



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 300-87

To adopt Amendment Number 134  
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 134 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 134 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.

APPROVED  
AS TO FORM  
LAW DEPT.  
BRAMPTON

DATE: 12/14/87

KENNETH G. WHILLANS - MAYOR

R.D. TUFTS - ACTING CLERK

ORIGINAL

*by hw 300-87*

AMENDMENT NUMBER 134  
to the Official Plan of the  
City of Brampton Planning Area

21-0P 0031-134

Amendment No. 134  
to the  
Official Plan for the  
City of Brampton Planning Area

This Amendment No. 134 to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved under section 17 of the Planning Act, 1983, as Amendment No. 134 to the Official Plan for the City of Brampton Planning Area.

Date *Feb 16, 1988*.....



L. J. FINCHAM  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs 1



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*gm*

KENNETH G. WHILLANS - MAYOR

R.D. TUFTS - ACTING CLERK

CERTIFIED A TRUE COPY

  
ACTING City Clerk  
City of Brampton

DECEMBER 17th 1987

AMENDMENT NUMBER 134  
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 134 :

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 134,"

- (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."

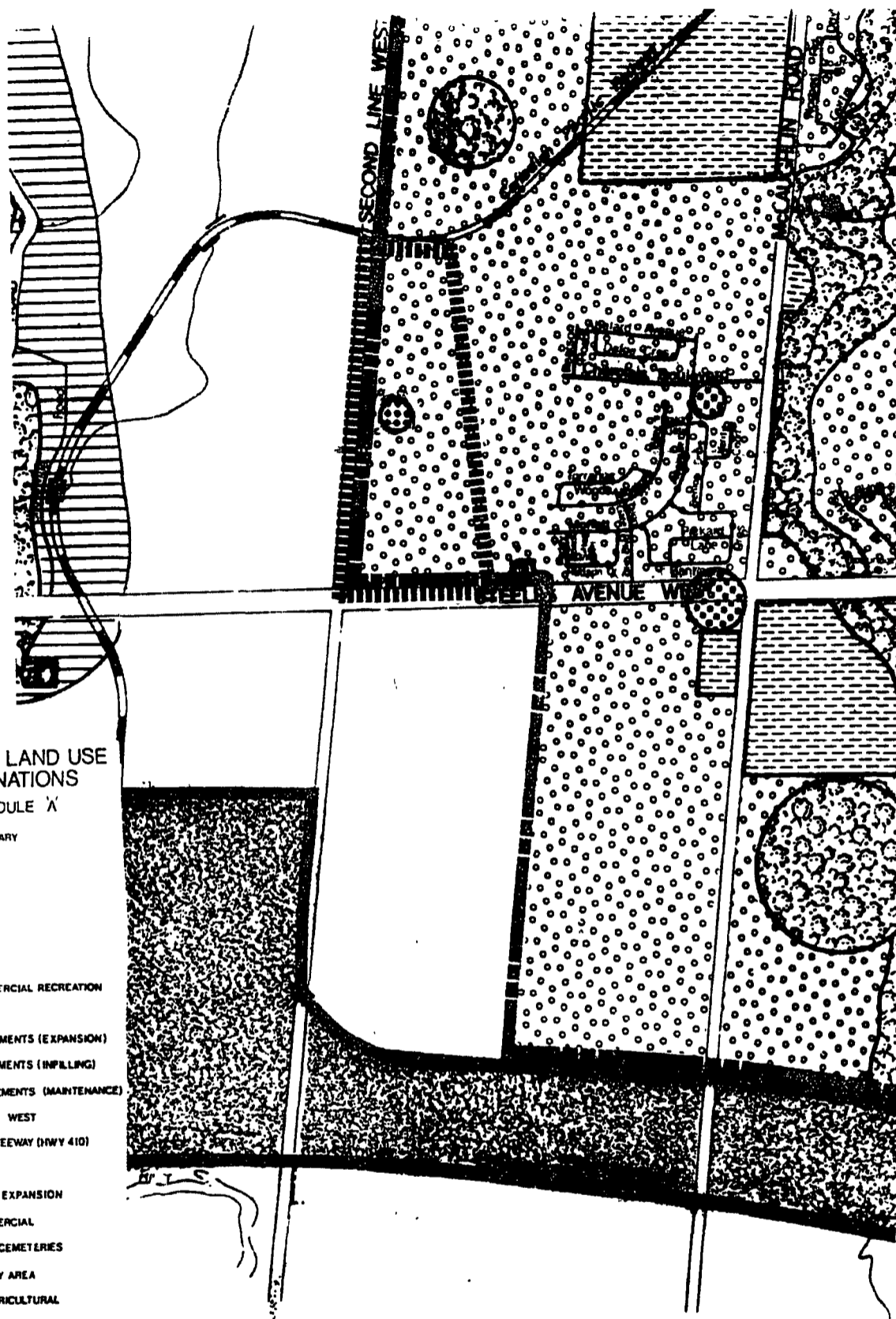
- (x) by deleting the first paragraph of Part IV, Chapter 15(a), Section 3.5.1, thereof, and substituting therefor the following:

"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:"

- (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. 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."



**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. 134

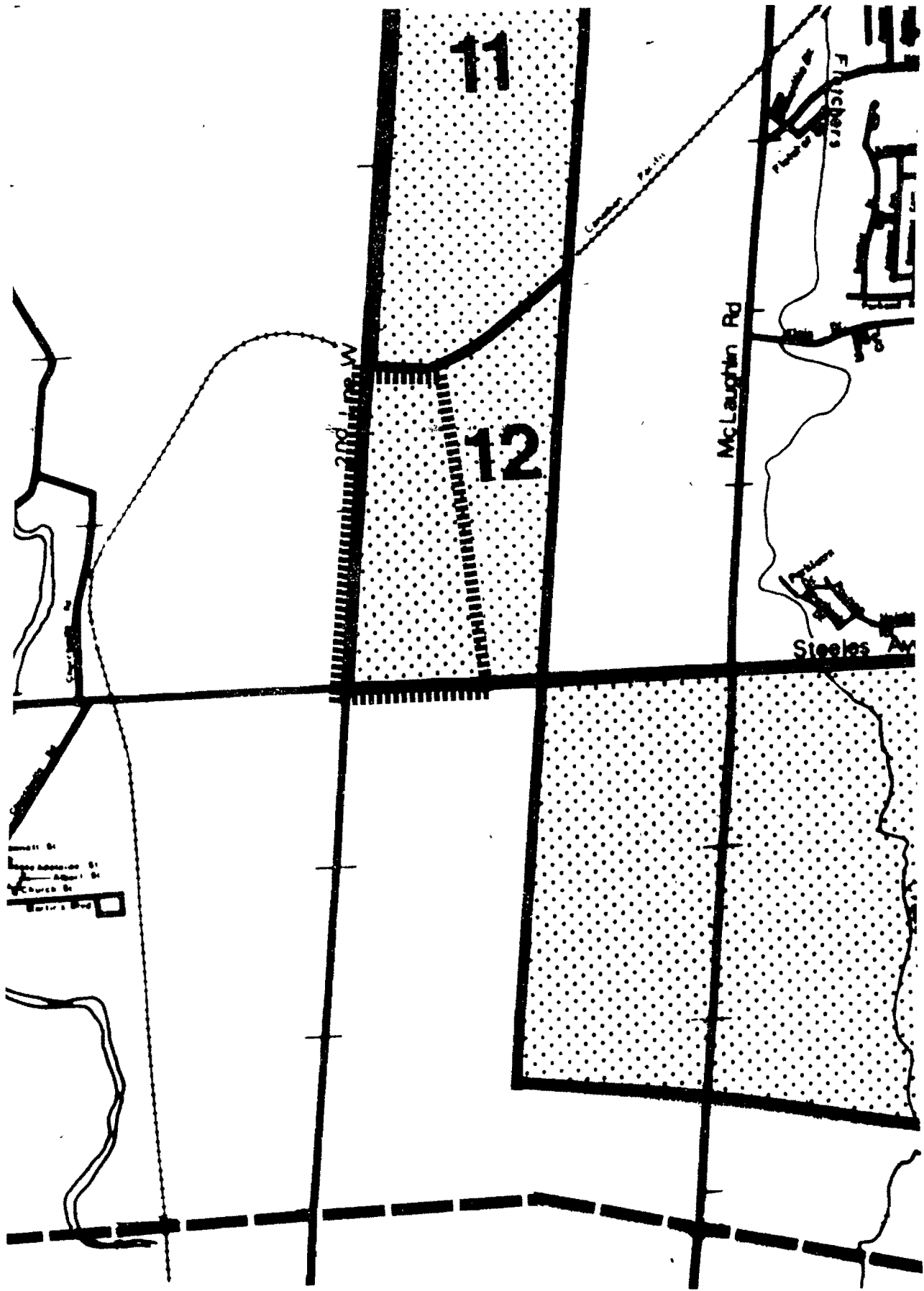



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**CITY OF BRAMPTON**  
Planning and Development

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





 Lands subject to this amendment

SCHEDULE D to OFFICIAL PLAN  
NEW DEVELOPMENT AREAS

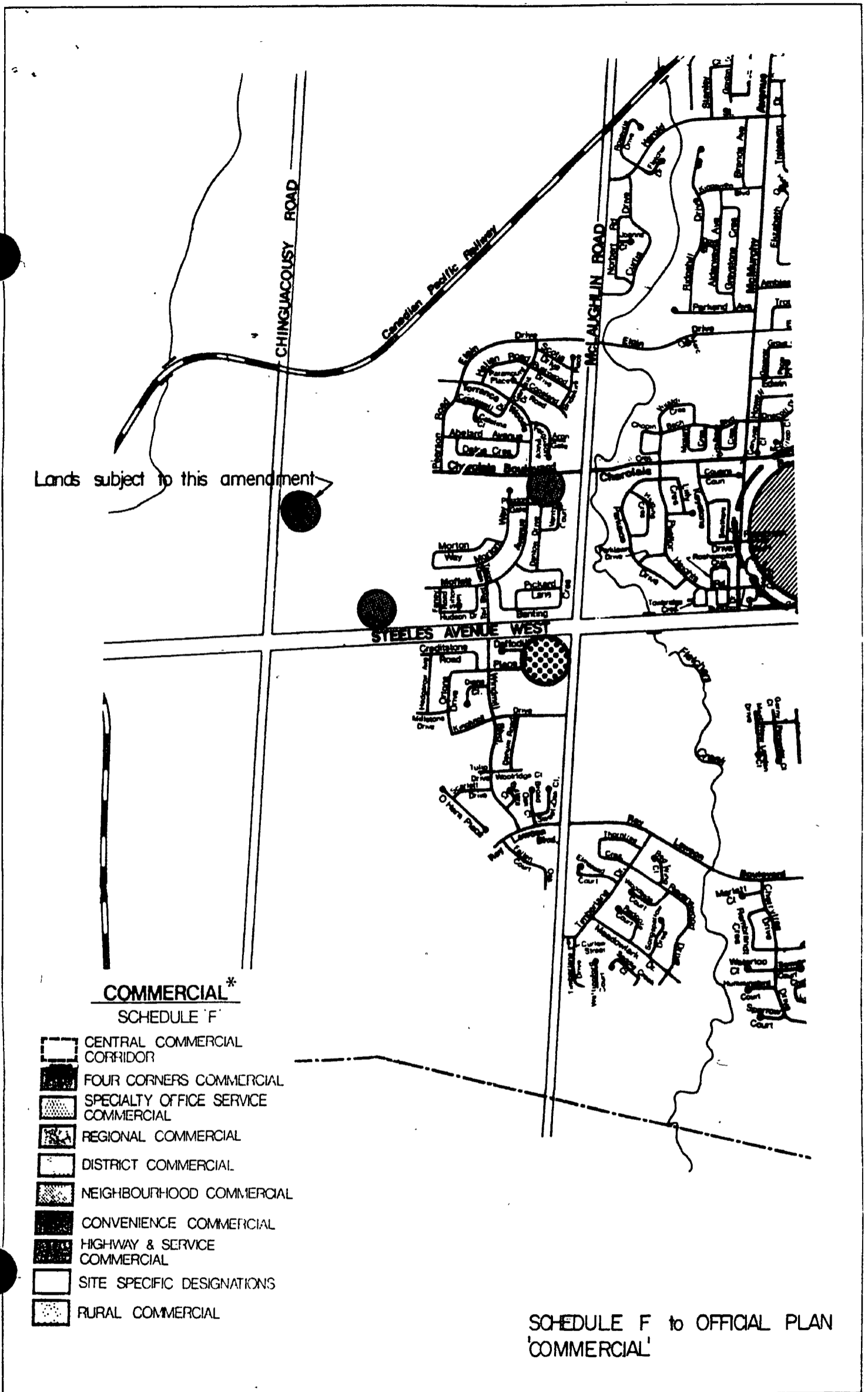
SCHEDULE B to OFFICIAL PLAN  
AMENDMENT No. 134



