Proper clearances in accordance with C.S.A. requirements are to be maintained from all Ontario Hydro structures and facilities. All construction equipment to maintain 20' clearance to conductors.
12. Should any of our facilities have to be revised to maintain adequate clearances (to accommodate lighting standards, change of grade, low voltage lines, etc.) the cost will be 100% of the proponent's expense.
13. Ontario Hydro must be notified at least five working days prior to the commencement of work in the area and I am enclosing a Notice of Entry form to be given to our Environment Supervisor, Mr. Ron Hilliard. He may be contacted at 222-2571, extension 456.
14. No material or equipment is to be stored or placed on Ontario Hydro lands.

On receipt of the Town of Brampton's concurrence to the above, grading and drainage plans and survey plans, I will arrange for an appraisal and if satisfactory the documentation of the transfer in fee.

With regards to surplus Ontario Hydro lands, we would be interested in disposing of same to the adjacent land owner. Mr. G. Moore, of our Sales Section, will be contacting Kingknoll Developments Ltd. concerning this.

I trust the foregoing will meet with your approval, and should you have any questions, please contact me.

Yours truly,



J.F. Vernon
Property Administrator
Central Region

enc.



43135
new 85-12

distribution: white - original
blue - Environment
blue - Trans Lines
canary - Applicant

notice of entry

note	This form (Sections 2 to 5 inclusive) must be completed and submitted to PROPERTY SECTION, ONTARIO HYDRO, 8780 YONGE STREET, NORTH YORK, ONTARIO, M2M 3T7 , at least TWO WORKING DAYS PRIOR TO START of construction/work activity.		
section 1 to: <i>(this section to be completed by Property Section, Ontario Hydro)</i>	<input type="checkbox"/> Transmission Lines Supv. attn: D. Lister - C.R. <input type="checkbox"/> Transmission Environment Supv. attn: A. Mouck - C.R. <input type="checkbox"/> District Operating Supv. attn:	<input type="checkbox"/> District Station Mtes. Supv. attn: <input type="checkbox"/> <input type="checkbox"/>	
	property user's name & file number City of Brampton Brampton 634-513	line section NA 92 x 42 D.S./T.S. designation	
section 2 originator	date of request	notice of entry form submitted by	telephone number
	Municipality/Company/Utility		signature
section 3 <i>(location/nature of work/project on Ontario Hydro Lands)</i>	location (lot, concession, Municipality, Street references)		
	description of project		
	date of entry onto Ontario Hydro property	length of time property required from date of entry	
	proximity of work project to tower structures and/or electrical apparatus		
	type of equipment being used (include height of vehicles and any boom/extension height)		
	access from (eg adjacent street)		
section 4 <i>work/project to be completed by</i>	name of Municipality/Company/Utility		
	address	postal code	
	contact persons (office)	(on site)	phone no. (office)
	on site (if applicable)		
section 5 general remarks			
section 6 <i>Ontario Hydro emergency contact</i>	In case of an ACCIDENT OR EMERGENCY on Ontario Hydro property, please call the Transmission Environment Supervisor - Secondary Land Use (416-222-2571) during normal business hours (8:30 am to 4:30 pm) or the Regional Operator (416-421-8244) at any other time.		

700 University Avenue, Toronto, Ontario M5G 1X6

November 24, 1987

File: 00544.207 T5

Mr. C. Brawley
Policy Planner
Planning & Development Department
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9



City of Brampton PLANNING DEPT.	
Date	DEC - 2 1987 Rec'd.
File No.	SP24.3

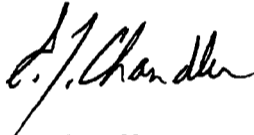
Dear Mr. Brawley:

Subject: Draft Official Plan Amendment
(Draft Secondary Plan NDA 12 & 13 Extension
to Mavis Road Alignment)
City of Brampton
Your File No.: SP24.3

We have now completed our review of the subject document.

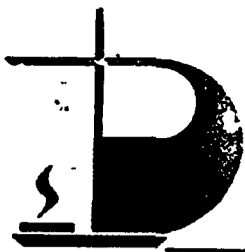
Please be advised that we have no objection to the approval of the subject document in its present form.

Yours truly,



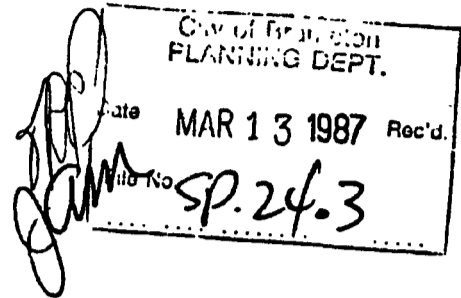
E.J. Chandler
Senior Planner
Land Use & Environmental Planning Department





March 6, 1987

Mr. Carl Brawley
Policy Planner
The City of Brampton
Planning & Development Department
150 Central Park Drive
Brampton, Ontario L6T 2T9



Dear Sir:

**RE: Fletcher's Creek South Secondary Plan
New Development Area #13 Extension
(Mavis Road Alignment)
Your File Number: SP 24.3**

Thank you for your letter dated January 27, 1987 and copy of the concept plan for New Development Area #13

The 1145 units proposed should generate approximately 278 junior kindergarten to grade 8 separate school pupils. This estimate is based on the assumption that 75% of the 1145 units will be single family units and 25% will be townhouse units. A more precise pupil estimate can be calculated once the breakdown of units is defined.

? The subdivision plans between McLaughlin Road and New Development Area #13 are expected to generate an additional 350 ± junior kindergarten to grade 8 pupils (Map 1). One separate school will be required to serve the area west of McLaughlin Road to Second Line West/Mavis Road, and that school will have an enrolment of approximately 630 junior kindergarten to grade 8 pupils. It does not appear that this school will be able to accommodate pupils east of McLaughlin Road, south of Sheridan College as was anticipated prior to the proposal to release New Development Area #13 for development

cb

The currently designated separate school site (as indicated on Map 1) is not central and should be relocated further north and west in the general vicinity of where it was located in 1985 (see Map 2).

In 1985 the Board was advised that development would not likely occur in the area now known as New Development Area #13. Consequently, the Board requested that the site designated in the north-west corner of 21T-84040B be shifted south and east. It would now appear that the general vicinity of the previous location is the ideal location for the elementary separate school

The Board has decided to pursue a secondary school site in the New Development Area #11 and therefore will not require a secondary site in New Development Area #13.

X No Secondary school

However, the Board feels that landowners in New Development Area #13 should contribute in a cost sharing agreement for the secondary school site in New Development Area #11, since that is where secondary pupils will be accommodated. The Board would like the same clause to be in the Secondary Plan for New Development Area #13 as has been requested in the Secondary Plans for New Development Areas #11 and #12.

- cost sharing for S.S. north of Steeles

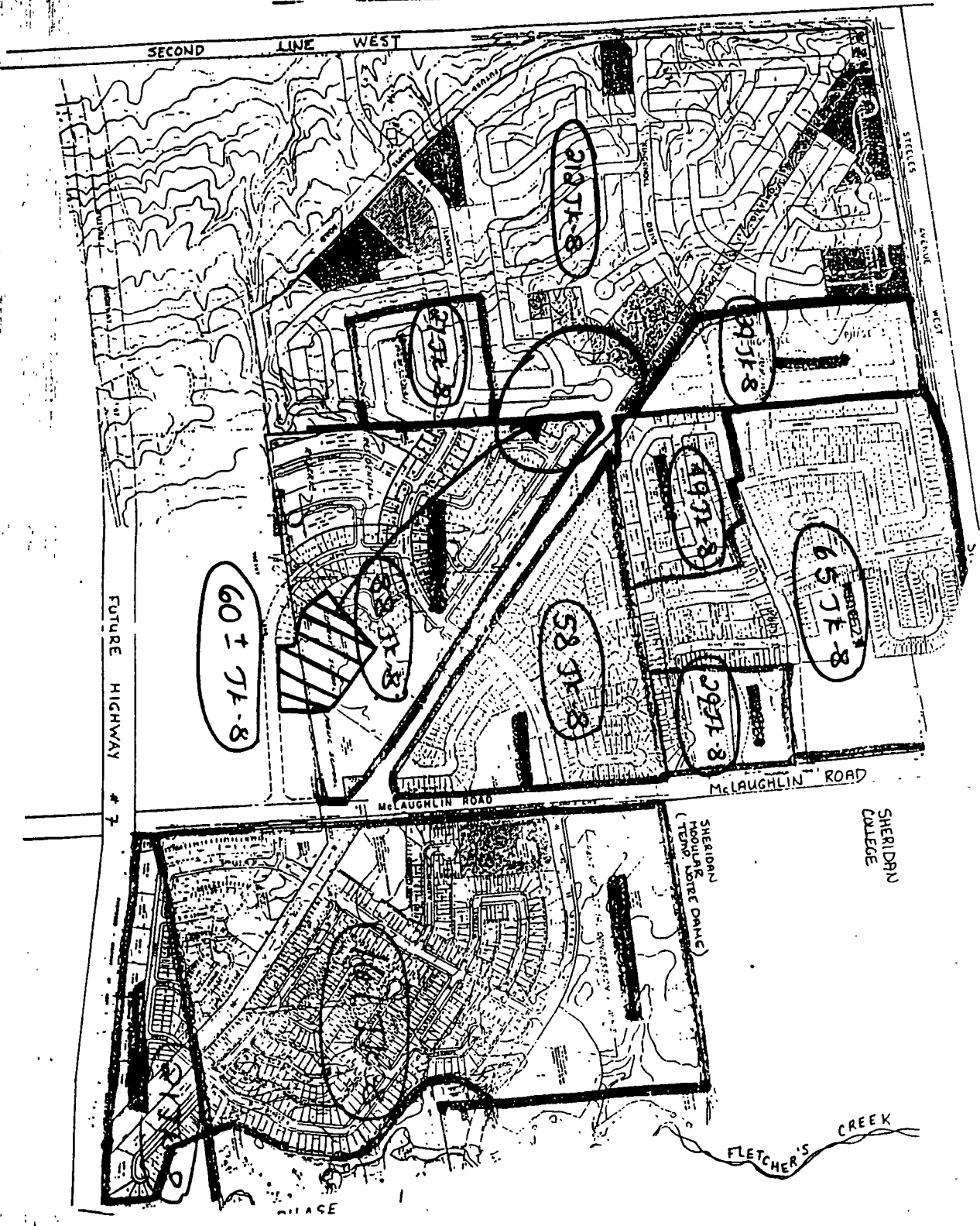
Yours very truly,

J. R. Brooks

for Sherryl Daoust,
Planner.

