



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 375-85

To adopt Amendment Number 79  
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 79 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 79 to the Official Plan of the City of Brampton Planning Area.

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

this 16th day of December, 1985.

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

B/kw 375-85

Amendment Number 79  
to the Official Plan  
for the City of Brampton  
Planning Area


21-0P 0031-079

-1

AMENDMENT No. 79  
to the  
Official Plan  
for the  
City of Brampton Planning Area

This Amendment to the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 79 to the Official Plan for the Brampton Planning Area.

Date ..*Jan. 22, 1986*....

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



THE CORPORATION OF THE CITY OF BRAMPTON

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Number 375-85

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

this 16th day of December, 1985.

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

1. Purpose

The purpose of this amendment is to change the land use designation of lands shown on Schedule A to this amendment from Public Open Space to Low Density Residential, and to establish appropriate development principles for the uses to be permitted.

2. Location

The lands subject to this amendment comprise approximately 17.1 hectares and are generally located in the northeast corner of the intersection of Highway Number 10 and 15 Sideroad, being part of the west half of Lots 16 and 17, Concession 1, E.H.S., geographic Township of Chinguacousy. The subject lands are more particularly shown on Schedule A to this amendment.

3. Details of the Amendment and Policies Relative Thereto

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

- (1) by changing, on Schedule A thereto, the designation of the lands shown cross-hatched on Schedule A to this amendment, from Open Space to Residential;
- (2) by deleting therefrom Schedule SP1(A), and substituting therefor Schedule B to this amendment;
- (3) by deleting therefrom Schedule G, and substituting therefor Schedule C to this amendment;
- (4) by deleting therefrom section 8.3 of Chapter 1A of Part IV - SECONDARY PLANS, and substituting therefor the following:

"8.3 The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of a junior separate school site. Such a separate school site, if required, shall be provided within the area east of Highway No. 10 and designated on Schedule SP1(A) as Low Density Residential. The precise separate school site locations within this general area shall be determined at the time of approval of draft plans of subdivision. If no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply."

- (5) by adding the following text to section 9.0 of Chapter 1A of Part IV - SECONDARY PLANS:

"9.1.8 Any roads shown intersecting with Highway Number 10 or

No. 15 Sideroad shall align precisely with its continuation on the opposite side of either these highways."







- (6) by adding the following text to section 12.0 of Chapter 1A of Part IV - SECONDARY PLANS:

"12.1.3 During the processing of individual development applications, the City shall endeavour to ensure that abutting lands can be developed in accordance with this chapter."

JP  
85/11/4

# Snelgrove Secondary Plan Area

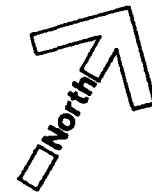


-  Snelgrove Secondary Plan Area Boundary
-  Residential
-  Open Space
-  Industrial
-  Commercial
-  Institutional

 Amended From Open Space To Residential by O.P. Amendment No. 79

Official Plan  
Amendment No. 26  
Schedule A

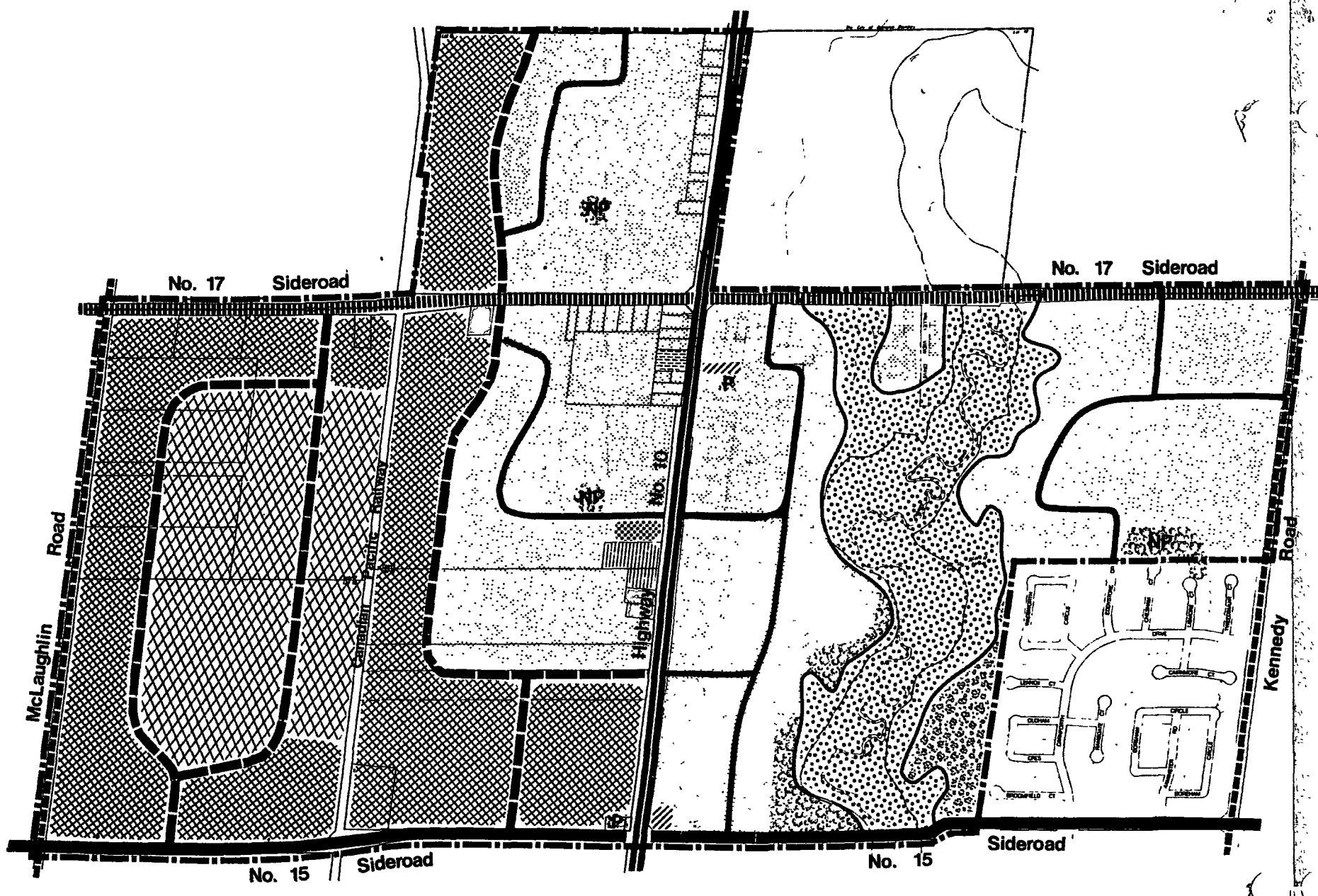
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Date: 1985 05 23  
Drawn by: P. Simons