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**CITY OF BRAMPTON**  
Planning and Development

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

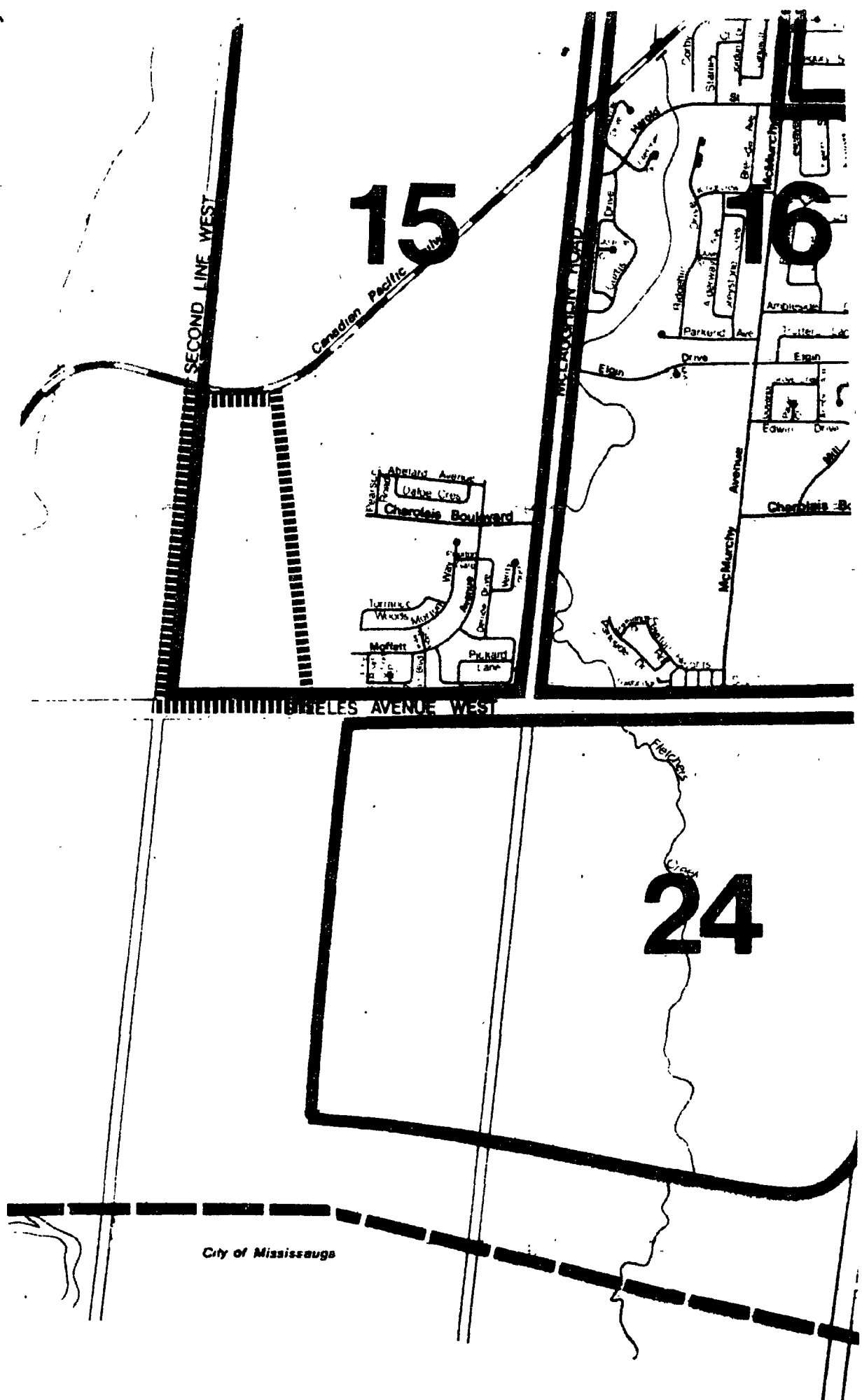



SCHEDULE C to OFFICIAL PLAN  
AMENDMENT No. 134

  
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**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

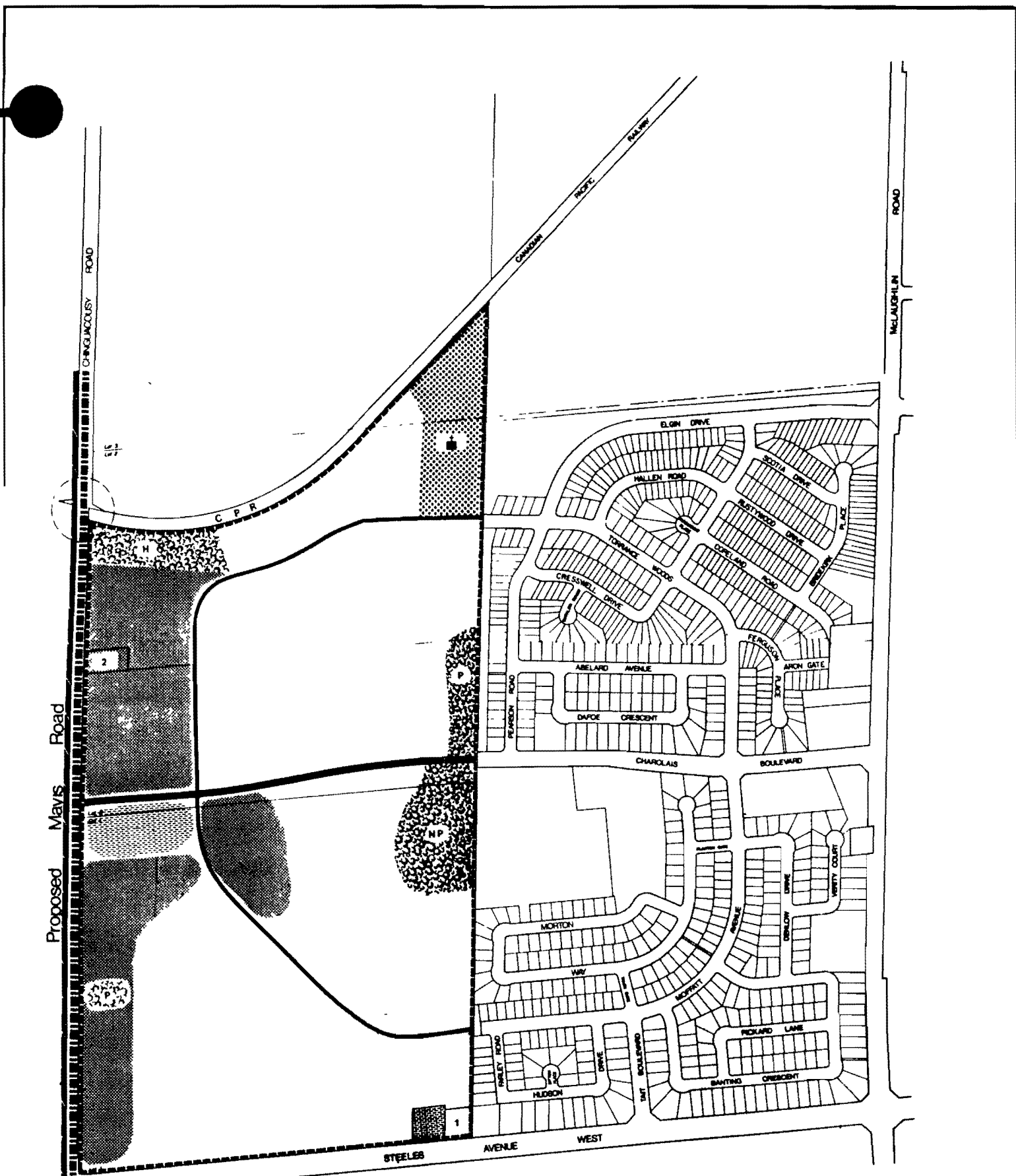
SCHEDULE D to OFFICIAL PLAN  
AMENDMENT No. 134



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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 12

Legend

Schedule E to Official Plan Amendment No. 134

- 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

- Special Policy Area 1 (Refer to Policy 351)
- Special Policy Area 2 (Refer to Policy 352)
- Collector Road
- Major Arterial Road
- Minor Collector
- Proposed Grade Separation

Schedule SP15(a)

Scale 1:4000  
 Date August 1987  
 Drawn by R B

BACKGROUND MATERIAL TO  
OFFICIAL PLAN AMENDMENT  
NUMBER 134

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.

Three supporting studies and a number of written submissions were received with respect to this amendment. Please refer to the listing of background material contained in Amendment Number 133 for New Development Area Number 13(a).

30/87/7

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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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

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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

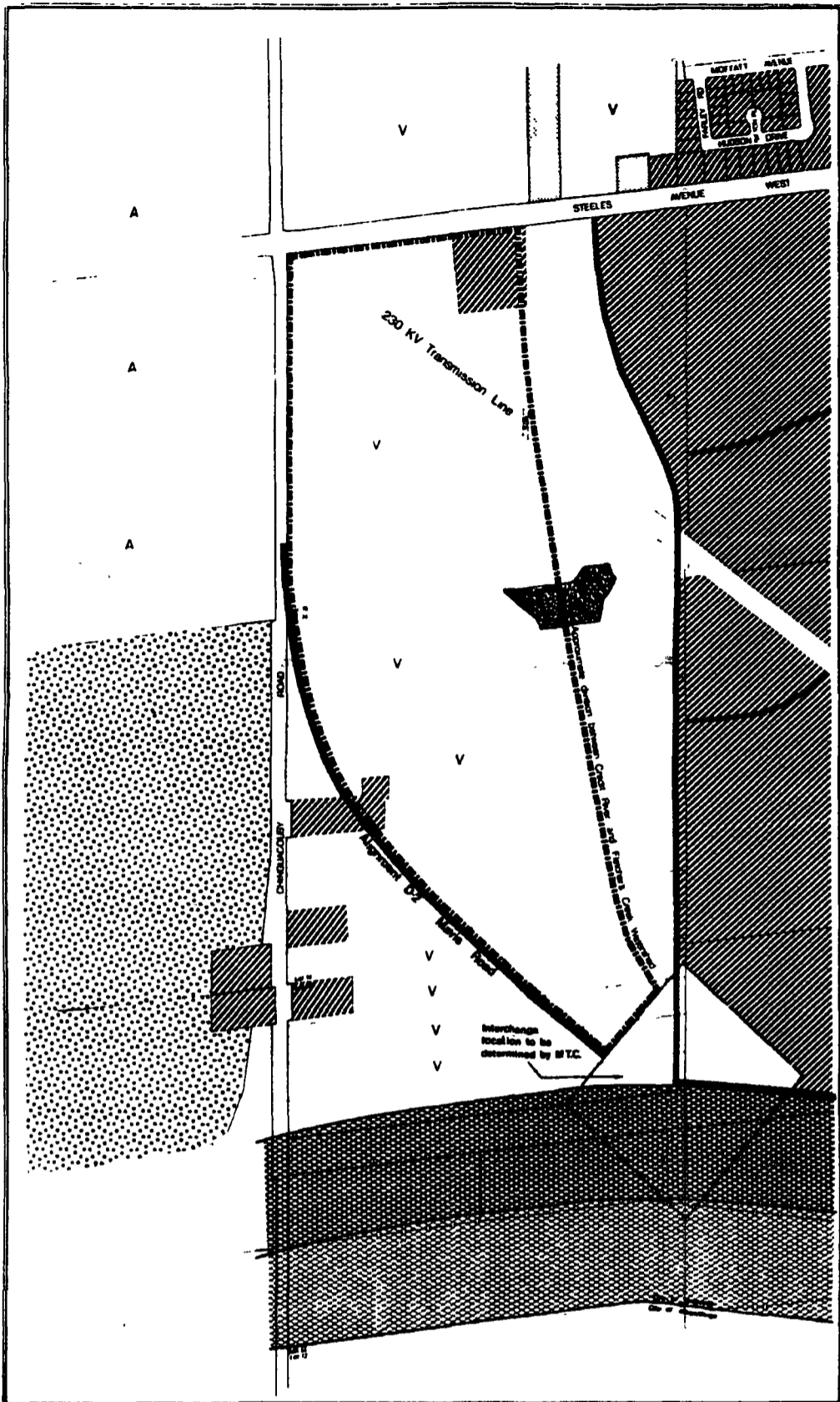


As the study area has generally been cleared for agricultural purposes, little mature vegetation exists. Some trees occur along fence rows and in the vicinity of single family dwellings and farm buildings. A mature woodlot of approximately 1.0 hectares (2.47 acres) in size is situated in the central-easterly 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.