Attach.

SAD:ki



SECOND LINE WEST

FUTURE HIGHWAY #7

McLAUGHLIN ROAD

McLAUGHLIN ROAD

SHERIDAN COLLEGE

SHERIDAN HOUSING (TEMP. LOSTRE DANCE)

FLETCHER'S CREEK

STEELES AVENUE WEST

6077E-8

587E-8

297E-8

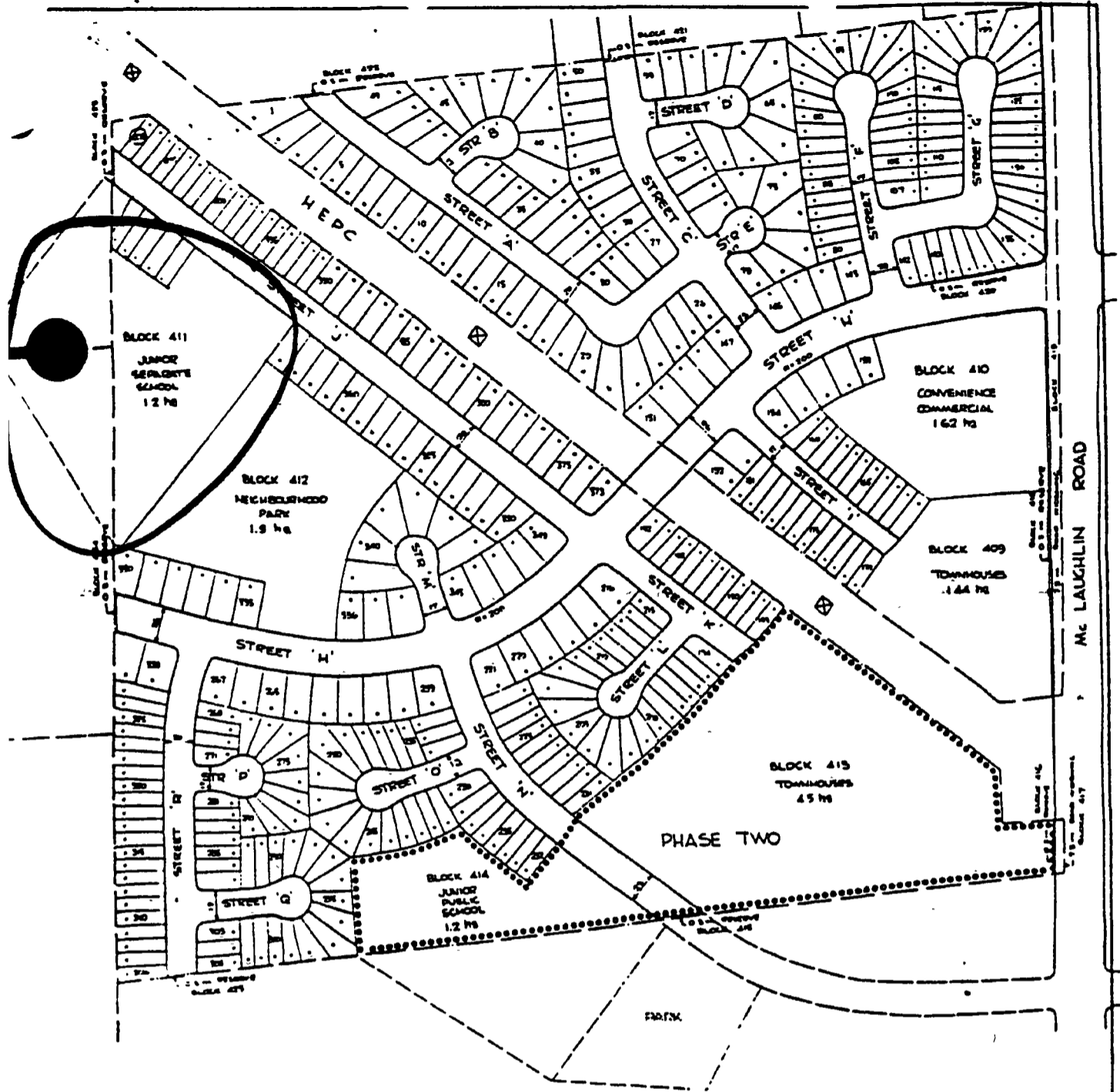
657E-8

497E-8

897E-8

2187E-8

377E-8



LAND USE SCHEDULE

AREA TO BE SUBDIVIDED 382 ha

- PHASE ONE**
- SINGLE FAMILY DETACHED
 800 FT 45 - LOTS - 55 (-)
 - 800 FT 40 - LOTS - 115 (-)
 - 166
 - SEMI-DETACHED / SINGLE FAMILY
 800 FT 95 - LOTS - 242 (-)
 - TOWNHOUSES
 - BLOCK 409 - 108 UNITS
 - COMMERCIAL BL. 410 - 1.62 ha
 - JUNIOR SEPARATE SCHOOL
 BLOCK 411 - 12 ha
 - NEIGHBOURHOOD PARK
 BLOCK 412 - 1.9 ha

- PHASE TWO**
- TOWN HOUSES
 - BLOCK 415 - 225 UNITS
 - JUNIOR PUBLIC SCHOOL
 BLOCK 414 - 1.2 ha

BEACON HALL LIMITED IN TRUST

PART OF LOT 14, CONCESSION 2 W.M.S
 CITY OF BRAMPTON
 ZIT - D400 - B

TEAM THREE
 URBAN & REGIONAL PLANNERS
 MISSISSAUGA, ONTARIO
 1 1990 - JUNE 14, 1985

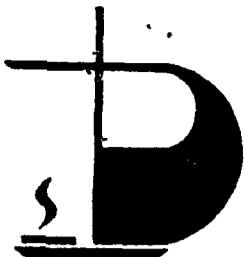
BEACON HALL LIMITED IN TRUST
 217-89040
 Subdivision Plan



1:4000

CITY OF BRAMPTON
 Planning and Development

Date: 85 06 20 Drawn by: RB
 File no. T2W14.1 Map no. 74-48



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

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

April 9, 1987

City of Brampton PLANNING DEPT.	
Date	APR 10 1987 Rec'd.
File No.	SP 24.3 d. T2W14.1

Mr. Carl Brawley
 Policy Planner
 The City of Brampton
 Planning & Development Department
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Dear Sir:

Re: Fletcher's Creek South Secondary School
 New Development Area #13 Extension
 (Mavis Road Alignment)
 Your file number: SP 24.3

Since the processing of 21T-84040B is well underway, the elementary separate school site should be left where it is in the plan, and another elementary separate school site should be designated in Area 13 adjacent to the neighbourhood park.

The provision of this site in Area 13 may result in the eventual removal of the site in 21T84040B - Beacon Hall.

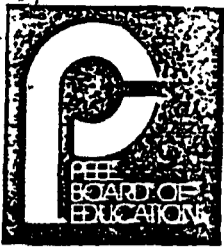
Yours very truly

Sherryl Daoust

Sherryl Daoust
 Planner

SAD/jz

*Carl: This is a down grade of
 87.04.11 earlier letter. At
 least they can refer to
 previous position and advise
 that they have changed their re-
 quirements, presumably with
 reasons. CB*



TRUSTEES

- Margaret McKee (Chairman)
- Gary Heighington (Vice-Chairman)
- Judee Beer
- George Carlson
- Karen Carstensen
- Beryl Ford
- Gail Green
- Dr. Ralph Greene
- L. Cliff Gyles
- William Kent
- Pierre Klein
- Robert Lagerquist
- Scott Macpherson
- Thomas McAuliffe
- Carolyn Parrish
- Ruth Thompson

- Director of Education and Secretary
JA. Fraser, B.A., M.Ed.
- Associate Director of Education
R.N. Chalmers, B.A., M.Ed.
- Associate Director of Education/Business and Treasurer
M.D. Roy, C.A.

H.J.A. Brown Education Centre
5650 Hurontario Street
Mississauga, Ontario L5R 1C6
(416) 890-1090

Atty. Gen. Department, Employment

City of Brampton
PLANNING DEPT.
Date MAR 16 1987 Rec'd.
File No. *SP24.3*

March 6, 1987

Mr. Carl Brawley
Policy Planner
The City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Brawley:

**Re: Fletcher's Creek South Secondary Plan
New Development Area #13**

The South West Brampton Concept Plan has been reviewed. The units proposed generate the following numbers of students:

JK - 5	299
6 - 8	172
9 - 13	229

The Board requires the provision of a junior public school designation as shown on the attached sketch.

This site is to be 2.43 ha in area, adjacent to the neighbourhood park.

As well the Board requires that the following statement be included in the Secondary Plan to address cost-sharing arrangements relative to the junior public school site required:

The City of Brampton will require prospective developers to co-operate with each other through cost-sharing agreements to ensure that the school site contained in the Secondary Plan is available at the appropriate time and price.

The provision of a junior public school designation within this amendment may result in the removal of an existing junior public school site contained in 21T-86040B Phase II Beacon Hall.