Schedule to Official Plan Amendment No. 79

# Snelgrove Secondary Plan Area



 Snelgrove Secondary Plan Area Boundary  
 Fill Regulation Line

-  Low Density Residential
-  Institutional
-  Public Open Space
-  Hazard Land
-  Utility
-  Service Commercial
-  Convenience Commercial
-  Highway Commercial
-  General Industrial
-  Light Industrial
-  Neighbourhood Park
-  Parkette
-  Provincial Highway
-  Major Arterial Road
-  Minor Arterial Road
-  Collector Road
-  Minor Collector Road
-  Local Road

Official Plan  
 Amendment No. **79**  
 Schedule B

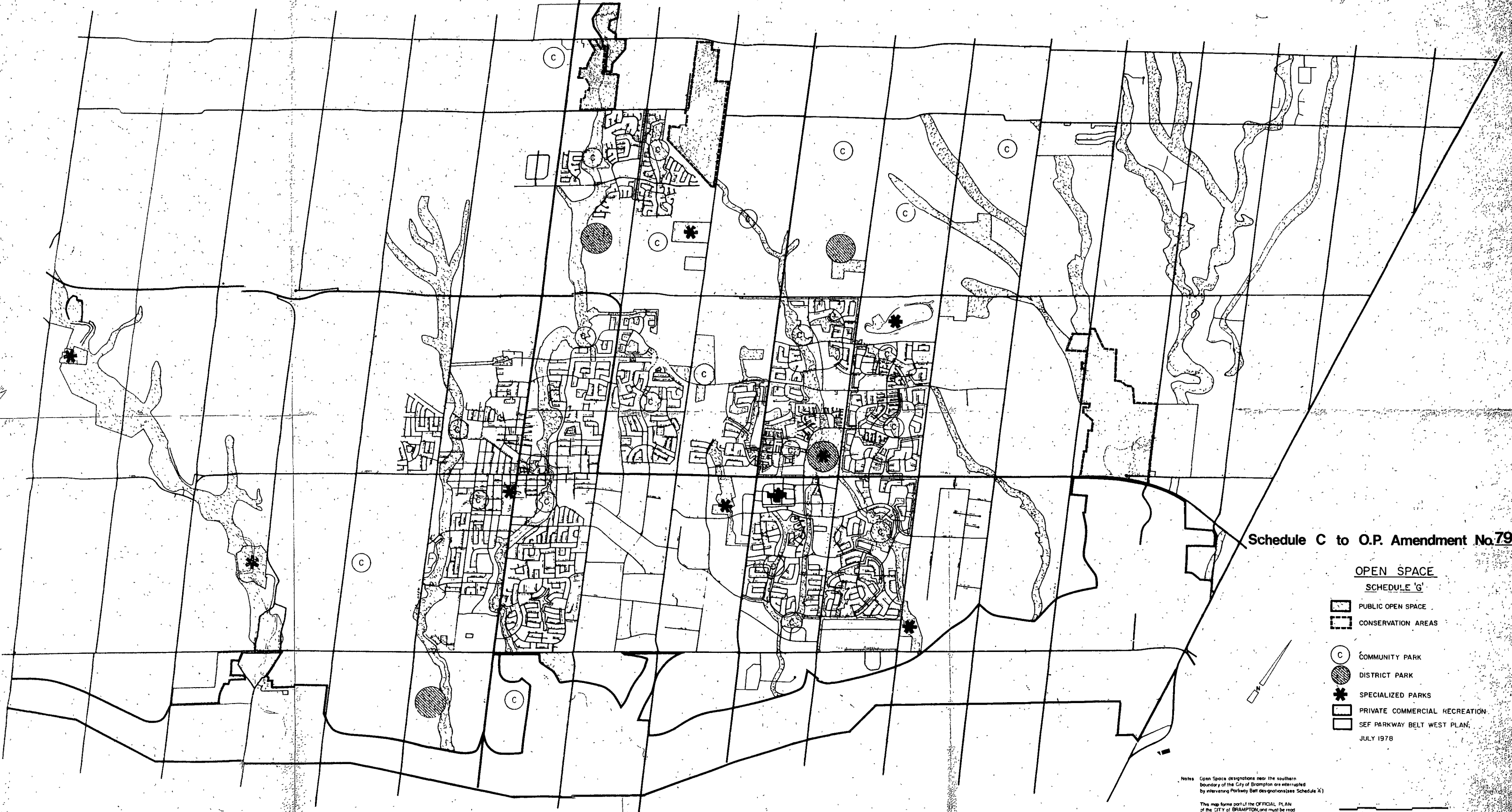
**Schedule SP1(A)**

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

Date: 1985 05 23  
 Drawn by: *P. Siemons*





**Schedule C to O.P. Amendment No.79**

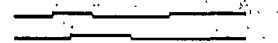
**OPEN SPACE  
SCHEDULE 'G'**

-  PUBLIC OPEN SPACE
-  CONSERVATION AREAS
-  COMMUNITY PARK
-  DISTRICT PARK
-  SPECIALIZED PARKS
-  PRIVATE COMMERCIAL RECREATION
-  SEF PARKWAY BELT WEST PLAN,  
JULY 1978

Notes: Open Space designations near the southern boundary of the City of Brampton are interrupted by intervening Parkway Belt designations (see Schedule A)

This map forms part of the OFFICIAL PLAN of the CITY of BRAMPTON, and must be read in conjunction with the text, other schedules and secondary plans.

The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.



July 1982  
City of Brampton Planning Department

APPENDIX

BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 79

Attached as background material to Amendment Number 79 are the following:

1. Report to Planning Committee from J. A. Marshall, Director of Planning Policy and Research, dated June 11, 1985;
2. Report to Planning Committee from J. A. Marshall, Director of Planning Policy and Research, dated July 25, 1985, forwarding notes of a public meeting held on July 10, 1985; and
3. Reports to Council from J. A. Marshall, Director of Planning Policy and Research, dated November 4, 1985 and December 13, 1985.

In accordance with the policies of the Brampton Official Plan, notice of the Public Meeting was given by first class mail to the assessed owners of the land within the area subject to the amendment and those owning lands within 120 metres of said lands, and by advertisement in the Brampton Daily Times and the Brampton Guardian.

02

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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June 11, 1985

**TO:** The Chairman and Members of Planning Committee  
**FROM:** J. A. Marshall, Director of Planning Policy and Research  
**RE:** Application to amend the Snelgrove Secondary Plan  
(O.P.A. No. 26)  
First City Development Corporation Limited and  
Heart Lake Development Company Limited  
Our File Numbers C1E16.4 and SP1

---

**1.0** Introduction

An application has been received by the City for appropriate amendments to the Snelgrove Secondary Plan (O.P.A. No. 26) to redesignate an approximately 17 hectares (42.3 acres) parcel from Public Open Space to Low Density Residential.