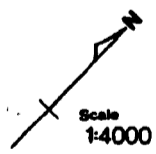
## 2.2 Land Ownership Pattern

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 Kingknoll 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).



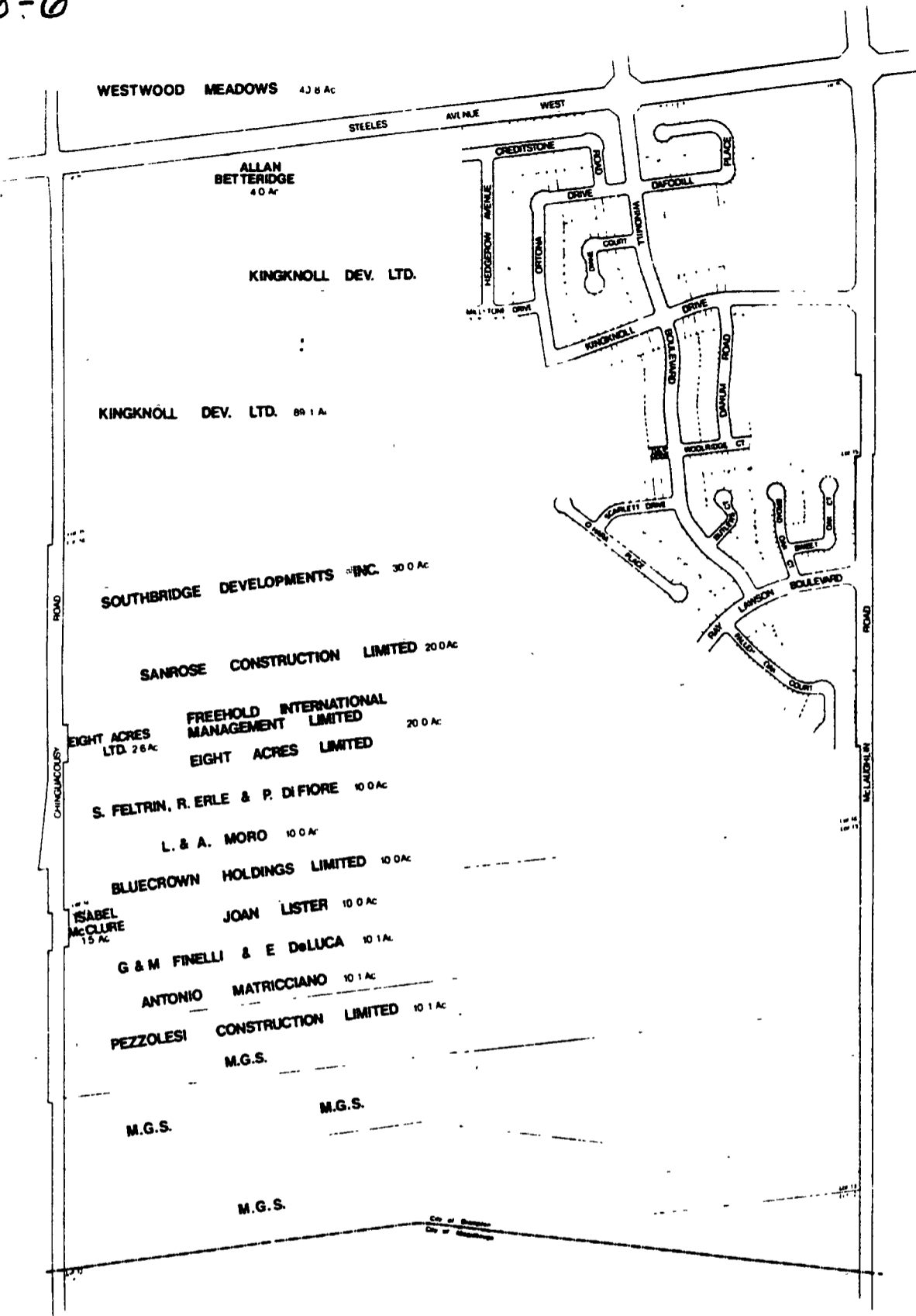
**Existing Land Use and Environmental Factors**  
**Figure 2**

- |  |   |
|--|---|
|  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: R.B

08-6



LAND OWNERSHIP  
Figure 3

14000	1:10
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**CITY OF BRAMPTON**  
 Planning & Development  
 Department



CON 2 WHS LOTS 12 15

14000

Map No. 71

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.

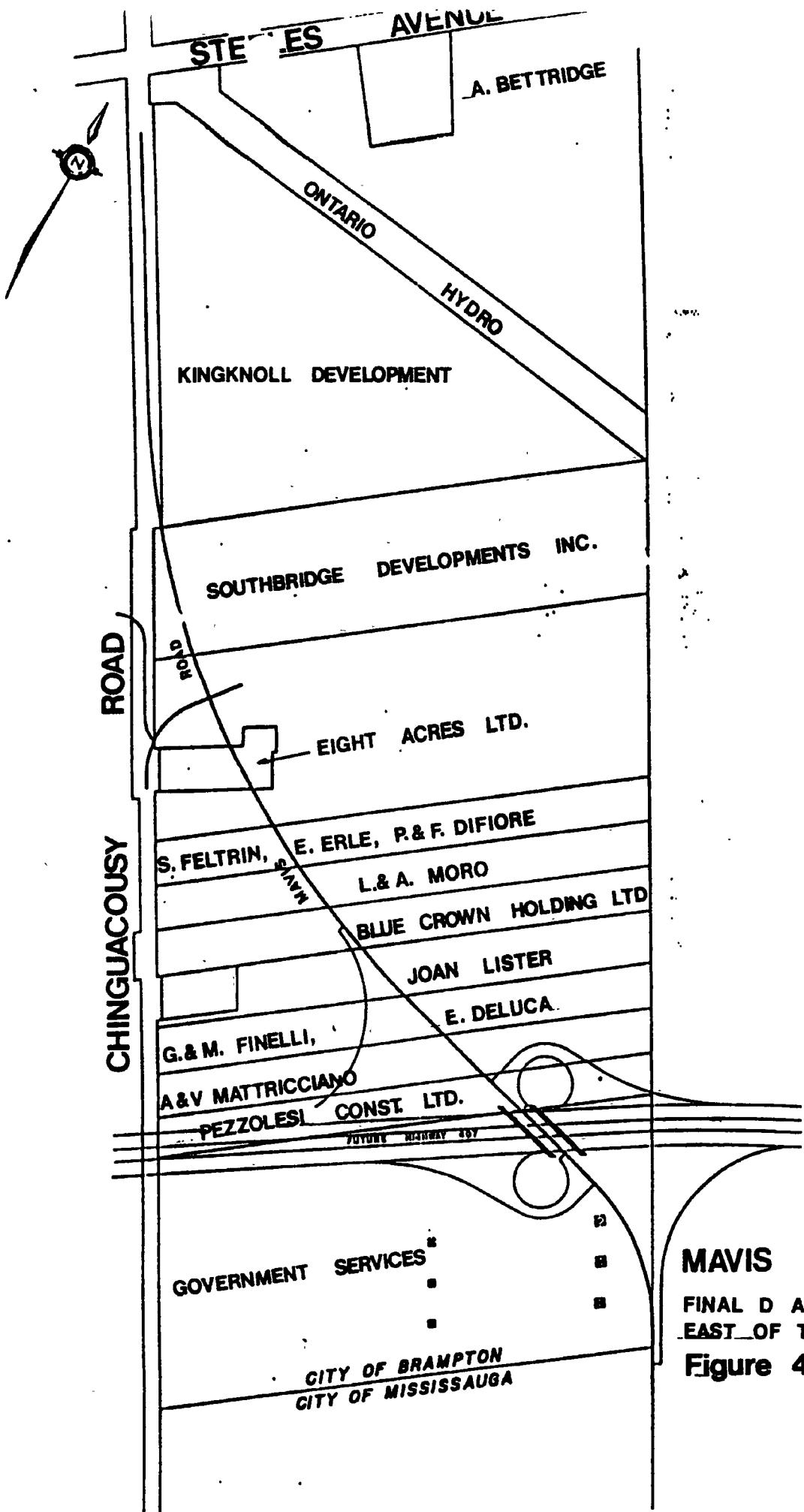
After Alignment D was established as the preferred location of Mavis Road, a variation called D-2 was endorsed by City Council March 23, 1987 with the following resolution:

"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 agriculture 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.

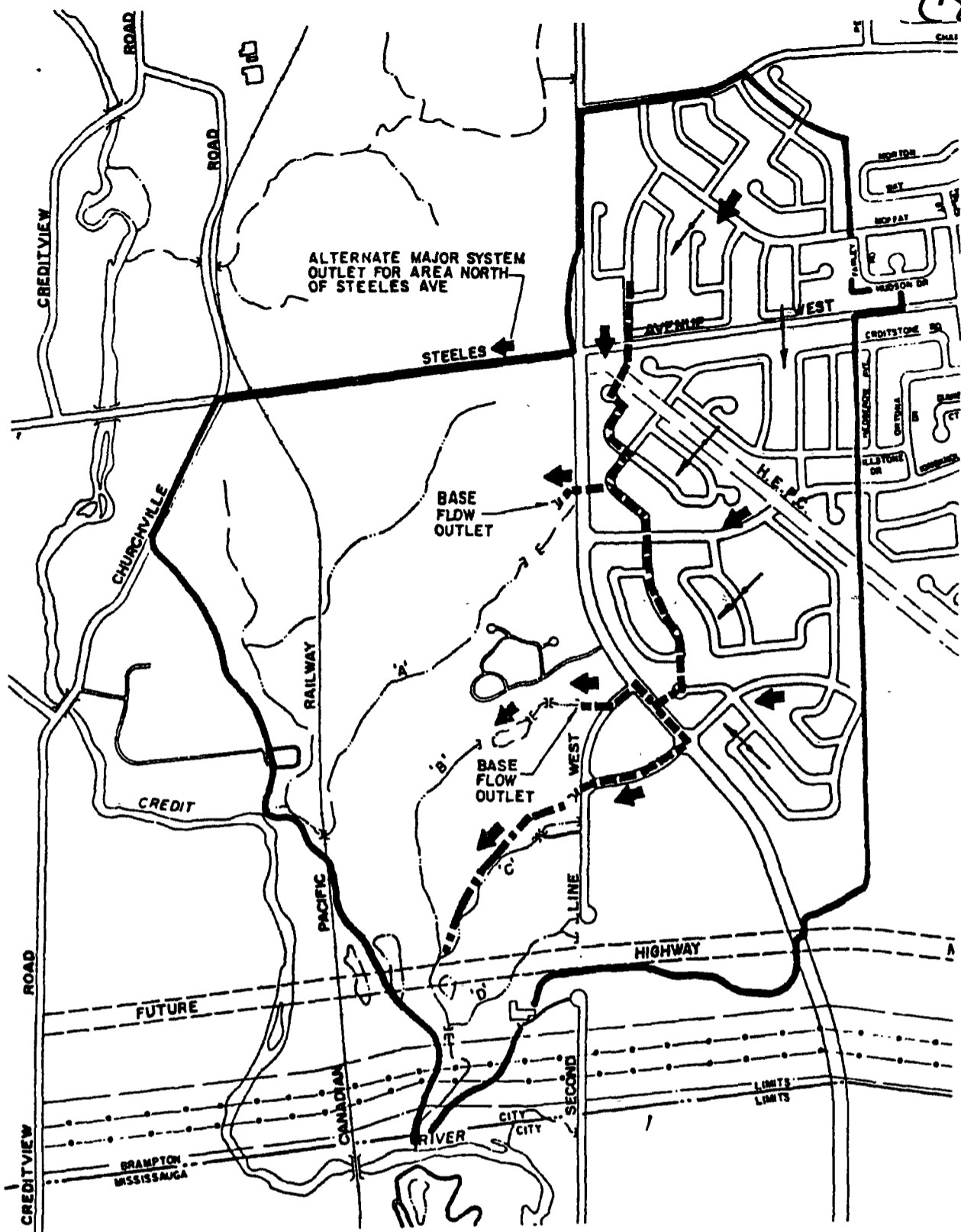
The subject study area is currently drained by four different watercourses, all of which flow through the Meadowvale Cemetery on the west side of the Second Line West (Chinguacousy Road). The Meadowvale Cemetery is conducting an ongoing program to improve the watercourses on their property for aesthetic 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 Kingnoll 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