Yours truly

Stephen C. Hare
Planning Officer
Planning and Resources

SCH:mg

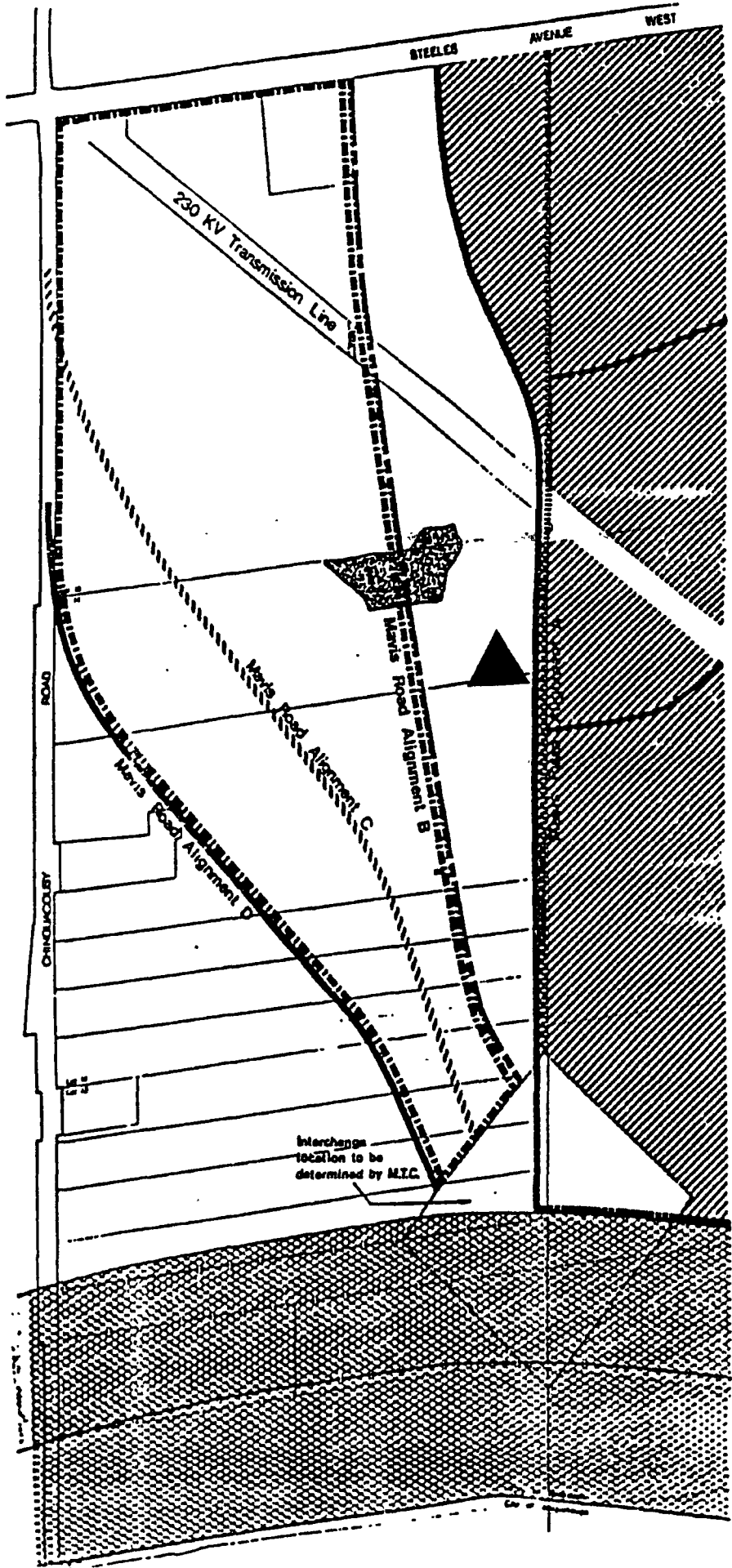
cc: D. Mullin










67.03.14

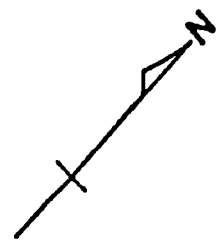
ch

Development Parameters

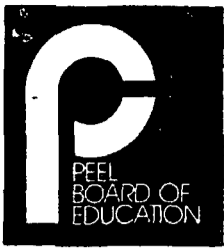
New Development Area 13 - Extension



-  Residential
-  Agricultural
-  Woodlot (Class 3)
-  Parkway Belt West
-  Future Highway 407
-  Urban Boundary
-  Collector Road
-  Area requiring sewer pumping facilities
-  Junior Public School



Date: 1987 01 13
 Drawn by: PS



November 26, 1987

City of Brampton PLANNING DEPT.	
Date	DEC - 1 1987 Rec'd.
File No.	SP24.3

- TRUSTEES
- Margaret McKee (Chairman)
 - Gary Heighington (Vice-Chairman)
 - Judee Beer
 - George Carlson
 - Karen Carstensen
 - Beryl Ford
 - Gail Green
 - Dr Ralph Greené
 - L. Cliff Gyles
 - William Kent
 - Pierre Klein
 - Robert Lagerquist
 - Thomas McAulliffe
 - Carolyn Parrish
 - Ruth Thompson
 - George Wiatr

Mr. Carl Brawley
Policy Planner
The City of Brampton
150 Central ark Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Brawley:

- Director of Education and Secretary
J.A. Fraser, B.A., MEd
- Associate Director of Education
R.N. Chalmers, B.A., MEd.
- Associate Director of Education/Business and Treasurer
M.D. Roy, C.A

Re: Draft Secondary Plan
NDA 12 and 13
Mavis Road Extension Alignment
Your file SP24.3

Please be advised that the Peel Board of Education has no objection to the further processing of the above noted applications.

Yours truly,

Stephen Hare
Planning Officer
Planning and Resources Department

CB

SH/sr
ID/1832

- c. D. Mullin
- P. Allen

H.J.A. Brown Education Centre
5650 Hurontario Street
Mississauga, Ontario L5R 1C6
(416) 890-1099

An Equal Opportunity Employer



March 5, 1987

City of Brampton
Planning and Development Dept.,
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. C. Brawley
Policy Planner

City of Brampton PLANNING DEPT.	
Date	MAR 10 1987 Rec'd.
File No.	SP24.3

Re: Fletcher's Creek South
New Development Area 13
Your File: SP 24.3

Dear Sir:

In reply to your letter of January 27, 1987 concerning the above noted proposal, please find attached a copy of comments dated February 19, 1987 as received from our Transportation Policy Division. In addition, the Regional Public Works Department has provided the following for consideration:

Sewer: A sanitary sewer pumping station is required to service the lands. Capacity is available in the sewer on Ray Lawson Boulevard for the required forcemain outlet. Costs for the maintenance of the pumping station to be the responsibility of the developers. ✓

Water: Water services are presently available on Steeles Avenue, Kingknoll Drive and Ray Lawson Boulevard. Extension of a 600 mm diameter watermain is required on Steeles Avenue from its present location to Second Line West. In addition, looping will be required to Kingknoll Drive. Provision will be required in the subdivision agreement for protection of existing wells from construction activity. ✓

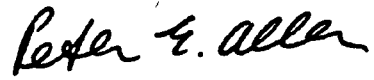
Roads: A 0.3 m reserve is required on Steeles Avenue. A 15.0 m daylight triangle is required at the south-east corner of Steeles Avenue and Second Line West. A 0.3 m reserve is required on future Mavis Road. 15.0 m daylight triangles are required at Kingknoll Drive and Ray Lawson Boulevard at Mavis Road.

A Sound Attenuation Report is required relating to Steeles Avenue and Mavis Road. ✓


UB

We trust that this information is of assistance, however, if anything further is required, please do not hesitate to contact us.

Yours truly,



Peter E. Allen
Commissioner of Planning



VZ/dm



20/7/9

D. R. Billett
Development Control

February 19, 1987

D. H. C. Thwaites
Transportation Policy

Fletcher's Creek South
Secondary Plan
(Mavis Road Alignment)
City of Brampton
File #SP24.3
New Development Area
#13 - Extension Area

As per your request, we have reviewed the above noted concept plan and will advise that the proposed alignment of Mavis Road shown on this plan is premature. Consequently, we will reserve our comments on the alignment of Mavis Road including the intersection locations of Ray Lawson Boulevard and Kingnoll Drive, the access to 2nd Line West and on the adjacent land use until an alignment has been finalized and approved by Regional Council.

DHCT

D. H. C. Thwaites
Director
Transportation Policy

ML:jg

cc Carl Brawley, City of Brampton
John Corbett, City of Brampton

July 16, 1987

Mr. L. Mikulich
Clerk & Director of
Administration
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9


Dear Sir:

Subject: Mavid Road Study
Our Reference: 87-393-21

This is to advise that the following resolution was approved by Regional Council at its meeting held on July 9, 1987:

"That the City of Brampton be informed that the Region will, upon the assumption of the Mavis Road alignment as a Regional Road, assess the need for noise attenuation as part of the planning and design procedure for that portion south of the cemetery."

The above resolution is presented for your information.


Larry E. Button
Regional Clerk

L.E.B./cm
MP

cc: D.J. Markle, Commissioner of Public Works

The Regional Municipality of Peel

Planning Department

October 27, 1987

City of Brampton
PLANNING DEPT.

Date **OCT 29 1987** Rec'd.

File No. **SP24.3**

City of Brampton
Planning and Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. Carl Brawley
Policy Planner

Re: Draft Secondary Plan
New Development Areas 12 and 13a
City of Brampton
Your File: SP 24.3


Dear Sir:

Further to your letter of October 23, 1987 on the above subject, please be advised that we have reviewed the draft documents with our Public Works Department staff and have no comments or objections to offer.

We will forward you the Transportation Policy Division's comments as soon as they are available.

I trust that this information is of assistance.

Yours truly,



D. R. Billett
Director of
Development Control

IAP:nb

Copy to Mr. W. W. [unclear]



MEMORANDUM
City of Brampton
PLANNING DEPT.

Date **DEC - 1 1987** Rec'd.

File No. **SP24.3**

To **D. R. Billett**

Date **November 26, 1987**

From **M. D. Zamojc**

Subject **Draft Secondary Plan
NDA 12 and 13,
Extension Mavis Road
Alignment, Ward No. 4,
City File: SP24.3
City of Brampton**

Files: **B-6
B-14**

We are in receipt of draft official plan amendments, as described above, from the City of Brampton (Mr. C. Brawley), and find them acceptable relating to sanitary sewers, watermains and Regional roads.

Should you have any questions in this regard, please contact this office.

M. Zamojc

M. D. Zamojc, P. Eng.,
Planning & Development Engineer,
Engineering & Construction Division.
Department of Public Works.

CBS

MDZsh

c.c. **C. Brawley,
Policy Planner,
City of Brampton**

Inter Church Regional Planning Association

TORONTO CENTRED REGION
135 Adelaide Street, East
Toronto, Ontario - M5C 1L8

City of Brampton PLANNING DEPT.	
Date	SEP 30 1987 Rec'd.
File No.	SP24.3

Handwritten initials

Brampton Sub-Committee
C/O Rev. Norman Greene
2 Peregrine Grove
Bramalea, Ont. L6S 4B6
Tel: 792-6916
September 28, 1987

Participating Denominations

Anglican Church of Canada
(Diocese of Toronto)

Associate Gospel Churches

Baptist Convention of
Ontario and Quebec

Fellowship of
Evangelical Baptist Churches
in Canada

Brethren in Christ Church

The Christian Missionary Alliance

The Christian Church (Disciples)

Christian Reformed Church

Church of the Nazarene

Coptic Orthodox Church

Free Methodist Church

The Evangelical Lutheran
Church of Canada

The Lutheran Church of America
Canada Section

Lutheran Church (Missouri Synod)

The Pentecostal Assemblies

The Presbyterian Church in Canada

Roman Catholic Church
(Archdiocese of Toronto)

Salvation Army

United Church of Canada

Wesleyan Methodist Church

Mr. F. R. Dalzell, Commissioner
Planning and Development Department
The Corporation of the City of Brampton
150 Central Park Drive
Brampton, Ontario

Dear Mr. Dalzell:

I am requesting the setting aside of three more church sites in the Fletcher's Creek area of south west Brampton. I understand that at the time of the original development of Secondary Plan #24, several churches were located in the area or adjacent to it: Calvary Baptist Church on Hurontario Street and Second Christian Reformed on the north side of Steeles near the intersection of McLaughlin Road. Both served the existing community.