**2.0** Property Description

The subject lands comprise a total of approximately 17 hectares (42.3 acres), and are generally located between Highway No. 10 and the Etobicoke Creek north of Sideroad 15, and are more precisely identified on the attached Location Map (attachment 1).

The subject site is vacant at present, is of gently rolling topography and, with the exception of three hedge rows, has no significant vegetation.

The land uses surrounding the site are shown on attachment 1 to this report and described as follows:

D2-2

- 2 -

East: The Etobicoke Creek valley lands which are owned by the Metropolitan Toronto and Region Conservation Authority (MTRCA) and are designated Public Open Space in the Snelgrove Secondary Plan.

North: Vacant lands which are designated for Low Density Residential purposes in the Snelgrove Secondary Plan.

West: Along the east side of Highway Number 10, several single family residential lots are located, all of which are part of the Low Density Residential designation of the Snelgrove Secondary Plan.

Along the west side of Highway No. 10 lands are mostly vacant with the exception of some Low Intensity Industrial uses, the Bell Canada utility building, the former police building now used as a veterinarian clinic, and two Highway Commercial uses. The existing Official Plan designation of these lands is for Low Density Residential purposes, a convenience commercial centre, service commercial, utility and, for lands in the north-west corner of Sideroad 15 and Highway 10, prestige industrial development is planned.

South: In the north-east corner of Highway No. 10 and Sideroad 15 a gas bar has recently been constructed. To the south of Sideroad 15, lands are vacant at present but proposed for development in keeping with their Low Density Residential Official Plan designation.

### 3.0 Proposal

The subject lands are presently owned by the MTRCA and were designated for Open Space purposes by Amendment 26 because the Conservation Authority anticipated at that time that all of their holdings in the Snelgrove area may be required for the construction of a dam and reservoir. Subsequent to Council's adoption of

D2-3

Amendment 26, the MTRCA determined that the subject lands would under no circumstances be required for any future dam or reservoir in the Etobicoke Creek valley. Consequently, the MTRCA wishes to sell these lands and is requesting their redesignation from Public Open Space to Low Density Residential. Such redesignation would permit development of single family detached residences at a density not exceeding 3 units per gross residential acre and, if required, a school on an approximately 6.3 acres site and a church on about 2 acres. Both these latter facilities would be located in the north-easterly corner of Highway No. 10 and Sideroad 15.