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

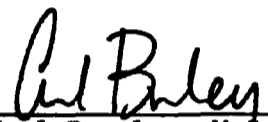
Implementation of the land use/development strategy for the study area will require Council approval of a draft secondary plan by adoption of an amendment(s) to the Official Plan. Accordingly, a public meeting will be necessary to receive the views of the public. Upon approval of the secondary plan (official 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

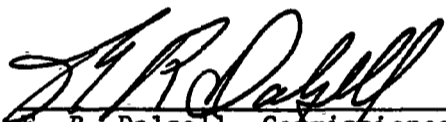
IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

- 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,

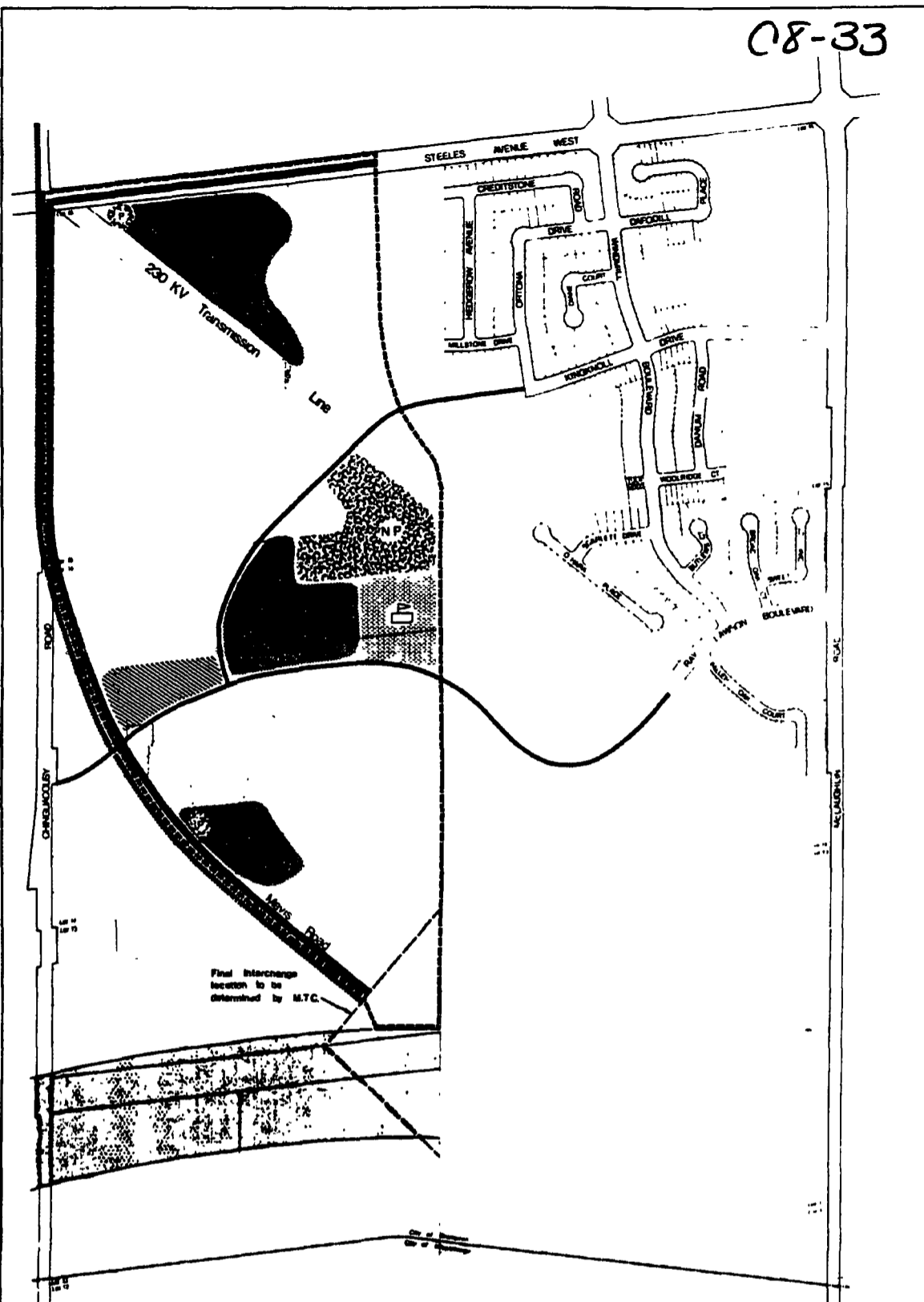
  
 Carl Brawley, M.C.I.P.  
 Policy Planner

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. \_\_\_\_\_

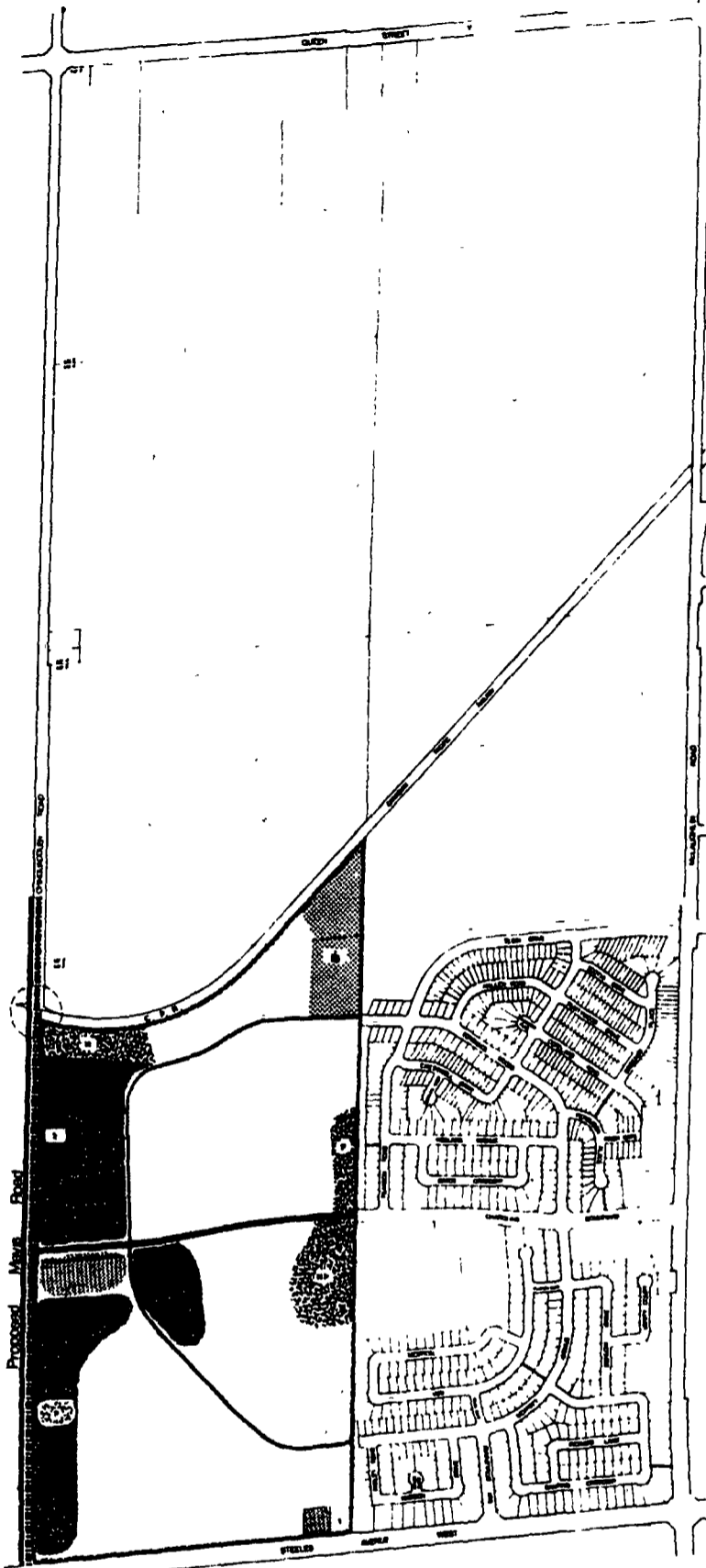
**LEGEND**

- |                                   |                        |
|-----------------------------------|------------------------|
| 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. \_\_\_\_\_

- 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

- Special Policy Area 1 (refers to Policy 15.0)
- Special Policy Area 2 (refers to Policy 15.2)
- Collector Road
- Major Arterial Road
- Minor Collector
- Proposed Grade Separation

Schedule SP15(a)



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%
<b>TOTAL</b>	<b>100%</b>

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:

- (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;
- (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.

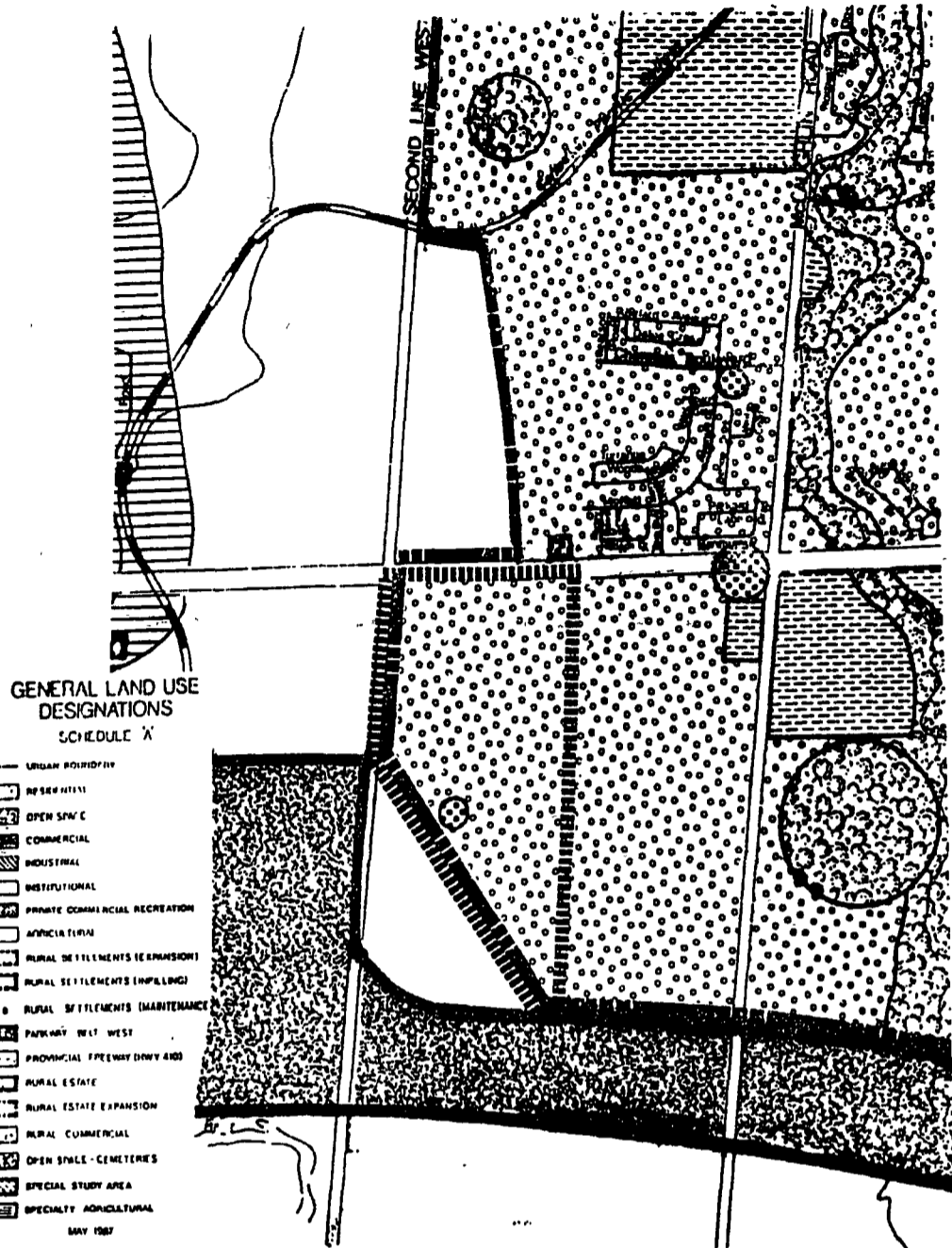
5.3.2 The City of Brampton shall encourage the use of the Hydro Transmission Corridor as an open space, pedestrian and bicycle link within New Development Area Number 13(a).