In a letter dated January 17, 1980, the Interchurch Regional Planning Association requested four sites in the new development. Since that time, the Roman Catholic Church has located on Malta Road just north of the police station and the United Church has a site south of the intersection of Ray Lawson Blvd. and McLaughlin Road. The Anglican Church has informed me that they are negotiating a site on the south side of Steeles between Hurontario Street and McLaughlin Road.

*Shenker
W.P.*

We have recently had requests from the Christian and Missionary Alliance Church, the Presbyterian Church and a Baptist church for sites in the area. We can reasonably expect a fourth request from an ethnic religious group for that area in the future.

Therefore we are asking for three sites in addition to the earlier sites requested. It appears to the Interchurch Regional Planning Association that the population including the homes north of Steeles in the one-half concession west of the Correctional Institutions will support this number of churches on the basis of 5,000 - 7,000 people per church, especially if one of these sites is used by an ethnic congregation.

We ask that one of these sites be 1.5 acres and that at others be between 2 and 3 acres apiece. We are finding that parking by-laws and landscaping requirements necessitate more space than we used to ask for. If their adjacent parking available, these requirements could be reduced in some cases.

*Carl. W.
Ann. 871001*

Consultation with the staff of the planning department indicates that three sites may be available. If so, we'd appreciate your action in designating these sites as church sites at least for a limited time for the churches to purchase and develop them. We ask also for support from the Planning Department for a price that is below the housing land price for these area.

We apologize for the lateness of this request, but the churches have taken some time to catch up with the new growth in south west Brampton. We continue to offer the development of churches as an important asset to community life, not only for the expression of faith and values, but also for meeting places and the provision of community services to the neighbourhoods.

Sincerely,



Norman J. Greene, Chair
Brampton Sub-Committee
Interchurch Regional Planning Association

- 1. future development block City Centre Commercial
- 2. public school s.t. Been there PH. 2
- 3. Kighroll in SP21.3 w/2 of 15. 6-2-45.

113
August 8th, 1987

Dear Mr. John A. Marshall.

I, Lino Moro, and my wife, Aurora Moro, will not be able to attend the meeting regarding the plan to establish the future Maus Road as the new Urban Boundary, on Thursday, August 13th, 1987.

I am, therefore, writing our opposition to the previously mentioned plan.

Yours truly,

Lino Moro

Lino Moro

F

August 17, 1987

□

Dear Sir/Madam:

Re: Draft Secondary Plan
 N.D.A. Areas 12 and 13 Extension
 Mavis Road Alignment
 Our File Number: SP24.3

On August 13, 1987, a meeting was held at the City of Brampton Civic Centre regarding the above noted matter. The meeting was attended by:

J. Marshall (Brampton)	K. Myllymaki (Toronto Trust)
D. Van Beilen (Brampton)	H. Matthews (Westwood)
C. Brawley (Brampton)	J. Humeniuk (8 acres)
D. Thwaites (Region)	J. & R. Lister
J. Kennedy (Schaeffer)	W. DePaulis
S. Llewellyn (Kingknoll)	N. Pezzolesi
M. Qazi (Qazi Engineering)	P. DiFiore

Other than the possibility of landowner or agency objection to the overall concept of developing the subject area for urban uses, the following would appear to be the outstanding issues with respect to the secondary plan proposal.

1. The orientation of school sites to the proposed neighbourhood park (existing wood lot) and the developable residential area between the park/public school site and the existing urban boundary (mid-lot line).
2. Whether or not the proposed separate school board site will be required.
3. The layout/orientation of proposed commercial and residential uses at the corner of Ray Lawson Boulevard, Kingknoll Drive and Mavis Road.

4. Stormwater Management for the new development area and the disposition of the triangular parcel at the northwest corner of Ray Lawson Boulevard and Mavis Road which is to be conveyed to the Toronto Trust Cemeteries as frontage to Mavis Road.

Further to questions raised at the meeting, I would like to confirm the following:


- The proposed housing mix would reflect the figures used for New Development Areas 11 and 12 on the north side of Steeles Avenue. These are as follows:

single detached density	45-50%
semi-detached density	35-40%
townhouse density	<u>10-20%</u>
	100%

- The gross density range would be set at 18.3 to 32.2 units per hectare (7.4 to 13.0 units per acre).
- The school boards have requested cost sharing arrangements between developers which would include the two school sites in the subject area and the separate secondary school site in New Development Area 11 which will service the subject development area.

I would also remind you that any further comments on the proposed secondary plan should be submitted as quickly as possible in order that we may reach our target date of October 19, 1987 to present the draft secondary plan to Planning Committee. If you have any questions, please contact this office.

Yours truly,



Carl Brawley, M.C.I.P.
Policy Planner

c.c. F.R. Dalzell
D. Van Beilen
D. Thwaites

CB/am/10

I Sanrose Construction Limited Freehold International Management Inc. Eight Acres Limited 1400 Dixie Road Suite #2211 Mississauga, Ontario L5E 3E1
 I Westwood Meadows Limited 15 Gervais Drive Suite #804 Don Mills, Ontario M3C 1Y8
 I Allan Betteridge 843 Steeles Avenue West R. R. #2 Brampton, Ontario L6V 1A1
 I F jknoll Developments Limited 70 Connie Crescent Units 12 and 13 Concord, Ontario L4K 1L6
 I Mississauga Fourteen Limited c/o Allen Webster 91 Willowbrook Road Thornhill, Ontario L3T 5K7
 I S. Feltrin, R. Erle and P. DiFiore 7476 Kipling Avenue Woodbridge, Ontario L4L 1Y4
 I L. & A. Moro Chinguacousy Road R. R. #10 Brampton, Ontario L6V 3N2
 I Blue Crown Holdings Limited c/o A. Mandell Gambin and Bratty 1055 Wilson Avenue 6th Floor Downsview, Ontario L7J 2M1
 I Isabel McClure Chinguacousy Road R. R. #10 Brampton, Ontario L6V 3N2
 I Joan Lister c/o Mountainview Farm R. R. #4 Acton, Ontario L7J 2M1
 I G. & M. Finelli and E. Deluca 4065 Claypine Rise Mississauga, Ontario L4W 3W1
 I A. Matricciano 1468 Lawrence Avenue West #389 Toronto, Ontario M6L 1B1
 I Pezolesi Construction Limited c/o Depavlis Walker 49 Treelawn Parkway Toronto, Ontario M6L 2R1
 I Ministry of Government Services 56 Wellsley Street West 5th Floor Toronto, Ontario M7A 2R4
 I Trustees of the Toronto General Burying Grounds (Meadowvale Cemetery) 48 St. Clair Avenue West 9th Floor Toronto, Ontario M4V 2Z2
 I Robert Dragicevic Walker, Wright, Young Associates Limited 15 Delisle Avenue Toronto, Ontario M4V 1S8
 I M. A. Qazi Qazi Municipal Engineering Limited 1185 Dundas Street East Mississauga, Ontario L4Y 2C6

Metrus Management-Land Development



70 Connie Crescent, Unit 12

669-5571

CONCORD, ONTARIO L4K 1L6

August 24, 1987

City of Brampton
Planning Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	AUG 25 1987 Rec'd.
File No.	SP24.3

[Handwritten signatures: J. P. ... and CB]

Attention: Mr. Carl Brawley, Policy Planner

Dear Sir;

Re: Draft Secondary Plan
New Development Area 13 Extention
Mavis Road Alignment
Your file Number: SP24.3

Thank you for the opportunity of reviewing the Draft Secondary Plan for the Fletchers Creek South Extention at a Landowners' meeting on August 13, 1987. In response to your request for written submissions with respect to the Secondary Plan Proposal, we wish to offer the following comments:

We feel that the Separate School Board has had ample opportunity to review their requirements in this area and as such, should finalize their comments prior to the preparation of a staff report. In this respect, we fully support the City's position that it would be more beneficial to maintain the existing Separate School site adjacent to a City Park rather than locating two new school sites adjacent to the proposed City Park in the Secondary Plan area.

On the matter of cost sharing agreements for the aquisition of school sites, and in particular, the cost sharing of a separate secondary school site in new development Area 11, we feel strongly that unless every subdivision within this secondary school site catchment area participates in the cost sharing that it is inequitable to charge only those lands which are currently not registered. We make this comment in light of the fact that a Secondary School Site was previously designated in the Fletchers Creek South Secondary Plan on which no special provisions were made for its aquisition and we understand this site was deleted from the Official Plan in light of the Secondary School Site in N.D.A. 11 even though the Owners were aware of its designation prior to purchasing the property.

It may be appropriate if the City of Brampton forwards a copy of the proposed Secondary Plan to the owner of the four acre parcel on the south side of Steeles Avenue West which abuts lands owned by Kingknoll

...2...

...2...

City of Brampton
Planning Department
Attn: Mr. Carl Brawley

Developments to the south, east and west.

With regard to the proposed housing mix, this is the first time we have heard that a similar mix to that in N.D.A. 12 is proposed for this area and we find it unacceptable. On numerous previous occasions, we were advised by the City staff that the Housing mix would be similar to the mix in Fletchers Creek South and that proposed by the Owners on the concept plan. Notwithstanding the above, it would be extremely difficult to achieve a minimum gross density of 18.3 units/ha with between 45% and 50% of the lots at minimum 12m frontage. We would suggest, as an alternative, a range of 30% to 40% in each density category while maintaining the same gross density range.

Finally, with respect to the Storm Water Management scheme proposed for the Secondary Plan area, since the scheme has been approved in principle by the City of Brampton, the Region of Peel, the Credit Valley Conservation Authority, and the Toronto Trust Cemeteries, we feel that the ultimate disposition of the triangular parcel at the northwest corner of Ray Lawson Boulevard and Mavis Road is of a greater level of detail than need be addressed in a Secondary Plan.

I trust that you will find these comments in order and I would appreciate it if you could confirm the City's position on these matters at your earliest convenience.