Access to the subject lands will be via logical extensions of the internal road network of the Snelgrove Secondary Plan as shown on attachment 2 to this report. No direct individual access from either Highway No. 10 or Sideroad 15 will be permitted. Instead, individual access will be from the new internal road system. The proposed intersection extensions on Highway No. 10 and Sideroad 15 shall be aligned such that they are directly across from the already planned intersections on the other side of these highways, thereby minimizing any negative impact on road safety and traffic flow.

4.0 Comments

The City's Community Services Department has offered the following points of comment:

- (1) that it be established that the proposal does not encroach upon the top-of-bank of the Etobicoke Creek in this location;
- (2) that the Authority be requested to confirm in writing that the subject lands are no longer required even if a dam or reservoir are to be constructed in future; and
- (3) that this proposal for an Official Plan amendment be considered only in conjunction with a plan of subdivision for the subject lands.

D2-4

- 4 -

With respect to point (1) above, it is noted that the subject lands do not encroach upon the top-of-bank. A detailed examination of the topographic maps, prepared in 1985 for the City and the Ministry of Natural Resources has revealed that at their closest point, the subject lands are still more than 10 metres (33 feet) removed from the top-of-bank.

With respect to point (2) above, the Metropolitan Toronto Region and Conservation Authority (MTRCA) has responded in writing (see attachment 3) to confirm that the subject lands will not now nor in future be required by the Authority and that their remaining land holdings within the vicinity are sufficient to accommodate a dam or reservoir.

Respecting point (3) above, it is noted that it is not unusual to proceed with a Secondary Plan or Official Plan Amendments prior to the consideration of detailed plans of subdivision. The purpose of Secondary Plans is to provide a basic framework and a general guide for detailed development plans and hence, by implication, such Secondary Plans must precede the respective subdivision plans.

## 5.0 Discussion

### 5.1 Proposed Land Uses

The reason for the existing Open Space designation of the subject lands as per Amendment No. 26 was to ensure that MTRCA's potential future land requirements for a dam and reservoir along the Etobicoke Creek could be met. Now the MTRCA has however determined that they will not require the subject lands even if a dam or reservoir are to be constructed in future.

The subject parcel is located on tablelands and as such is suitable for urban development. The relatively small size and irregular shape of the lands together with their location next to planned large lot residential development render the lands virtually

unsuitable for efficient agricultural pursuits. The proposed large lot residential development may be regarded as an appropriate alternative since it is not only in keeping with the residential development in neighbouring areas but also takes advantage of the proximity of such special natural feature as the Etobicoke Creek valley.

The Dufferin-Peel Roman Catholic Separate School Board has advised that they may require not only a school site west of Highway No. 10 in Snelgrove as provided already under Amendment No. 26; but also a school site east of Highway No. 10 in the area of the subject site. Accordingly, it is recommended that Amendment No. 26 be further amended to permit a Separate School site on both sides of Highway No. 10 in the Snelgrove Secondary Plan area.

With respect to a potential church site on the subject lands, it is noted that the existing policies of the Snelgrove Secondary Plan permit a church in any of the Low Density Residential areas with the precise location of such site to be determined at the time of the subdivision approval. It is therefore recommended that the existing clauses with respect to church sites as contained in Amendment No. 26 not be changed and the existing flexibility with respect to church locations be maintained.

#### 5.2 Proposed Road Pattern

The proposed internal road pattern is shown on attachment 2 to this report and, as noted earlier, constitutes a logical extension to the road pattern as it was approved in Amendment No. 26. The proposed local road is shown to intersect with Highway No. 10 and Sideroad 15 at points which are opposite to the planned alignment of roads on the other side of these highways. The proposed north-south local road alignment is of a rather straight configuration due to the constraints imposed by existing uses and topography, and in order to facilitate accommodation of a future bus route.

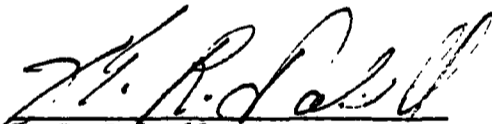
D2-6

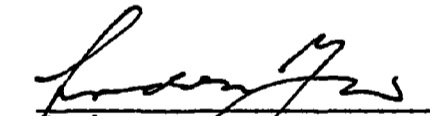
- 6 -

6.0 Recommendation

It is recommended that Planning Committee recommend to Council that:

- 1) the subject application for appropriate amendments to the Snelgrove Secondary Plan to permit Low Density Residential development be approved in principle;
- 2) the attached draft amendment to the Snelgrove Secondary Plan be approved in principle subject to the results of a public meeting; and further, that
- 3) a Public Meeting be held in accordance with the usual Council procedure.

  
F. R. Dalzell  
Commissioner of Planning  
and Development

  
Feodora Yao  
Policy Planner

- Attachments:
1. Location Map and Surrounding Land Uses
  2. Proposed Land Use Map
  3. MTRCA response
  4. Proposed Draft Official Plan Amendment

FY/thk/12





D2-7

JUN 10 1985  
SPI

the metropolitan toronto and region conservation authority

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

1985.06.10.

Mr. John Marshall  
Director of Planning, Policy and Research  
Planning Department  
City of Brampton  
150 Central Park Drive,  
BRAMPTON, Ontario  
L6T 2T9

Dear Mr. Marshall:


Disposal of Surplus Authority-owned  
Land, Part of Lot 16, Concession 1,  
City of Brampton  
Our Sale File No. 206

Further to our earlier correspondence with officials of the City, this will confirm that the proposed sale of Authority-owned land will not preclude construction of the Snelgrove Dam and Reservoir.