6.0 IMPLEMENTATION

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




08-44



GENERAL LAND USE DESIGNATIONS SCHEDULE 'A'

- URBAN BOUNDARY
  - ▣ RESIDENTIAL
  - ▣ OPEN SPACE
  - ▣ COMMERCIAL
  - ▣ INDUSTRIAL
  - ▣ INSTITUTIONAL
  - ▣ PRIVATE COMMERCIAL RECREATION
  - ▣ OFFICIAL TERRAIN
  - ▣ RURAL SETTLEMENTS (EXPANSION)
  - ▣ RURAL SETTLEMENTS (IMPROVING)
  - ▣ RURAL SETTLEMENTS (MAINTENANCE)
  - ▣ PARKWAY WEST WEST
  - ▣ PROVINCIAL FREEWAY (DOWY AID)
  - ▣ 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

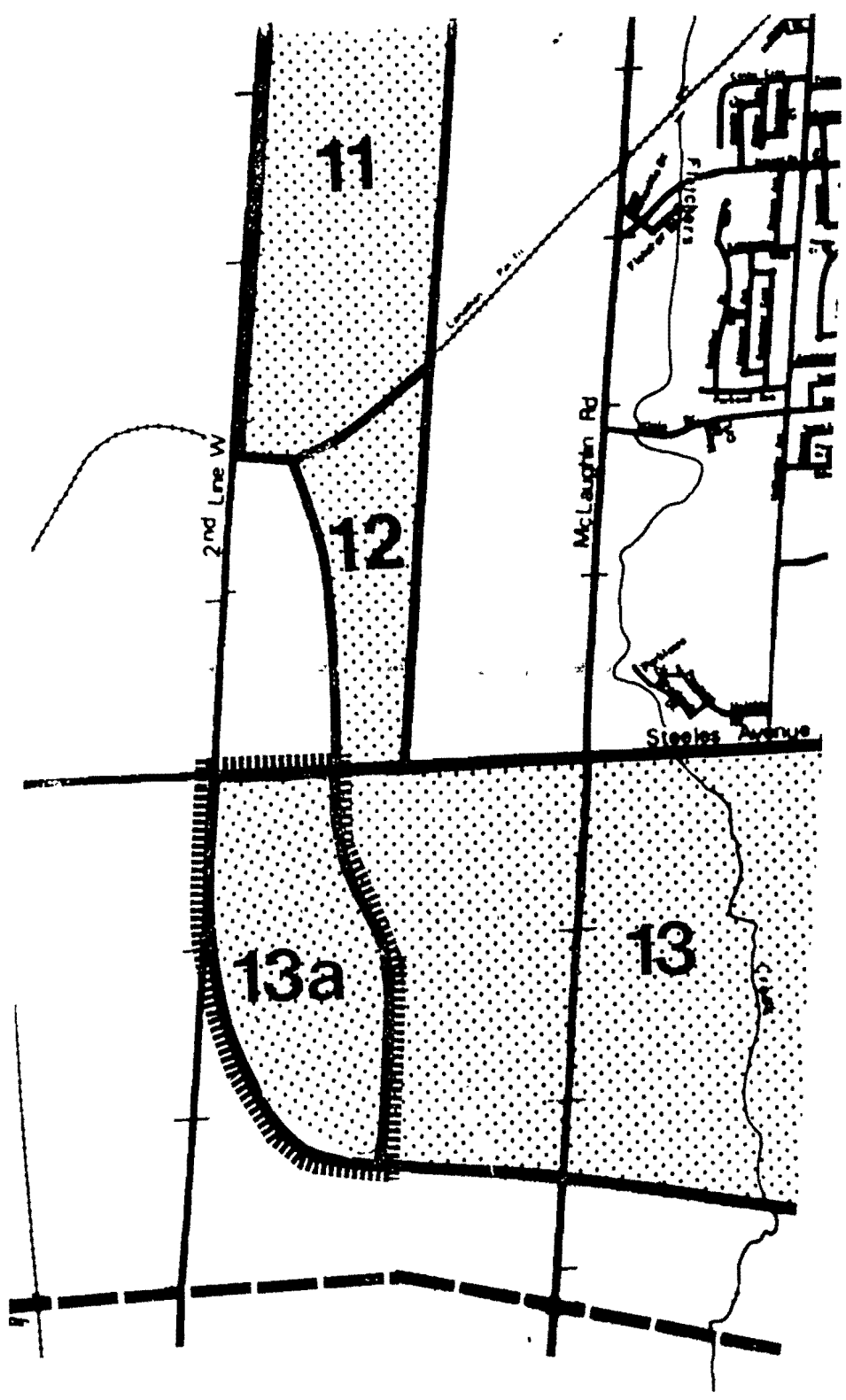
SCHEDULE A to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_