Yours truly,

METRUS MANAGEMENT-LAND DEVELOPMENT



Stephen Llewellyn, M.C.I.P.

SL/cl

Metrus Management-Land Development



70 Connie Crescent, Unit 12

669-5571

CONCORD, ONTARIO L4K 1L6

October 30, 1987

The City of Brampton
Planning and Development
Department
150 Borough Drive
BRAMPTON, Ontario
L6T 2T9

Attention: Mr. Carl Brawley,
Policy Planner.

Dear Sir;

Re: Draft Secondary Plan, N.D.A. 13,
Mavis Road Alignment, Your File: SP24.3.

I am in receipt of your letter dated October 23, 1987 regarding the above-noted draft secondary plan and wish to offer the following observations and comments:

With respect to Paragraph 3.1.1 and 3.1.2 as they apply to Schedule SP24(A) we interpret these policies to apply to the entire new development area and that the percent of total dwelling units in a particular housing type may exceed the housing mix target range on individual properties in light of the distribution of the land use designations. ✓

With respect to the institutional designation for a Junior Public School we would suggest that a clause be inserted to permit the residential development of this site in accordance with the abutting lands should this site be deemed redundant by the Peel Board of Education. ✓

On the matter of land use designations I wish to confirm that the east limit of the Public School site and neighborhood park abut existing development and further, that the area of the neighborhood park is proportional to the area of the secondary plan. ✓

I trust that you will find these comments in order and that you will confirm your interpretation on these matters. I would also like to thank you for your effort in putting this official plan amendment together in a thorough manner and look forward to a speedy approval process at the Province. ✓

Yours truly,

METRUS MANAGEMENT-LAND DEVELOPMENT


Stephen Llewellyn, M.C.I.P.

SL/ag

City of Brampton PLANNING DEPT.	
Date	NOV - 2 1987
File No.	SP 24.3

[Handwritten signatures and initials: "SP 24.3" and "CB"]



1185 Dundas Street East, Suite 216
 Mississauga, Ontario
 L4Y 2C8
 Tel. (416) 275-2697

QAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.
 CONSULTING ENGINEERS

September 10, 1987

City of Brampton
 PLANNING DEPT.
 Date SEP 17 1987 Rec'd.
 File No. SP24.3

City of Brampton
 Planning & Development Dept.
 150 Central Park Drive
 L6T 2T9

Attention: Mr. C. Brawley, M.C.I.P.
Policy Planner

Re: Draft Secondary Plan
N.D.A. Areas 12 and 13 extension

We have reviewed the above-mentioned plan with Southbridge Developments Inc., the present owners of the property formerly called 'Mississauga Fourteen', and we have been instructed to submit the following comments:

Proposed School Sites - *see over.*

A substantial portion of the subject property has been taken by the proposed separate and public schools. We feel that this small development should not be overburdened to provide institutional facilities to the benefit of other major developments. We would, therefore, like to request that alternative locations in the neighbouring major developments should be designated for this purpose.

Woodlot and Parkland - *comment on revised schedule*

Please note that the proposed park area (as shown on the plan) does not coincide with the existing location of the woodlot. Please let us know if this inconsistency is because of a draughting error or for some other specific reasons.

Mavis Road Alignment

The proposed alignment of Mavis Road, as shown on the plan, leaves out a triangular portion of the property on the west side. We suggest that the proposed road should be swung westerly in the final design to eliminate the triangle.

*Carl: How much fill is required on this land, as to depth? *over**
see 878917

We will be interested to discuss these matters in detail at your earliest convenience.

Yours truly
QAZI MUNICIPAL ENGINEERING
& COMPUTER MODELLING LTD.

M.A. Qazi

M.A. Qazi, M.Eng., P.Eng.

I met with M Qazi 10.07.87 regarding the above.

1. School Sites - also indicated my hold up secondary plan if ^{start playing} with the school site.
we are not committed to a site as long as it suits the plan although
the School Board requested 2.43 hectare site on south side of
Park with frontage to Bay Lane Blvd. Discussed cost clearly recalling
Kennedy (Selkirk) at low amount city indicated \$240,000 per ha for
school site typical of recent cost sharing agreements - suggested
Qazi meet with Kighnoll - C. Aves, etc re cost sharing arrangements
2. Woodlot/Park - corrected on revised schedule.
3. Merit Rd - to my knowledge. Merit could not be swung
further west if alignment - Hydrotrans remains as is
triangular piece they lose is approx. 175 acres or any way
(normal)
- Contact Transit re: Merit but at the let. die after approvals,
willingly to get Merit shifted.

QAZI

QAZI MUNICIPAL ENGINEERING
& COMPUTER MODELLING LTD.

QAZI



Rec'd Public Meeting 28/11/87
1185 Dundas Street East, Suite 216
Mississauga, Ontario
L4Y 2C6
Tel. (416) 275-2697

QAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.
CONSULTING ENGINEERS

November 4, 1987

Chairman of the Planning Committee
City of Brampton
150 Central Park Drive
Brampton, Ontario

Re: Draft Secondary Plan
New Development Areas 12 and 13 extension
Southbridge Developments Inc., Part Lot 14, Conc. 2

We are representing Southbridge Developments Inc. who are the owners of a parcel of land within the above mentioned development plan. We have been instructed by our client to bring the following matters to the attention of the Planning Committee in the public hearing on November 4, 1987.

School and Park Sites

1. Southbridge owns about 12.5 Ha of land within the proposed draft secondary plan. Out of this land a substantial portion has been designated for school and park (according to the latest discussion with the Planning Department some 2.1 Ha for School and 2.2 Ha for Park). This covers about 33% of the property.
2. According to the draft secondary plan, the other larger developments are required to contribute either none or nominal lands for the institutional and recreational purposes.
3. Southbridge will have further losses due to the devaluation of their property in the immediate neighbourhood of the school and park.
4. The draft secondary plan designates parkland within the subject property in excess of 5% requirement.
5. We feel that the draft secondary plan is unjustifiably weighted against Southbridge Developments.

In view of the above comments, we are submitting an alternative proposal for school and park sites in two configurations (Plan A and Plan B). We feel that the proposal is as functional as the city proposal, but less burdensome to one small development.

In our opinion, the best planning criterion is to achieve the planning goals with minimum adverse effects and disadvantages to be distributed in proportion to the benefits received by the participants.

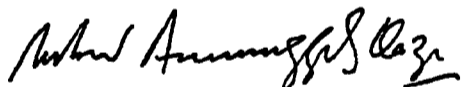
Southbridge need to be assured that they will receive satisfactory monetary compensation for any land given to school and/or any parkland in excess of the 5% requirement.

Triangular Shape Land

We wish to suggest that the new Mavis Road should be swung westerly to eliminate or minimize the triangular shaped land (marked as area X on the attached plans) in the subject property. If Southbridge agree to convey such land to the Toronto Trust Cemeteries Board, it shall be on the condition that Southbridge be allowed to construct a stormwater storage system if required as part of their stormwater management scheme.

We are submitting this letter in response to the notice of the public meeting on November 4, 1987, with a request that the draft secondary plan be reviewed to alleviate our concerns.

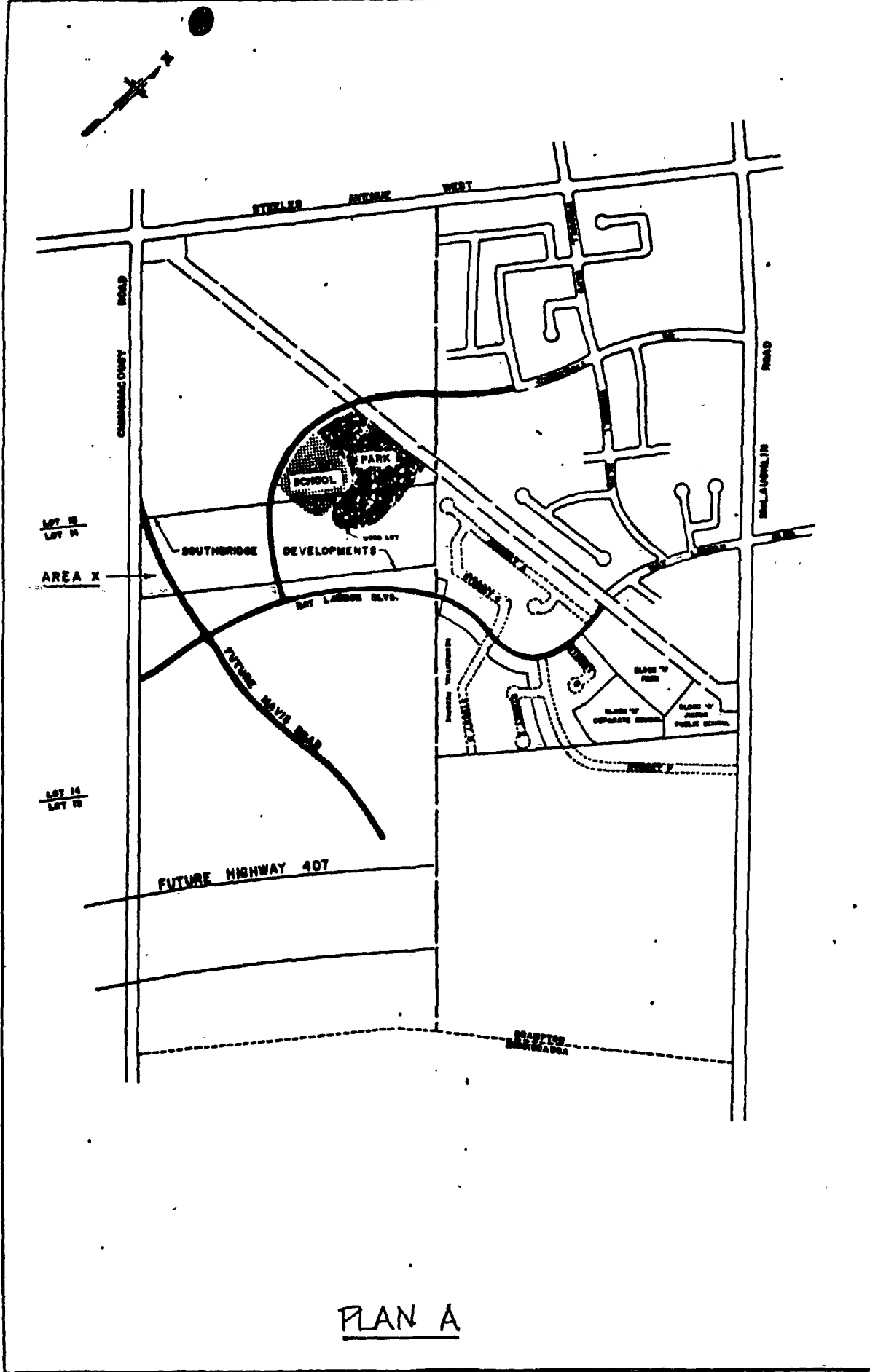
Your truly
QAZI MUNICIPAL ENGINEERING &
COMPUTER MODELLING LTD.