While the Authority's current approved Watershed Plan does not include provision for construction of the Snelgrove Dam and Reservoir, the boundary of the lands to be disposed of has been arranged in such a manner, as to leave the option of construction of the facility in the future open to the Authority.

A condition of the proposed sale to further accommodate the possibility of the construction of the dam and reservoir, is that prior to any development taking place, that all of the lands included in the proposed sale are to be filled by the purchaser to a minimum elevation of 248.5 meters, in a manner acceptable to the Authority.

Yours very truly,

  
W.E. Jones  
Secretary-Treasurer

WEJ/lp

ATTACHMENT 3

1. Purpose

The purpose of this amendment is to change the land use designation of lands shown on Schedule A hereto attached from Public Open Space to Low Density Residential, and to establish appropriate development principles for the uses to be permitted.

2. Location

The lands subject to this amendment comprise approximately 17.1 hectares and are generally located in the north-east corner of the intersection of Highway Number 10 and 15 Sideroad, being part of the west half of Lot 16 in Concession 1, E.H.S. The subject lands are more particularly shown on Schedule A to this amendment.

3. Details of the Amendment and Policies Relative Thereto

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

- (1) by changing, on Schedule A thereto, the designation of the lands shown hatched on Schedule A to this amendment from Open Space to Residential;
- (2) by deleting therefrom Schedule SPI(A) and substituting therefor Schedule B to this amendment;
- (3) by deleting therefrom Schedule G and substituting therefor Schedule C to this amendment;
- (4) by deleting therefrom section 8.3 of Chapter 1A of PART IV - SECONDARY PLANS and substituting therefor the following:

"8.3 The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of up to two junior separate school sites. Such separate school sites, if required, shall be provided within the area designated on Schedule SPI(A) as Low Density Residential. The precise separate school site locations within this general area shall be determined at the time of draft plans of subdivision approval. In the case where no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply."

- (5) by adding the following text to section 9.0 of Chapter 1A of Part IV - SECONDARY PLANS:

"9.1.8 Any roads shown intersecting with Highway Number 10 or 15 Sideroad shall be aligned with existing or proposed roads on the opposite side of these highways in the same location."

# INTER-OFFICE MEMORANDUM

E1

## Office of the Commissioner of Planning & Development

---

July 25, 1985

**TO:** The Chairman and Members of Planning Committee  
**FROM:** J.A. Marshall - Director, Planning Policy and Research  
**RE:** Proposed Amendment to the Snelgrove Secondary Plan  
(O.P.A. Number 26)  
(First City Development Corporation Ltd. and  
Heart Lake Development Company Ltd.)  
Our File Numbers C1E16.4 and SP.1

---

Attached are the notes of the public meeting held on July 10, 1985 regarding the subject proposal to amend the Snelgrove Secondary Plan to permit low density residential development on an approximately 17 hectares (42.3 acres) parcel located immediately east of Highway No. 10 north of 15 Sideroad, being part of Lots 16 and 17, Concession 1, E.H.S.

At the public meeting a number of concerns were raised by the members of the attending public. These concerns are discussed below as follows:

1.0 Impact of New Development

Of major concern to abutting property owners was the impact of the proposed residential development on the development potential of their lands. At issue was whether a future plan of subdivision on the subject lands may, because of its lot configuration and circulation pattern, preclude the redevelopment of land-locked abutting parcels.

1.1 Response

It has been City policy to ensure that new plan of subdivision proposals do not prevent or preclude development on abutting parcels of land. This issue is usually addressed in the conditions for draft approval of a subdivision plan and in the accompanying subdivision agreement.

E1-2

- 2 -

Since the details of the plan of subdivision for the subject site are not known at this point in time, it would be premature to identify the ways in which the developability of abutting lands may be ensured. It may, however, be appropriate to include a clause into the proposed Official Plan amendment which speaks to this issue in principle.

1.2 Recommendation

It is recommended that the following paragraph be included in the proposed Official Plan amendment:

"During the processing of individual development applications, the City shall endeavour to ensure that abutting lands can be developed in accordance with this plan."

2.0 Tableland to the east of the Etobicoke Creek

The Conservation Authority's plans were questioned regarding the tablelands on the east side of the Etobicoke Creek just north of the 15 Sideroad.

2.1 Response

In a letter dated 1985 07 24 (copy attached to this report), the Authority has advised that they have reviewed their plans for these lands and concluded that their lands east of the Etobicoke Creek north of 15 Sideroad are not available for sale. Furthermore, the City has approached Metropolitan Toronto and Region Conservation Authority recently to express its interest in leasing or buying the lands owned by MTRCA in this location except the 17 hectares which have been proposed for development for residential purposes.

As such, the City intends to provide a continuation of the Etobicoke Valley walkway system in this area and may provide areas and passive recreational uses through the introduction of additional tree planting and picnic type furniture.

2.2 Recommendation

No change to the proposed Official Plan Amendment.

3.0 MTRCA's policy regarding surplus land holdings

Questions were raised about what process MTRCA usually follows in determining what lands are surplus and how to dispose of them.

3.1 Response

In their recent letter, MTRCA has outlined the process in question as follows:

- (a) a technical evaluation of the property is carried out to determine the technical aspects of retention or disposal;
- (b) upon indication that a parcel is no longer required for technical reasons, and is suitable for disposal, the local and regional levels of governments are advised of the availability of the parcel for purchase and of the Authority's intentions to dispose of same;
- (c) an independent appraisal as to the market value of the lands is obtained, and
- (d) arrangements for sale are concluded through either:
  - (i) exchange of lands,
  - (ii) negotiated sale, and
  - (iii) public tender.