1:19400

**CITY OF BRAMPTON**  
Planning and Development

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



 Lands subject to this amendment

SCHEDULE D to OFFICIAL PLAN  
NEW DEVELOPMENT AREAS

SCHEDULE B to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_

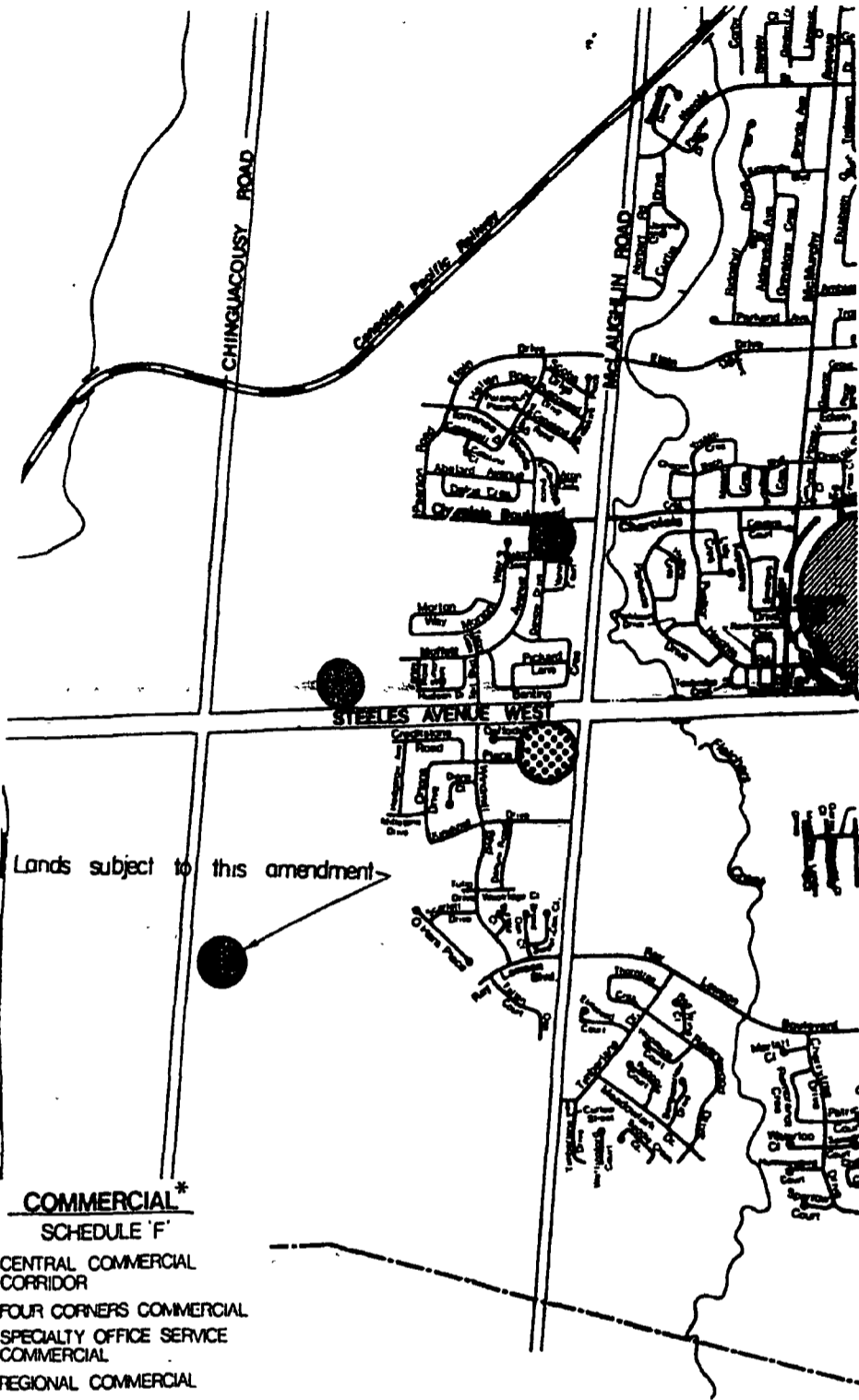


**CITY OF BRAMPTON**  
Planning and Development

1:18600

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

C8-46



**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'

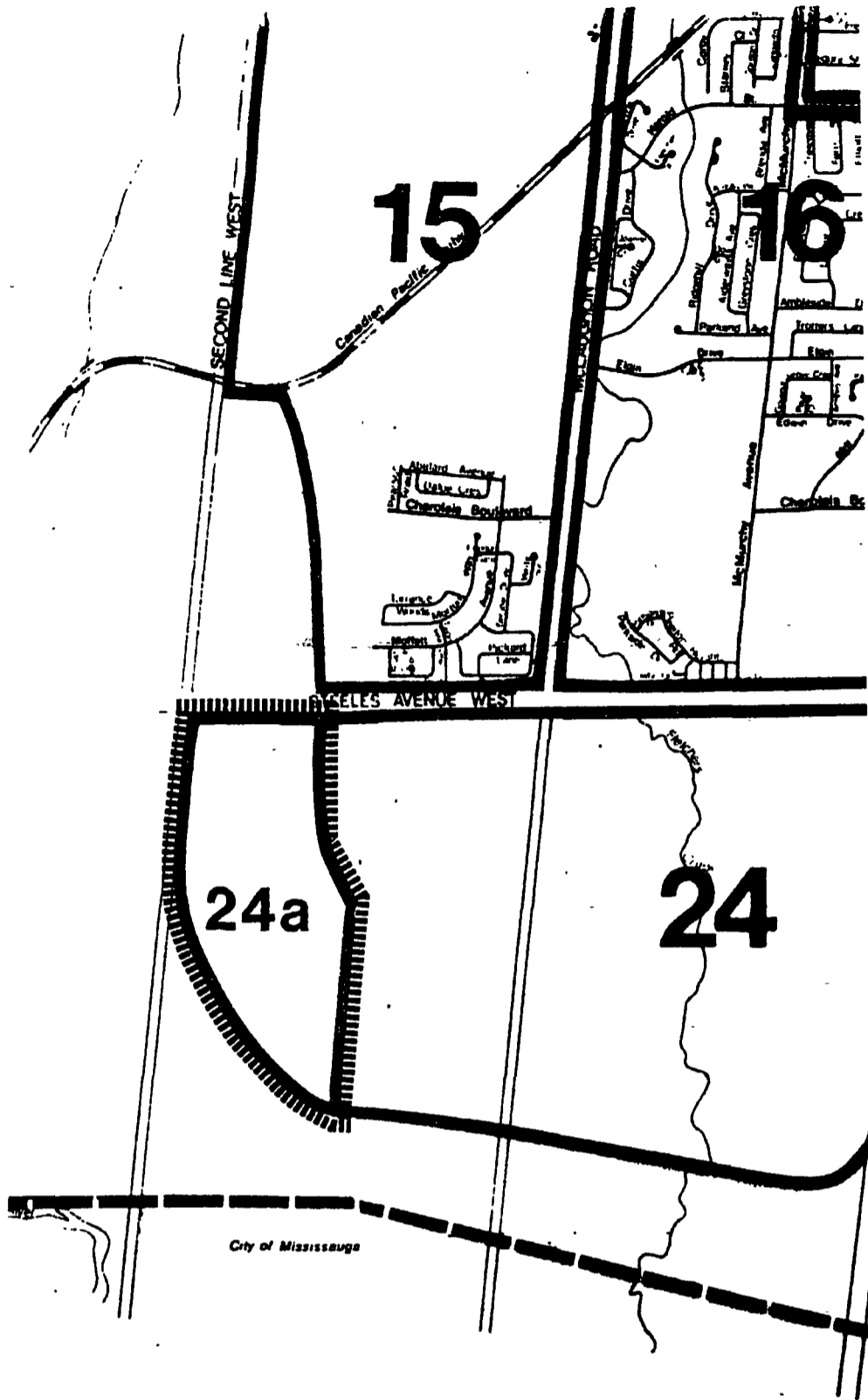
SCHEDULE C to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_




1:19000

**CITY OF BRAMPTON**  
Planning and Development

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



 Lands subject to this amendment

SCHEDULE K to OFFICIAL PLAN  
SECONDARY PLAN AREAS

SCHEDULE D to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_

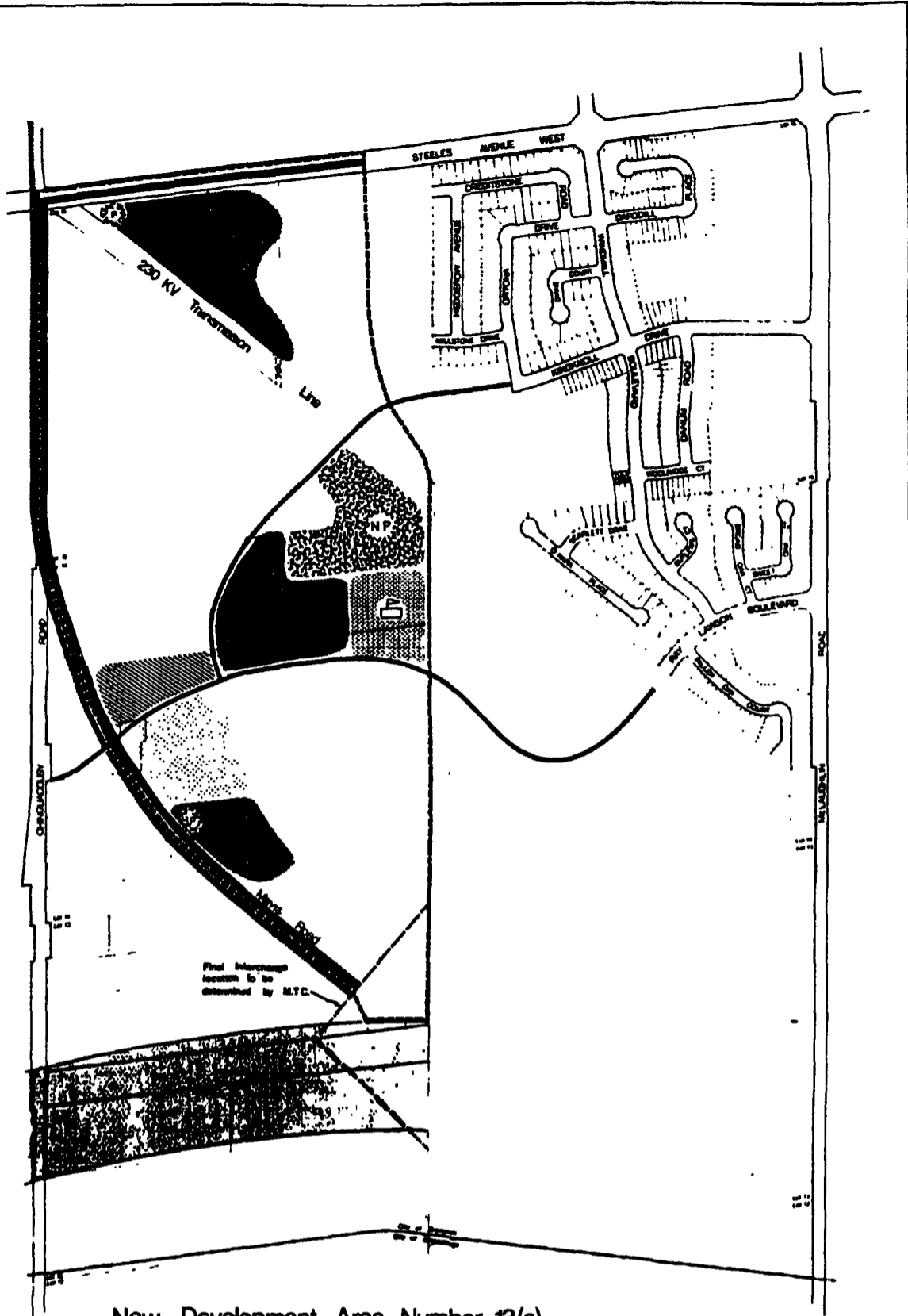


1:18800

**CITY OF BRAMPTON**  
Planning and Development

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

C8-48



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         |
| 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

C8-49

AMENDMENT NUMBER \_\_\_\_\_  
to the Official Plan of the  
City of Brampton Planning Area

08-50

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:"