M.A. QAZI, M.Eng., P.Eng.

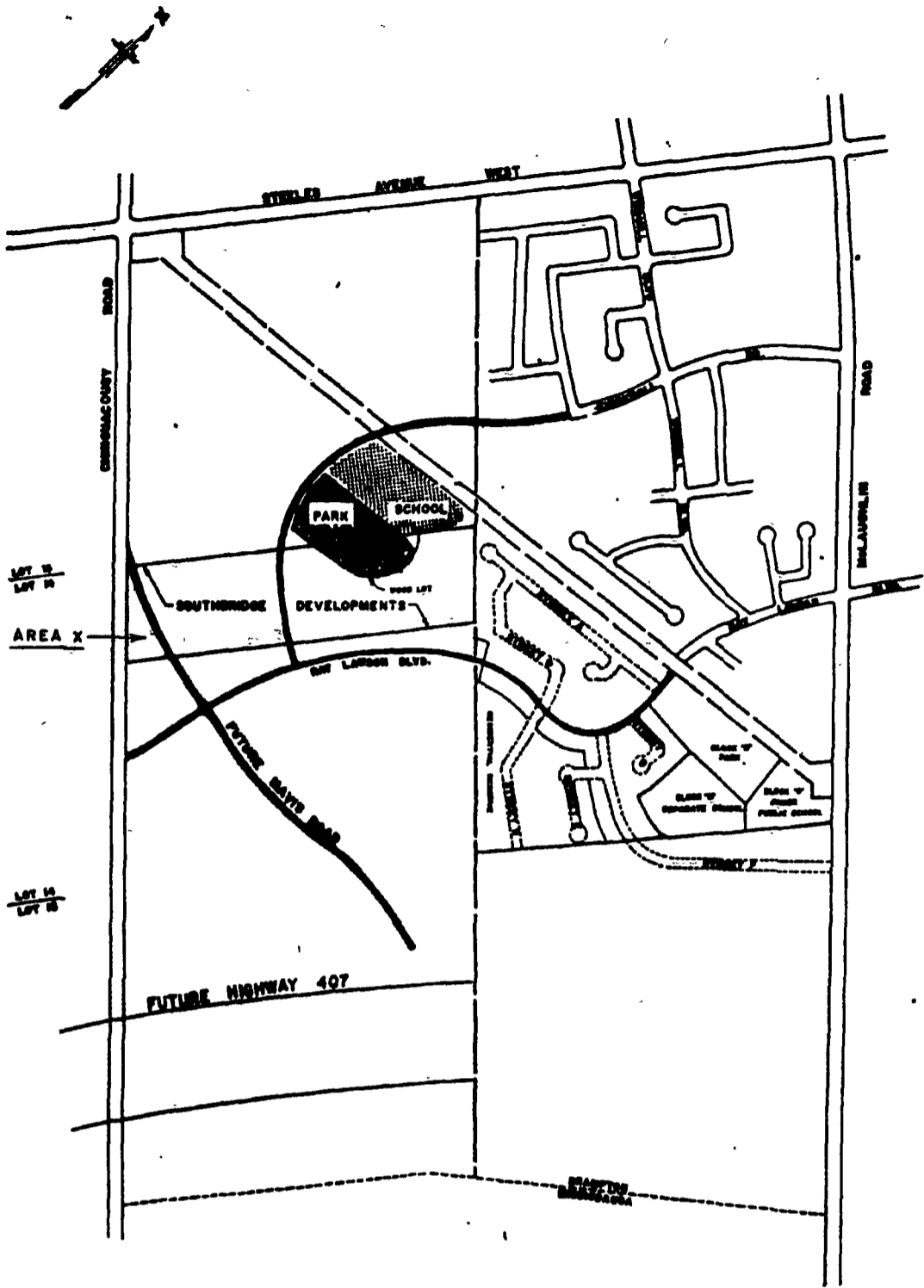


QAZI MUNICIPAL ENGINEERING
& COMPUTER MODELLING LTD.



PLAN A

SOUTHBRIDGE DEVELOPMENTS INC.	PROPOSED ALTERNATIVE 1	GENERAL PLAN
PART LOT 14 CONC. 2 CITY OF BRAMPTON	SITES FOR SCHOOL & PARK	GAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD. <small>600 DUNDAS STREET EAST BRAMPTON, ONT. L6Y 4G9</small> DRAWN BY: _____ DATE: AUGUST, 2007 SCALE: 1:5000



PLAN B

<p>SOUTHBRIDGE DEVELOPMENTS INC.</p>	<p>PROPOSED ALTERNATIVE 2</p>	<p>CONSULTANT GAZI MUNICIPAL ENGINEERING & COMPUTER MODELLING LTD.</p>
<p>PART LOT 14 CONC. 2 CITY OF BRAMPTON</p>	<p>SITES FOR SCHOOL & PARK</p>	<p>500 DUNDAS STREET EAST MISSISSAUGA, ONT. PHONE 276-8887 DRAWN BY: DATE: AUGUST, 1987 SCALE: 1:5000</p>

City of Brampton
PLANNING DEPT.
Date JUN 04 1987 Rec'd.
File No. SP24.3

1 June, 1987

D.H.C. Thwaites, M.Sc., P.Eng.
Director Transportation Policy
Planning Department
The Regional Municipality of Peel
10 Peel Centre Road
Brampton, Ontario
L6T 4B9

Handwritten:
→ CARL CB
→ JOHN

Dear Mr. Thwaites:

Re: Mavis Road Extension
and Toronto Trust Cemeteries
(Meadowvale Cemetery)
Our File: 86.546

15 Delisle Avenue
Toronto, Ontario
M4V 1S8
416/968-3511

We are writing on behalf of our client, Toronto Trust Cemeteries, owners of the Meadowvale Cemetery. Specifically, we are providing our comments in respect of the design drawings for the preferred Alignment "D" prepared by your traffic consultants (McCormack, Rankin) and our understanding of the access arrangements for the Meadowvale Cemetery.

The current proposal, we understand, is linked closely to the design of the subdivisions proposed to the east of Mavis Road (Eight Acres Ltd. et.al.). One intersection is proposed to provide for full traffic movements to the subdivision developments (when approved) and to the existing portion of Second Line West where our client currently has direct access.

In our involvement with the Region and the City of Brampton in considering Alignment "D", we made known our client's particular concerns, namely visual exposure, access to the cemetery (existing and proposed) and the substantial investment in the development of the entranceway to the cemetery.

With the understanding that our client would gain ownership of the triangular-shaped area between proposed Alignment "D" and existing Second Line West and the right-of-way of Second Line West when no longer required by the Region, we indicated that they would not object to proposed alignment as ultimately approved by the City and the Region. Ownership of the triangular shaped area would satisfy concerns over exposure to the cemetery and appropriate treatment for the lands in keeping with the quality of development established on the cemetery lands. The additional matter of access was to be discussed further.

Handwritten:
Triangle between
Mavis and existing
Cherry Road to go
to Cemetery

Peter R. Walker
B.A. M.Sc. MCP
James M. Wright
B.Arch. MRAC
Richard D. Young
B.Sc. M.Arch. MRAC RIBA
Robert A. Draglovic
BES MES MCP
Wendy Holt
BES MCP

1 June, 1987

We understand that the proposed intersection on Mavis Road will provide full turn movements from both directions; however, the location of the intersection does not appear to be sensitive to the location of the existing entrance to the cemetery. We were advised in our telephone conversation that the intersection location could be adjusted in a northerly or southerly fashion and the primary reason for locating the intersection as shown relates to the subdivision layout (lots) proposed for the Eight Acres Ltd. et. al. properties.

[We would indicate at this time that our client is satisfied with the intersection location on the understanding that all turn movements will be available in both directions. We would further request that our client's property be considered, at this time, for a right-in/right-out turn movement from Mavis Road. This is intended to provide direct access to the existing gates for in-bound/out-bound movements which, we understand, would be acceptable to your department. We would request confirmation of your department's position on this matter and would further request that the detailed designs accommodate this proposal.

*iteration
location okay.
right in right out
desired.*

For your information and for your comment we have provided copies of both the Master Plan for the Meadowvale Cemetery and a marked-up version of the McCormick, Rankin alignment showing the location of a second entrance/exit. We would hereby request your comments as to the likelihood of Regional approval of such an arrangement and we would also request that this arrangement be incorporated into your design consideration.

We would also reiterate at this time that our client is anticipating ownership of all lands between the existing frontage on Second Line West and proposed Mavis Road, including the right-of-way of Second Line West. The loss of direct frontage on a major road has clearly been a major concern, and we are anxious to resolve this issue as soon as possible, in cooperation with the City and the Region.

Finally, we would request an up-date of anticipated timing for additional approvals related to the Mavis Road Extension, as well as any other related studies, e.g., the City's Secondary Plan processing, and the Region's processing of the draft plans of subdivision.