3.2 Recommendation

No change to the proposed Official Plan Amendment.

4.0 Change in land use

The question arose as to the need for the proposed residential development vis-a-vis the need for Public Open Space in the municipality.

4.1 Response

The subject lands were designated in the Official Plan for Open Space purposes to accommodate the potential need still anticipated then by MTRCA that these lands would be required for a reservoir and dam. Upon recent review, the Authority concluded that the subject

E1-4

- 4 -

lands are surplus to their needs even if such dam or reservoir should in future be constructed.

When so notified by MTRCA, the City reviewed its overall open space needs and concluded that it did not required these 17 hectares of tableland. Consequently, alternative land use options were examined with the conclusion that very low-density residential development in this location would be must compatible with adjacent existing or planned land uses for reasons such as the following:

- it will be of the same nature and hence compatible with planned residential development and existing homes west of the creek;
- it can be developed without undue impact on existing or planned support facilities (e.g. schools, roads, commercial needs);
- it provides a alternative type of housing which cannot be found elsewhere in the City namely fully serviced estate type residential lots; and
- the proposal concerns a relatively small parcel of land and as such has no significant impact on the overall housing needs/supply projected by the City's Official Plan.

4.2 Recommendation

No change.

5.0 School site

In response to Staff's report of June 11, 1985 regarding the subject application, the Separate School Board responded and noted that no more than one separate school site will be required and that the preferred location would be on the subject lands.

5.1 Response

Staff has no objections or concerns to change the proposed amendment to accommodate the School Board's request.

5.2 Recommendation

It is recommended that the proposed amendment to the Snelgrove Secondary Plan include the following clause:


"The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of a junior separate school site. Such separate school site, if required, shall be provided within the area east of Highway No. 10 and designated on Schedule SP1(A) as Low Density Residential. The precise separate school site locations within this general area shall be determined at the time of draft plans of subdivision approval. In the case where no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply."

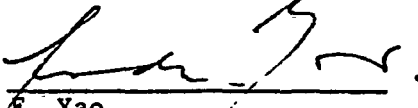
6.0 Recommendation

It is recommended that Planning Committee recommend to Council that:

1. the subject application for appropriate amendments to the Snelgrove Secondary Plan to permit Low Density Residential development and a school or church if required, be approved in principle;
2. that the draft amendment to the Snelgrove Secondary Plan, attached to staff's report dated June 11, 1985, be modified as per sections 1.2 and 5.2 of this report, and
3. that staff be directed to present the so modified Official Plan Amendment to Council for adoption at the earliest possible date.

AGREED

  
F. R. Dalzell  
Commissioner of Planning  
and Development

  
F. Yao  
Policy Planner

Attachment: MTRCA letter dated 1985 07 24  
FY/thk/19



E1-6



the metropolitan toronto and region conservation authority

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

1985.07.24.

24 1985

SP-1

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

ATTENTION: Mrs. Feo Yao  
Planning Department

Disposal of Surplus Authority Land  
Part of Lot 16, Concession 1,  
City of Brampton  
Our Sale File No. 206

At a public meeting of the Planning Committee, considering the future uses of lands on the north side of No. 15 Sideroad, the Authority was requested to provide further clarification to the City on certain points:

- (1) The Authority's long term plans with respect to the tablelands on the east side of the Etobicoke Creek on the north side of No. 15 Sideroad:
  - the Senior Officials of the Authority have now had an opportunity of reviewing the Authority's holdings and plans at this location and it has been concluded that there are no lands available for sale or disposal on the east side of the Etobicoke Creek.

- (2) A summary of the Authority's Policy with respect to disposal of surplus lands:

A summary of the Authority's Policy in this regard is as follows:

- (a) A technical evaluation of the property is carried out to determine the technical aspects of retention or disposal.
- (b) Upon indication that a parcel is no longer required for technical reasons, and is suitable for disposal, the local and regional levels of governments are advised of the availability of the parcel for purchase and of the Authority's intentions to dispose of same.



E1-7

Mrs. Feo Yao  
Page 2  
1985.07.24.

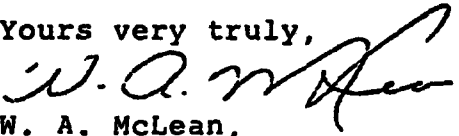
(c) An independent appraisal as to the market value of the lands is obtained.

(d) Arrangements for sale are concluded through either:

- (i) - exchange of lands
- (ii) - negotiated sale
- (iii) - public tender

I trust that this is the information required and clarifies the Authority's position on these matters.

Yours very truly,

  
W. A. McLean,  
General Manager

DJP/lp

E1-8

PUBLIC MEETING

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A Special Meeting of Planning Committee was held on Wednesday, July 10, 1985, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:40 p.m. with respect to amending the Snelgrove Secondary Plan (Official Plan Amendment Number 26) to permit within the subject area Low Density Residential development together with a public school and a church, if required.

Members Present: Councillor D. Sutter - Chairman  
Councillor N. Porteous  
Alderman F. Kee  
Alderman E. Carter  
Alderman H. Chadwick  
Councillor E. Mitchell  
Councillor P. Robertson  
Councillor F. Russell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development  
L.W.H. Laine, Director, Planning and Development Services  
J. Robinson, Development Planner  
F. Yao, Policy Planner  
E. Coulson, Secretary

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Approximately 60 members of the public were in attendance.