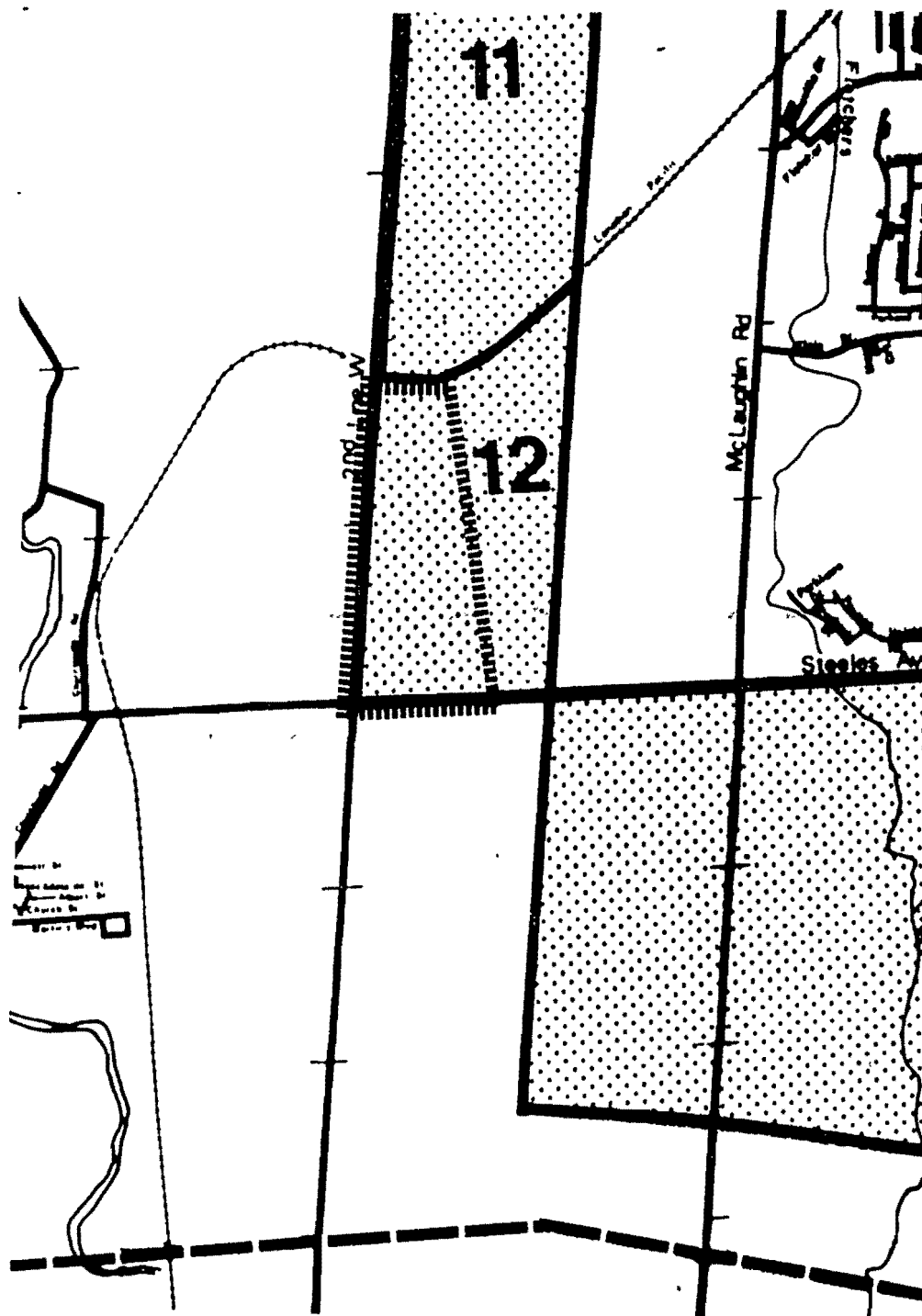



C8-52

(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

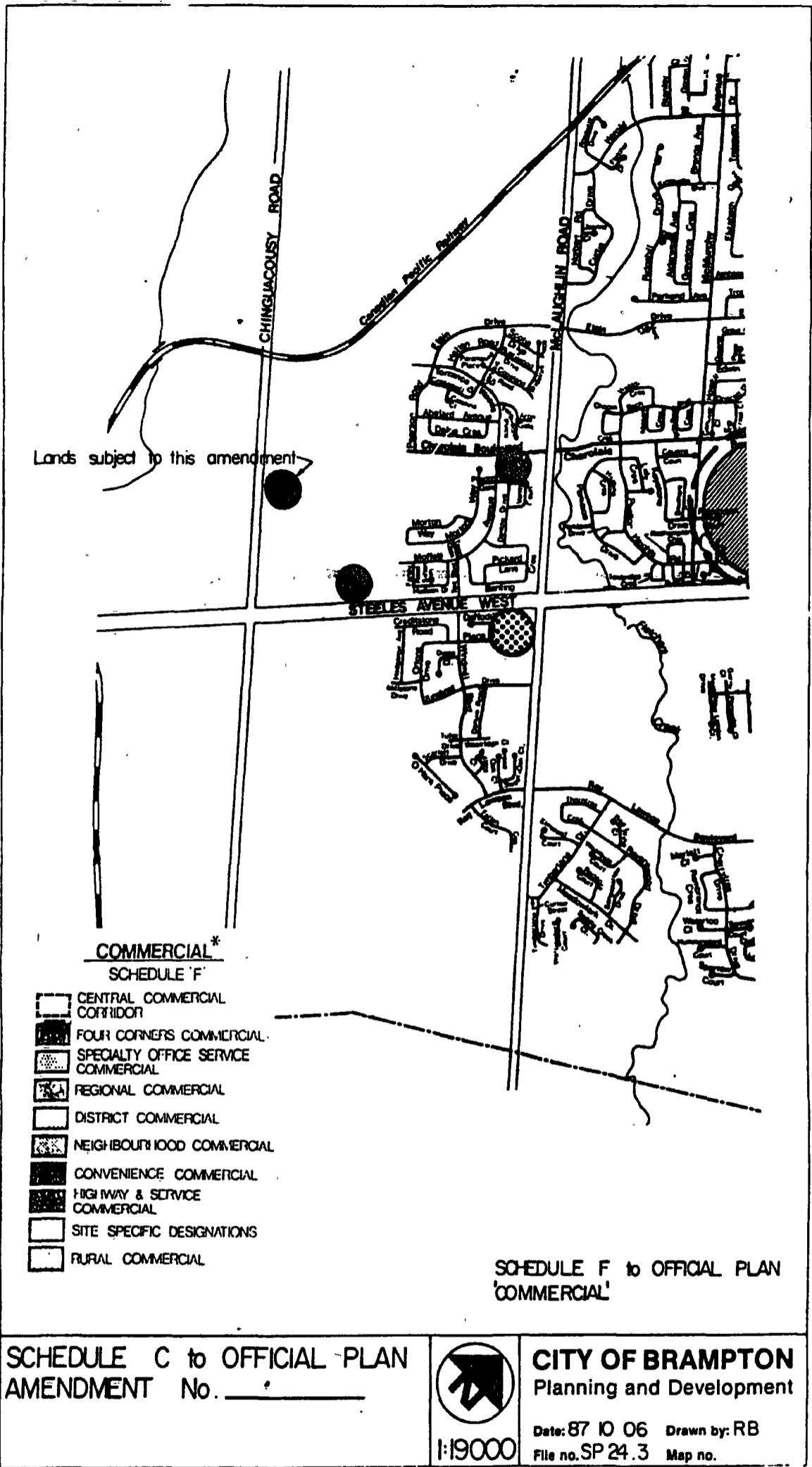
SCHEDULE B to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_

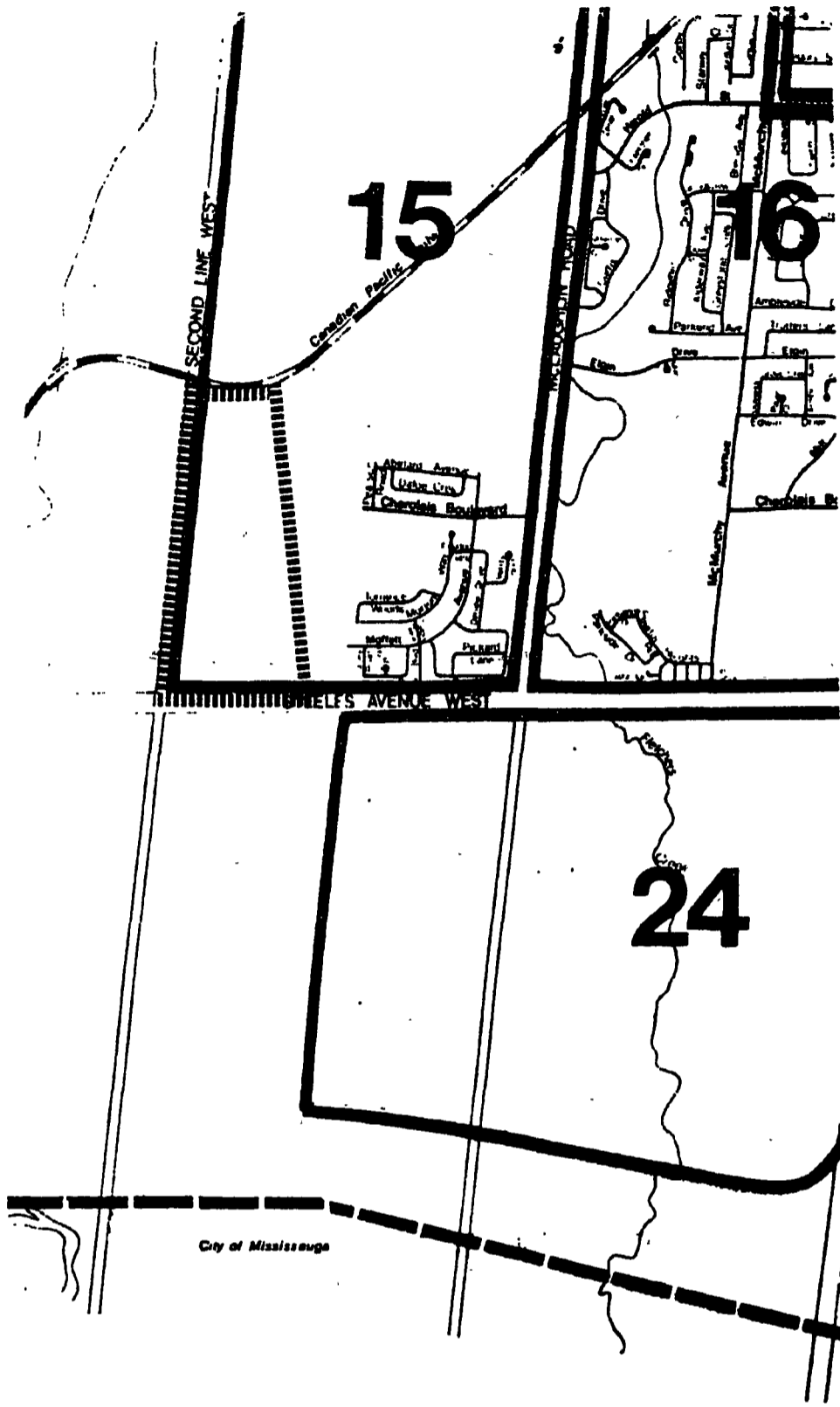



1:8600

**CITY OF BRAMPTON**  
Planning and Development

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





 Lands subject to this amendment

SCHEDULE K to OFFICIAL PLAN  
SECONDARY PLAN AREAS

SCHEDULE D to OFFICIAL PLAN  
AMENDMENT No. \_\_\_\_\_

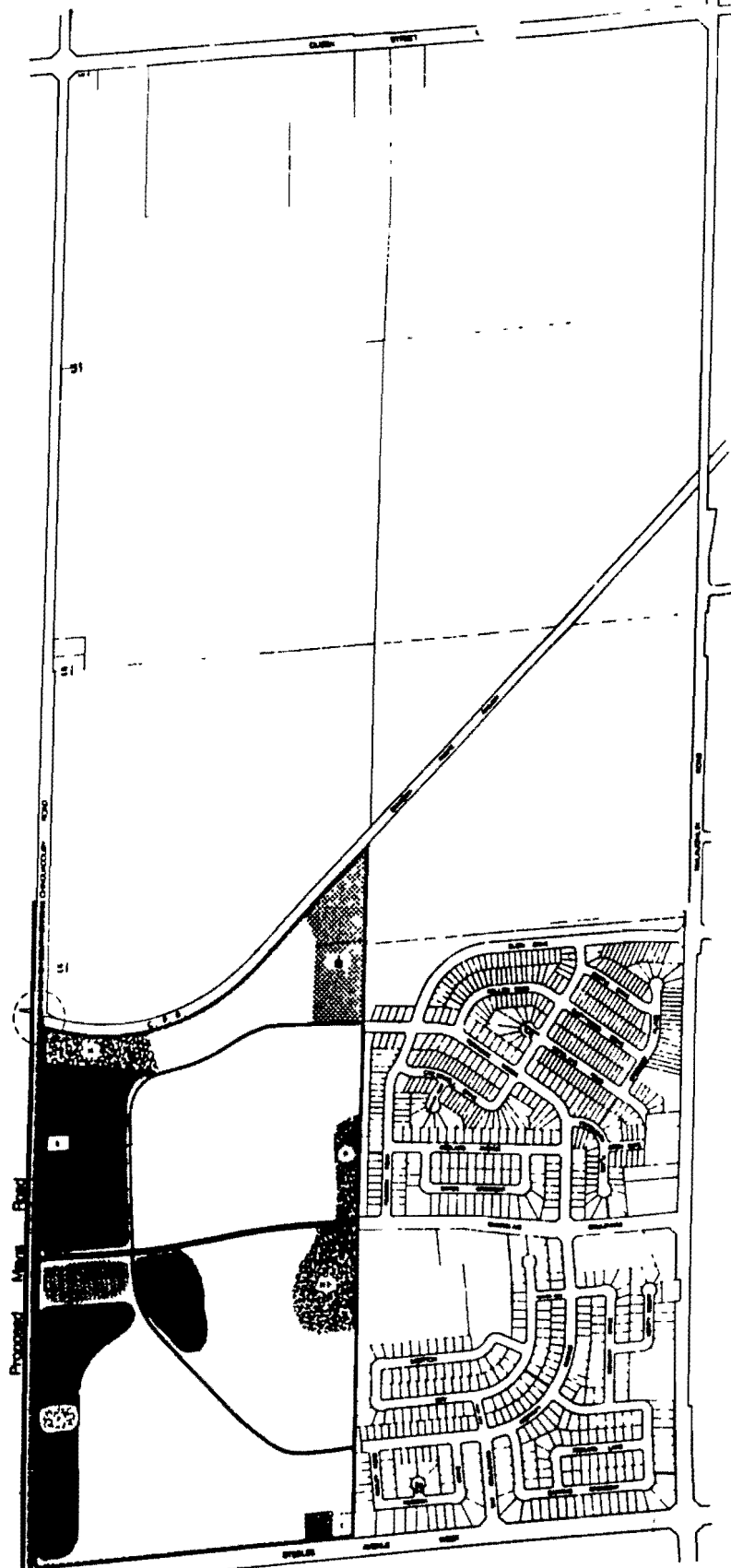


**CITY OF BRAMPTON**  
Planning and Development

1:18800

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. \_\_\_\_\_

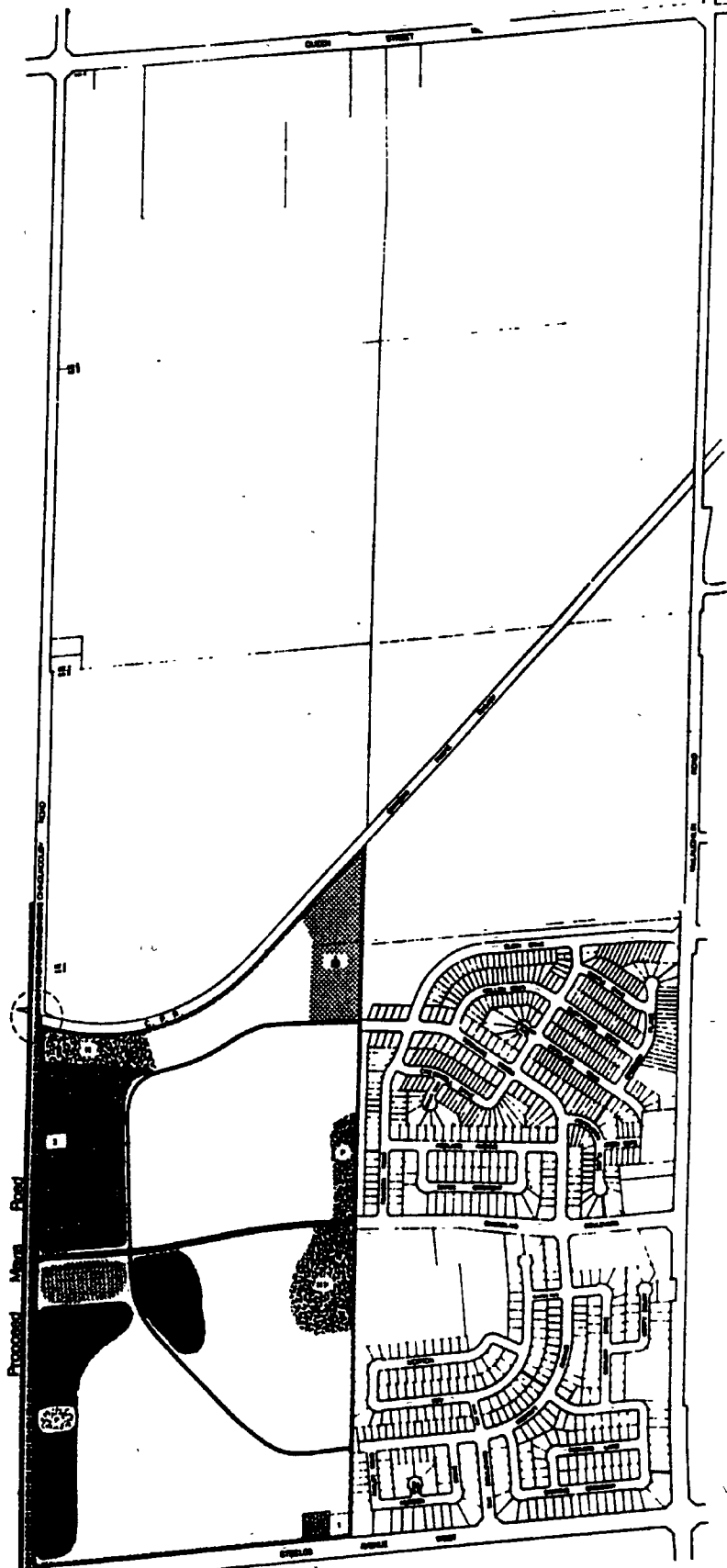
- [Symbol] Urban Boundary
- [Symbol] New Development Area 12 Boundary
- [Symbol] Low Density Residential
- [Symbol] Low & Medium Density Residential
- [Symbol] Institutional Separate School
- [Symbol] Convenience Commercial
- [Symbol] Neighbourhood Park
- [Symbol] Parkette
- [Symbol] Open Space Hazard