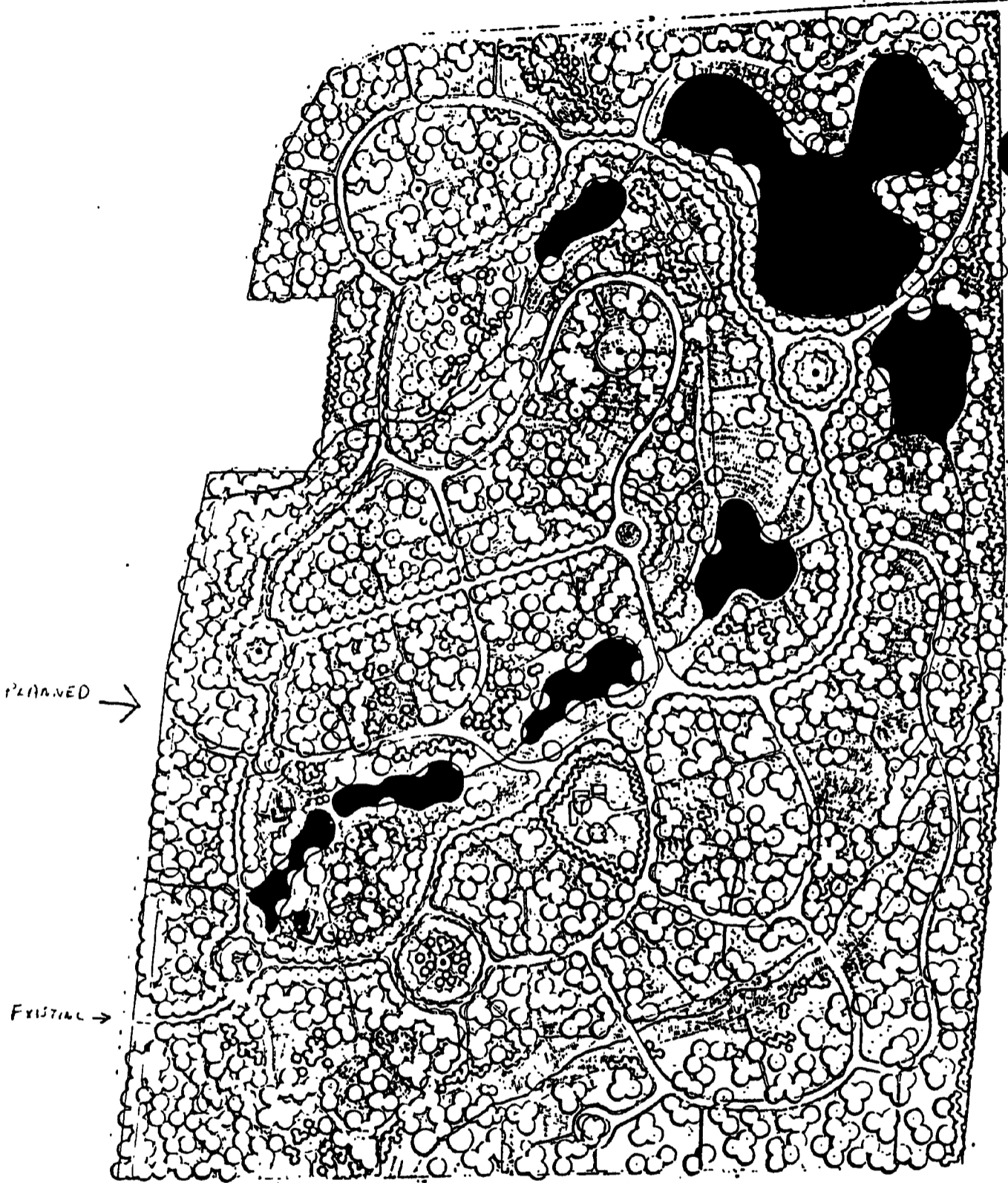
Your cooperation in this matter is appreciated and we will look forward to hearing from you. Should you have any questions or comments please call and we are available to meet with you, if requested.

Yours very truly,

Robert A. Dragicevic, M.C.I.P.
Partner

RAD/le

cc: R. Smith
K. Myllymaki
F. Dalzell



MEADOW VALE CEMETERY
Brampton • Ontario

fig. 5

CLARK E

McCLURE

ISTER

G. GUMME

ROWN HOLDING LTD.

MORO

TRIN & R. ERLE & P.F. D'FIORE

EIGHT ACRES LTD.

J. & J. CANNING

*newly formed
entrance here
An Master Plan indicates second*

*4.67 acres
1.89 ha.*

UGA FOURTEEN LTD.

UGA FOURTEEN LTD.

JGA FOURTEEN LTD.

*existing
entrance*

TORONTO GENERAL BURYING GROUNDS

City of Brampton PLANNING DEPT.	Walker, Wright, Young Associates Limited Planning Consultants
Date	OCT 13 1987 Rec'd.
File No.	T2W14.4 ✓

[Handwritten signature] 10/13/87

9 October, 1987

Mr. F.R. Dalzell
Commissioner of Planning & Development
The Corporation of the City of Brampton
Planning & Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

172 St. George Street
Toronto, Ontario
M5R 2M7
416/968-3511
FAX 416/960-0172

Dear Mr. Dalzell:

Re: Mavis Road and Draft Plan of Subdivisions 21T-86103-B

Treehold Int'l. Mgmt.

We are forwarding this letter to you on behalf of Toronto Trust Cemeteries, owners and operators of the Meadowvale Cemetery in the City of Brampton.

As you are aware, our client has been involved in matters related to the Mavis Road extension, particularly as it will reflect the cemetery operator's direct access to a major road and their desire to gain control over the lands between the existing second line west and the new Mavis Road.

Representations regarding the Official Plan Amendments involving the Mavis Road alignment were made to both local and regional planning departments and a deputation was made to Council in their consideration of an Official Plan Amendment (now approved by the Minister of Municipal Affairs) to establish the Mavis Road alignment. It is understood that the Official Plan Amendment provides a conceptual alignment of the roadway; however, as a result of our client's involvement, as well as subdividers to the west, the level of detail before Council in considering the amendment was quite detailed.

[Handwritten signature]

Peter R. Walker
BA MSc MCP
James M. Wright
BArch MRAIC
Richard D. Young
BSc MArch MRAIC RIBA
Robert A. Dragicevic
BES MES MCP
Wendy Nott
BES MCP

9 October, 1987

With the understanding that our client would gain ownership of the triangular-shaped area between the proposed Mavis Road and existing Second Line West and the right-of-way of Second Line West when no longer required by the Region, we indicated that we would not object to the proposed alignment as ultimately approved by the City and the Region. Ownership of the triangular-shaped area would satisfy concerns relating to exposure to the cemetery and appropriate treatment for the lands and in keeping with the quality of development established for the cemetery lands. Additional matters of access were to be discussed further. Council's approval of the particular alignment endorsed our client's anticipated ownership of all the lands between the existing front on Second Line West of proposed Mavis Road, including the right-of-way of Second Line West. In order to achieve this ownership, it is clear that the draft plan of subdivision submitted to the lands for the west of the Meadowvale Cemetery should include the lands on the east side of proposed Mavis Road, i.e., the triangular-shaped area referenced above.

In obtaining a copy of the draft plan of subdivision from the Region of Peel Planning Department (21T-86103-B) we are aware and are advised that the land in which our client has a particular interest and in which our client has made specific representations is not now included in the draft plan of subdivision. The purpose of this letter is to bring this particular matter to your attention since it is clear that these lands need be part of the draft plan of subdivision in order for a conveyance to occur such that our client will obtain ownership of the lands to the east of the future Mavis Road. It is our submission that the proposed draft plan of subdivision be amended to include the lands within the ownership of the applicant subdivider. We do not anticipate that our requests will create any difficulty insofar as timing and circulation of these matters is concerned since it has received considerable attention through the processing of the Mavis Road alignment. In addition, we are advised that the Region has withheld circulation of the draft plan of subdivision pending completion, in a formal way, of the Secondary Plan under preparation for the area by the City of Brampton.

We trust that our concern will be communicated to the applicant and that the appropriate request will be made of the applicant to include the lands between the existing Second Line West and proposed Mavis Road.

We are available to discuss this matter further with both City and Regional staff, as necessary. We will be available to meet, as necessary.

Mr. F.R. Dalzell

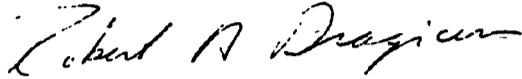
-3-

9 October, 1987

Your cooperation in this matter is appreciated. We will look forward to hearing from you regarding this submission.

Yours very truly,

WALKER, WRIGHT, YOUNG ASSOCIATES LIMITED
Planning Consultants



Robert A. Dragicevic, M.C.I.P.
Principal

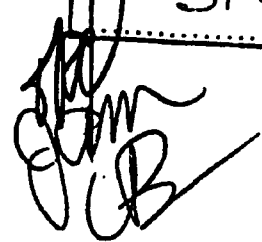
RAD:1

cc: R. Smith
R. Sleightholme
K. Myllymaki
J. Humeniuk
D. Thwaites

30 October, 1987

Mr. Carl Brawley, M.C.I.P.
Policy Planner
Planning & Development Department
The Corporation of the City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

City of Brampton
PLANNING DEPT.
Date NOV - 3 1987 Rec'd.
File No. SP24.3



Dear Mr. Brawley:

Re: Draft Secondary Plan
NDA 12 and 13 Extension
Mavis Road Alignment - Ward #4
Your File: SP 24.3
Our File: 87.640

172 St. George Street
Toronto, Ontario
M5R 2M7
416/968-3511
FAX 416/960-0172

We are in receipt of draft Official Plan amendments to implement the content of the planning report regarding the above-noted matter.

As requested, we, on behalf of Toronto Trust Cemeteries the operators of the Meadowvale Cemetery, provide the following comments for your consideration.

As you are aware, Toronto Trust Cemeteries has been actively involved in the Official Plan matters related to the Mavis Road alignment, through discussions with City and Regional staff regarding the final alignment of Mavis Road. Additionally, discussions have taken place with the developers of the land to the east of proposed Meadowvale Road. Particular discussion has focused around the area between the proposed Mavis Road road alignment and existing Second Line West. As has been stated in earlier submissions to the City our client is particularly concerned in the loss of direct road frontage for access and exposure purposes on completion of Mavis Road.

Council, in its consideration of the previous Official Plan amendment to deal with the Mavis Road alignment, introduced the requirement that the land between the existing Second Line West and the proposed Mavis Road alignment be conveyed to the owners of the Meadowvale Cemetery to provide the Meadowvale Cemetery with direct frontage and exposure to Mavis Road, including access. We are therefore in support of the proposed policy recommendation (Section 3.5.1) which provides for the conveyance of these lands. We would, however, suggest that the section be amended to reference the earlier stated position of our clients to recognize that the area will provide for frontage exposure to Mavis Road as well as access through the lands to the existing cemetery entrances on Second Line West. We would also advise that the reference to our client's lands should be the Trustees of the Toronto General Burying Grounds, rather than Toronto Trust Cemeteries.

Peter R. Walker ✓
BA MS MA II
James M. Wright
B Arch MRAC
Richard D. Young
B Sc M Arch MRAC RBA
Robert A. Dragicevic
BES MES MCP
Wendy Nott
BES MCP

As indicated above our client is also in the process of discussions with the Region and the landowners to the east as it involves the handling of stormwater. We note that Section 5.0 (Public Utilities) provides specific policies to deal with stormwater management. In this regard, Sections 5.1.1 and 5.1.2 deal with the requirements for approval of the Credit Valley Conservation Authority and the City of Brampton in respect of a comprehensive Stormwater Management Study and the construction of any stormwater facilities. It is clear from the materials provided to us that the lands to the east will rely upon the watercourse running through the Meadowvale Cemetery for stormwater purposes and as such, we would suggest that Sections 5.1.1 and 5.1.2 be amended to include "affected landowners" in addition to the Credit Valley Conservation Authority in the City of Brampton. This request is made on the basis of the potential effects of additional stormwater flows through the Meadowvale Cemetery facility.