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

Mr. Dalzell replied in the affirmative.

Ms. Yao outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

Mr. Keith Harvey of Snelgrove expressed concern that property designated as "Open Space" in the Snelgrove Secondary Plan and owned by the Metropolitan Toronto and Region Conservation Authority was the subject of an application for residential development by a developer, and wanted to know why the Conservation Authority was disposing of the land. Also, he wanted to know why the City of Brampton would not seize upon this opportunity to acquire these lands as parkland.

It was noted that the M.T.R.C.A. owns the land in question, not the City of Brampton.

Mr. Don Prince, representative of the M.T.R.C.A., commented that the Conservation Authority has received an offer to purchase the land which is tableland and has been declared surplus to their needs. Mr. Prince noted that the Conservation Authority is suffering from a lack of funds, particularly financial grants from the Government. Therefore, land exchange is necessary to provide funds to purchase land within the floodplains.

Mr. Harvey requested a more thorough study of alternative uses of the land before a final decision is made.

Mr. Dalzell noted that ample parkland was being provided in the locality, i.e. dedicated parkland from Inder Estates, Bovaird/Kennedy development, all valleyland, etc.

Mrs. Brown commented that the land was acquired by the M.T.R.C.A. from her father by means of expropriation and questioned their right to dispose of it for residential development purposes, particularly when residential development proposals, prior to expropriation, had been turned down.

Mr. Prince responded that it was at the request of the owner that the land was expropriated at that time.

Mrs. Brown stated that expropriated land should not be sold but remain in public ownership.

Mr. Rumm, Senior Vice-President of First City Development Corporation, explained that the lands would not only be used

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for residential purposes but also as a school site and for a church and, hence, at least portions of the land would remain in public ownership or used for public purposes.

Mr. Warren Brown, R.R. #2, Brampton, expressed concern relating to the sequence of events leading to the subject proposal. He voiced the opinion that it appears that the Conservation Authority has been approached by the developer and persuaded to change their plans and sell the property which they previously insisted on retaining to meet requirements. Further, the Snelgrove Secondary Plan is being ignored and a precedent set that could lead to other open space being sold because of an offer to purchase.

Mr. Prince responded that the City and Region of Peel had been notified of the Conservation Authority's intention to dispose of the subject lands and had expressed no interest. Further, the Conservation Authority reviewed their needs in terms of land holdings as recently as 1980.

Mr. Dalzell noted that the City of Brampton takes 5% of the developer's land for parkland, or cash-in-lieu to purchase other parkland and equipment.

Mr. Brown voiced concern that area residents were not notified of the Conservation Authority's intention to dispose of the lands or of the City's and the Region's decision not to purchase these lands.

It was noted that the reason for this public meeting was to inform the public about the proposal.

In response to a question as to whether the Official Plan for the City has been approved, it was noted that it has been approved by the City but not yet by the Ontario Municipal Board. Further, the Snelgrove Secondary Plan ( amendment No. 26) and the Official Plan were subject to the same Municipal Board Hearing.

It was questioned whether it was appropriate to amend, as proposed, a Secondary Plan which has not yet received Ontario Municipal Board approval.

- cont'd. -

A resident was concerned about the proposed extension of Andrew Street to 15th Sideroad, and about the sequence of future development in the area.

Ms. Yao explained the proposal for the Andrew Street extension and noted that efforts are made to avoid negative impact on existing development from a new proposal.

Mr. Dalzell stated that it was a standard procedure for Planning staff to consider the ultimate use of abutting properties when examining plans of subdivisions to ensure that the lands can be accommodated to their best use as much as possible.

Ms. Yao discussed school site requirements of the Separate School Board in terms of their affect on the subject proposal.

Mr. Dalzell explained the flexibility required by the School Board for sites.

Mr. Doug Hall expressed concern about the Conservation Authority's land on the east side of the creek. He commented that land designated as Open Space and owned by M.T.R.C.A. should be retained by the City for parkland.

Mr. Prince noted that land was retained by the Conservation Authority for the Snelgrove reservoir and floodplain.

There was discussion relating to Policies of the Conservation Authority.

Mr. Prince advised that he would research the matter and advise staff prior to the next Planning Committee about the Authority's plans for lands east of the creek valley.

Mr. McKnight voiced concern about future development in the area, the preservation of Open Space and asked about the market value of the tableland east of the valley, now owned by the M.T.R.C.A..

Mr. Dalzell explained the City Levy Policy of 5% of a developer's lands to be retained by the City for parkland.

Mr. J. Keogh asked about the proposed interior road.

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- 5 -

Ms. Yao explained the extension of Andrew Street south to the 15th Sideroad as being preferable as an alternate to providing direct access from Highway #10.

Mr. Brown asked for clarification of how the Conservation Authority determines which portions of their land holdings are surplus.

Mr. Prince explained how the Conservation Authority responds to development proposals and makes the decision to dispose of surplus lands.

Councillor Robertson suggested a meeting with the owners, himself, and City staff to further discuss the resident's concerns.

Mr. Rumm offered to have members of his staff attend the meeting as well.

Mr. Orr supported Mr. Robertson's suggestion.

Councillor Mitchell questioned how certain developers become aware of surplus land, whereas the general public does not.