- [Symbol] Special Policy Area 1 refer to Policy 351
- [Symbol] Special Policy Area 2 refer to Policy 352
- [Symbol] Collector Road
- [Symbol] Major Arterial Road
- [Symbol] Minor Collector
- [Symbol] Proposed Grade Separation

Schedule SP15(a)



C8-56



New Development Area Number 12

Legend

Schedule E to Official Plan Amendment No. \_\_\_\_\_

- [Hatched] Urban Boundary
- [Dashed] New Development Area 12 Boundary
- [White] Low Density Residential
- [Dark Grey] Low & Medium Density Residential
- [Stippled] Institutional Separate School
- [Cross-hatched] Convenience Commercial
- [Diagonal Lines] Neighbourhood Park
- [Small Square] Parkette
- [Large Square] Open Space - Hazard

- [Vertical Lines] Special Policy Area 1 (over to Policy 350)
- [Horizontal Lines] Special Policy Area 2 (over to Policy 352)
- [Thick Line] Collector Road
- [Thin Line] Major Arterial Road
- [Dotted] Minor Collector
- [Circle with Line] Proposed Grade Separation

Schedule SP15(a)


  
 Scale 1:5000
   
 Date August 1998
   
 Sheet No. 12

# 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

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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. Wintchell*  
*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 2/11/88 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.

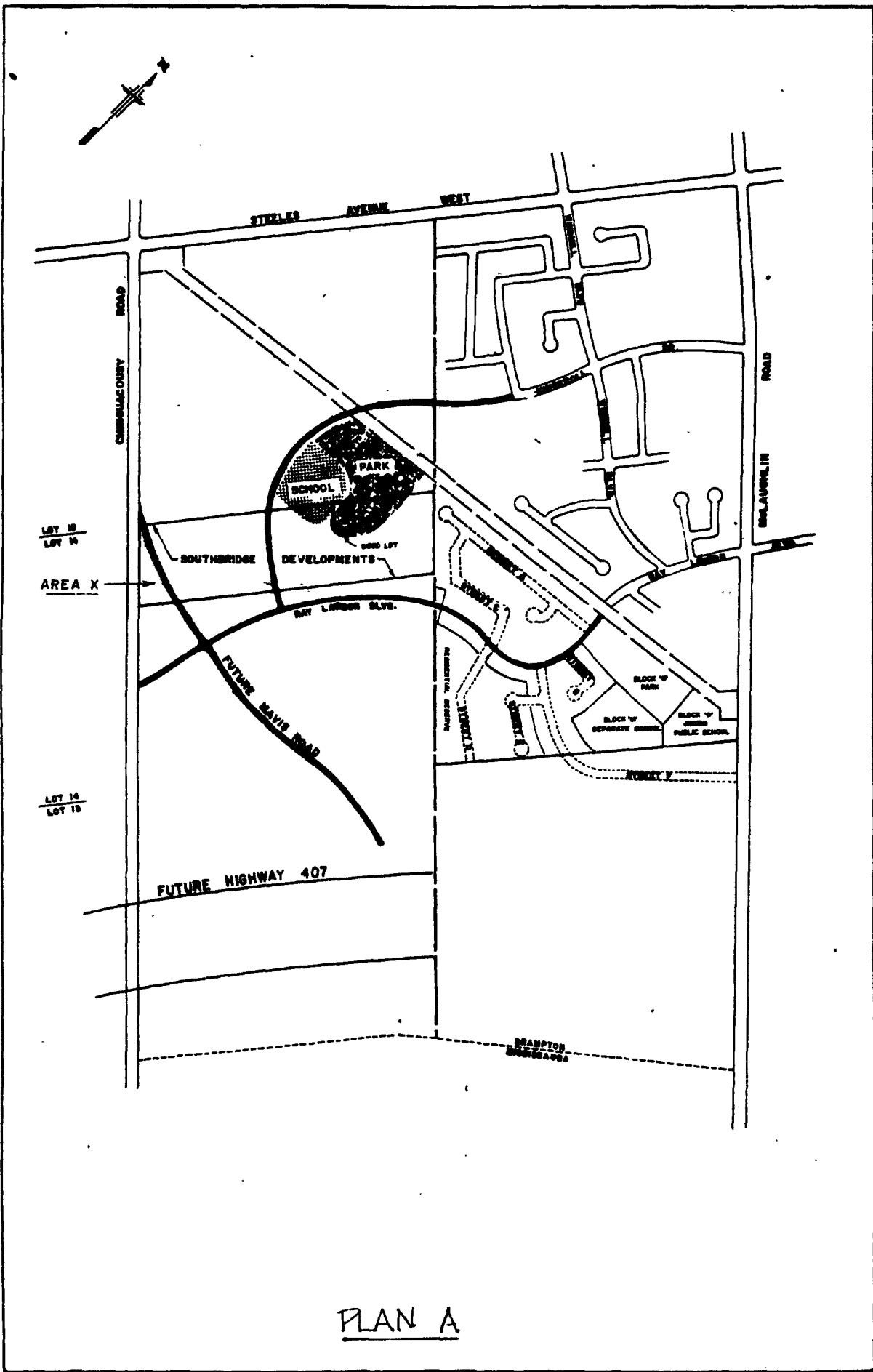
We are submitting this letter in response to the notice of the public meeting on November 4, 1987, with a request that the draft secondary plan be reviewed to alleviate our concerns.

Your truly  
QAZI MUNICIPAL ENGINEERING &  
COMPUTER MODELLING LTD.



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

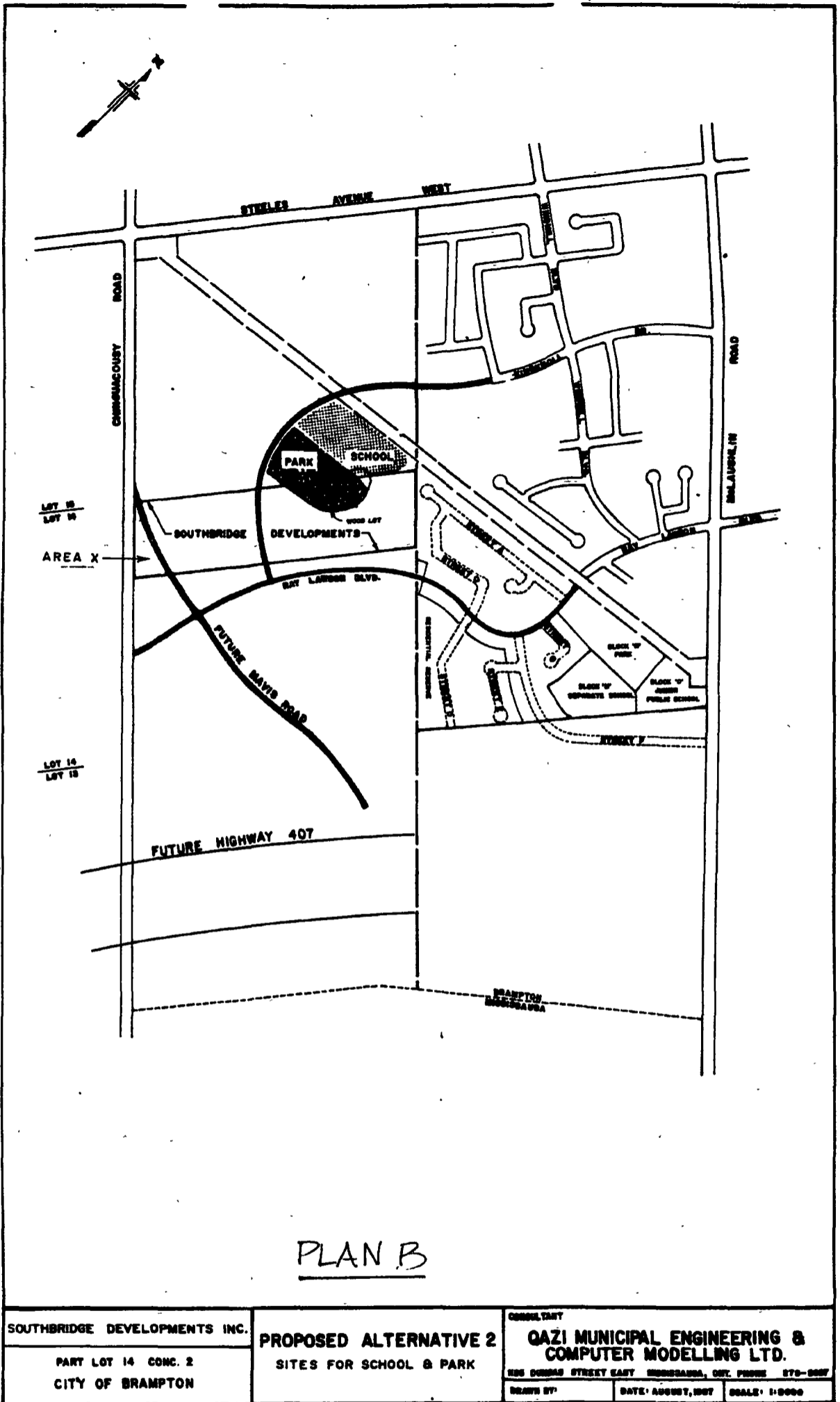




PLAN A

SOUTHBRIDGE DEVELOPMENTS INC.	PROPOSED ALTERNATIVE 1	CONSULTANT <b>OAZI MUNICIPAL ENGINEERING &amp; COMPUTER MODELLING LTD.</b>	
PART LOT 14 CONC 2 CITY OF BRAMPTON	SITES FOR SCHOOL & PARK	600 CHEUNG STREET EAST BRAMPTON, ONT CANADA	DRAWN BY: DATE: AUGUST, 2007 SCALE: 1:5000

E:4-12



PLAN B

SOUTHBRIDGE DEVELOPMENTS INC.	<b>PROPOSED ALTERNATIVE 2</b>	CONSULTANT <b>QAZI MUNICIPAL ENGINEERING &amp; COMPUTER MODELLING LTD.</b>	
PART LOT 14 CONC. 2 CITY OF BRAMPTON	SITES FOR SCHOOL & PARK	185 DUNDAS STREET EAST BRAMPTON, ONT. PHONE 870-8887	
		DRAWN BY:	DATE: AUGUST, 1987
			SCALE: 1:5000

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  
*[Handwritten signature]*

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  
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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 MSc MCIP  
James M. Wright  
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Richard D. Young  
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Robert A. Dragicevic  
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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

*Robert A. Dragicevic*

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

RAD:1

cc: R. Smith  
K. Myllymaki