Insofar as Section 5.1.3 is concerned the policies indicate that "prior to the registration of any individual subdivision plan, the lands and easements necessary to implement the Stormwater Management Plan and any related works, including drainage channels, shall be obtained or secured". It is our position that this particular policy establishes a commitment (although implicit) that there is agreement between various landowners as to the methods and means of stormwater management. Clearly if there is reliance to be placed on the watercourse running through the Meadowvale Cemetery there will be a requirement for easements, both temporary and permanent, for construction and maintenance purposes. It is our view that this section should be amended to indicate that the lands and easements necessary be committed and confirmed prior to draft plan approval rather than at the time of registration. In this way, it will allow the affected landowner, in this case the Toronto Trust Cemeteries, to effectively establish that there will be no undue impact on their lands/operation.

Finally, in respect to the proposed policies, we would request clarification insofar as Section 4.1.6 is concerned. Section 4.1.6 indicates that it is the policy of the City to restrict direct access from individual properties. We think it appropriate to indicate that the access to the Meadowvale Cemetery will be permitted across the lands proposed to be conveyed to the Toronto Trust Cemeteries. It is our view that this would remove any ambiguity insofar as this Section is concerned and as it would be applied to the Meadowvale Cemetery.

In summary, we would advise that our client is in support of the municipality's proposals for this area, subject the above-mentioned matters.

We trust that these particular comments and concerns can be addressed and we will be in attendance at the Planning Committee meeting of November 4 to present these comments and answer any questions that the Committee may have.

Mr. Carl Brawley

-3-

30 October, 1987

We would request that we receive notice of any further meetings of either Planning & Development Committee or Council insofar as this matter is concerned.

Yours very truly,

WALKER, WRIGHT, YOUNG ASSOCIATES LIMITED
Planning Consultants

Alan Schab

For

Robert A. Dragicevic, M.C.I.P.
Principal

RAD:1

cc: R. Smith
K. Myllymaki

13 November, 1987

City of Brampton PLANNING DEPT.	
Date	NOV 18 1987 Rec'd.
File No.	SP24.3

[Handwritten signature]

Mr. F.R. Dalzell
Commissioner of Planning & Development
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Dalzell:

Re: Draft Secondary Plan
NDA 12 and 13 Extension
Mavis Road Alignment
Your File SP24.3
Our File 86.546

172 St. George Street
Toronto, Ontario
M5R 2M7
416/968-3511
FAX 416/960-0172

We are in receipt of your report of November 10, 1987, regarding the above-noted matter and note your response to the concerns raised in our October 30, 1987 letter to Mr. Brawley of your staff.

We would advise that we are continuing our discussions with the Region of Peel regarding the provision of access from Mavis Road to the existing Meadowvale Cemetery entrance on the Second Line.

We trust that under the guidance of the City and the Credit Valley Conservation Authority, a comprehensive storm water management plan which integrates all land parcels can be prepared to the satisfaction of all property owners prior to draft plan approval of subdivisions in the new development area. To this end we must comment on the letter of November 4, 1987 from Mr. M. Qazi to you on behalf of Southbridge Developments Limited.

The alignment Mavis Road has been established after several years of review and discussions. It was agreed during this process that the triangular parcel of land created by the Mavis Road alignment would be conveyed to Toronto Trust Cemeteries when the lands opposite the Meadowvale Cemetery were developed. Policy 3.5.1 of the draft Secondary Plan for NDA 12 and 13 specifically provides for this conveyance of land.

Peter R. Walker
BA MSc MCIP
James M. Wright
B Arch MRAIC
Richard D. Young
B Sc MArch MRAIC RIBA
Robert A. Dragicevic ✓
BES MES MCIP
Wendy Nott
BES MCIP

13 November, 1987

Toronto Trust Cemeteries does not wish to have a storm water detention pond on this triangular parcel as it would restrict their use of the land and any landscaping improvements they may wish to make in extending the Meadowvale Cemetery entrance to Mavis Road. Further, Toronto Trust Cemeteries do not wish to maintain a pond at this location. Several independent storm water management plans are being prepared for individual parcels in this area. The storm water management plan being prepared by Rand Engineering Limited on behalf of most of the area's property owners does not propose a storm water detention pond in the triangle area. Toronto Trust Cemeteries support this coordinated approach to a storm water management plan and agree that a storm water system acceptable to all parties can be developed without a pond in the triangle area.

We trust that these comments will be addressed in the planning of this area and request that we receive notice of any further meetings of either Planning and Development Committee or Council insofar as this matter is concerned.

Yours very truly,

WALKER, WRIGHT, YOUNG ASSOCIATES LIMITED
Planning Consultants



Robert A. Dragicevic, M.C.I.P.
Principal

RAD:1

cc: K. Myllymaki
D. Thwaites

Unit 2211, 1400 Dixie Road,
Mississauga, Ontario.
L5E 3E1

November 20, 1987.

Mr. F.R. Dalzell,
Commissioner of Planning & Development,
The Corporation of the City of Brampton,
Planning & Development Department,
150 Central Park Drive,
Brampton, Ontario.
L6T 2T9

Dear Mr. Dalzell:

Re: New Development Area #13, and
Subdivision Plan 21T-86103-B

We have recently received a copy of the letter, dated October 9, 1987, a copy of which is attached hereto. This letter fails to mention that we have had meetings with representatives of the Toronto Trust Cemeteries and Walker, Wright, Young Associates and that during these meetings our representative has emphatically stated that our agreement to their request would only come if we were able to use the lands for storm water management, ie. a pond.

Further, this position has been communicated to you and your Department and the Department of Public Works.

Should the parties fail to reach agreement on this matter, then we would also ask for part of Second Line to be conveyed to us in the event Second Line is to be closed.

The letter also suggests that the lands in question should be included in our draft plan of subdivision. We cannot agree to this procedure unless the City waives its requirement of a five percent park dedication for the lands.

Yours very truly,

Eight Acres Limited

Per: 

c.c. Robert A. Dragicevic - Walker, Wright, Young Associates Limited
D. Trwaites - Region of Peel
K. Myllymaki - Toronto Trust Cemeteries
F. Bean - Region of Peel
P. Allen - Region of Peel
D. Van Beilen - City of Brampton
L. Mikulich - City of Brampton
G. Schnarr - Schnarr & Assoc.
M.E. Weir - Weir Associates
A. Solski - City of Brampton
M. Peers - Credit Valley Conservation Authority

9 October, 1987

Mr. F.R. Dalzell
Commissioner of Planning & Development
The Corporation of the City of Brampton
Planning & Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Dalzell:

172 St. George Street
Toronto, Ontario
MSR 2M7
416/968-3511
FAX 416/960-0172

Re: Mavis Road and Draft Plan of Subdivisions 21T-86103-B

We are forwarding this letter to you on behalf of Toronto Trust Cemeteries, owners and operators of the Meadowvale Cemetery in the City of Brampton.

As you are aware, our client has been involved in matters related to the Mavis Road extension, particularly as it will reflect the cemetery operator's direct access to a major road and their desire to gain control over the lands between the exist^g second line west and the new Mavis Road.

Representations regarding the Official Plan Amendments involving the Mavis Road alignment were made to both local and regional planning departments and a deputation was made to Council in their consideration of an Official Plan Amendment (now approved by the Minister of Municipal Affairs) to establish the Mavis Road alignment. It is understood that the Official Plan Amendment provides a conceptual alignment of the roadway; however, as a result of our client's involvement, as well as subdividers to the west, the level of detail before Council in considering the amendment was quite detailed.

Peter R. Walker
B.A. M.Sc. MCP
James M. Wright
B.Arch. MRAC
Richard D. Young
B.Sc. M.Arch. MRAC RBA
Robert A. Dragicevic
BES. MES. MCP
Wendy Nott
BES. MCP

9 October, 1987

With the understanding that our client would gain ownership of the triangular-shaped area between the proposed Mavis Road and existing Second Line West and the right-of-way of Second Line West when no longer required by the Region, we indicated that we would not object to the proposed alignment as ultimately approved by the City and the Region. Ownership of the triangular-shaped area would satisfy concerns relating to exposure to the cemetery and appropriate treatment for the lands and in keeping with the quality of development established for the cemetery lands. Additional matters of access were to be discussed further. Council's approval of the particular alignment endorsed our client's anticipated ownership of all the lands between the existing front on Second Line West of proposed Mavis Road, including the right-of-way of Second Line West. In order to achieve this ownership, it is clear that the draft plan of subdivision submitted to the lands for the west of the Meadowvale Cemetery should include the lands on the east side of proposed Mavis Road, i.e., the triangular-shaped area referenced above.

In obtaining a copy of the draft plan of subdivision from the Region of Peel Planning Department (21T-86103-B) we are aware and are advised that the land in which our client has a particular interest and in which our client has made specific representations is not now included in the draft plan of subdivision. The purpose of this letter is to bring this particular matter to your attention since it is clear that these lands need be part of the draft plan of subdivision in order for a conveyance to occur such that our client will obtain ownership of the lands to the east of the future Mavis Road. It is our submission that the proposed draft plan of subdivision be amended to include the lands within the ownership of the applicant subdivider. We do not anticipate that our requests will create any difficulty insofar as timing and circulation of these matters is concerned since it has received considerable attention through the processing of the Mavis Road alignment. In addition, we are advised that the Region has withheld circulation of the draft plan of subdivision pending completion, in a formal way, of the Secondary Plan under preparation for the area by the City of Brampton.

We trust that our concern will be communicated to the applicant and that the appropriate request will be made of the applicant to include the lands between the existing Second Line West and proposed Mavis Road.

We are available to discuss this matter further with both City and Regional staff, as necessary. We will be available to meet, as necessary.

Mr. F.R. Dalzell

-3-

9 October, 1987

Your cooperation in this matter is appreciated. We will look forward to hearing from you regarding this submission.

Yours very truly,

WALKER, WRIGHT, YOUNG ASSOCIATES LIMITED
Planning Consultants



Robert A. Dragicevic, M.C.I.P.
Principal

RAD:1

cc: R. Smith
R. Sleightholme
K. Myllymaki
J. Humeniuk ✓
D. Thwaites