Mr. Prince indicated that he will prepare a written statement on the Authority's procedure concerning land dispositions.

The Chairman, responding to a request for copies of the notes of the Public Meeting, noted that they would be available in the late afternoon of Friday, August 3, 1985, or after Council Members have received their copy of the agenda.

There were no further questions or comments and the meeting adjourned at 9:00 p.m.

E27

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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November 4, 1985

**TO:** The Mayor and Members of Council

**FROM:** J.A. Marshall - Director, Planning Policy and Research

**RE:** Application to Amend the Snelgrove Secondary Plan (OPA 26)  
First City Development Corporation Ltd. and  
Heart Lake Development Company Ltd.  
Our File Numbers SPI and CIE16.4

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### 1.0 BACKGROUND

At its meeting of 1980 08 12, Council approved in principle staff's recommendation to amend the Snelgrove Secondary Plan to permit low density residential development and, if required, a school or church on the approximately 17 hectares (42.3 acre) subject parcel generally located in the north-east corner of the intersection of Highway No. 10 and Sideroad 15. At that time, staff was instructed to present the appropriate Official Plan Amendment to Council for adoption together with documentation obtained from the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) on their sale of the subject property to First City Development Corporation. Furthermore, Council directed that "the developer submit a draft plan for review by staff and affected residents prior to submission of the Official Plan for adoption by City Council".

Accordingly, staff has prepared the following report which relates the information staff received from M.T.R.C.A. regarding the sale of their lands, and outlines the steps thus far followed in consulting with abutting land owners in the development of a satisfactory draft plan of subdivision for the subject parcel.

Also attached to this report is a copy of the proposed Official Plan Amendment to facilitate development on the subject lands.

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2.0 DISCUSSION

2.1 Sale of Subject Lands

In their letter of September 5, 1985, the law firm of Gardiner, Roberts responded on behalf of the M.T.R.C.A. advising as follows on the details of the subject land transaction:

... in the past "the sale of surplus lands was concluded in one of three ways:

- (i) exchange of lands;
- (ii) negotiated sale;
- (iii) public tender.

In this particular transaction the sale of the lands was negotiated on the basis of an exchange of lands and the matter was dealt with by the Executive Committee of The Metropolitan Toronto and Region Conservation Authority on November 14th, 1984. At that meeting the Executive authorized the appropriate authority officials to take whatever action that might be required to enter into an exchange of lands on the basis that certain lands would be conveyed to Heart Lake Development Company, et al and in return Heart Lake Development Company Limited would convey certain lands to the authority."

A copy of the Executive Committee's resolution dated November 14, 1985 is attached to this report as Attachment 1.

2.2 Development of Plan of Subdivision Proposal

In keeping with Council's direction, the applicants have completed a direct, individual consultation process with each abutting property owner and, in light of these discussions, devised a proposed plan of subdivision which attempts to facilitate the future redevelopment on abutting land holdings. In addition, staff has met with the abutting land owners as well to discuss the proposed plan of subdivision. In light of this as well as staff's preliminary plan review, staff is satisfied that the proposed plan is generally satisfactory in terms of its relationship to adjacent lands, the



proposed road network and its lot configuration. In other words, staff has been satisfied that a plan of subdivision can be developed for the subject parcel which will not prejudice or hinder future redevelopment of abutting existing residential lots, and which is at the same time in keeping with the requirements of the attached proposed Official Plan Amendment for the subject parcel.

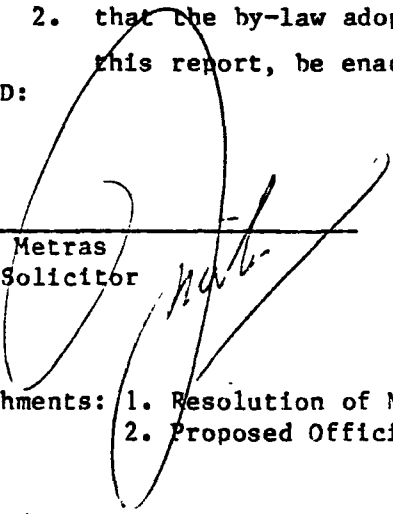
It is noted however, that staff's examination of the proposed plan of subdivision has not yet been fully completed with respect to such fine details as for instance, exact road alignments, final lot configuration, and precise delination of school or church sites. A detailed report on these matters will be presented to Planning Committee in the new year with the recommendation that a public meeting be held regarding the proposed subdivision plan. At that time, abutting area residents will once again have an opportunity to review and comment on the draft plan of subdivision proposal.

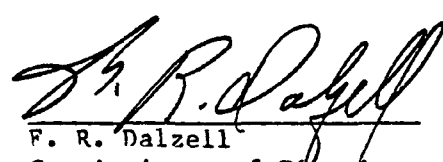
3.0 RECOMMENDATION

It is recommended to Council:

1. that this staff report be received, and
2. that the by-law adopting the Official Plan Amendment attached to this report, be enacted.

AGREED:

  
\_\_\_\_\_  
J. G. Metras  
City Solicitor

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

Attachments: 1. Resolution of M.T.R.C.A. Executive Committee  
2. Proposed Official Plan Amendment

FY/thk/18

  
8/11/14

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EXECUTIVE COMMITTEE

November 14, 1984

#18/84

✓ 4. PROPOSED EXCHANGE OF LANDS - M.T.R.C.A. and Heart Lake Developments Company Limited and First City Development Corp. Limited

Res. #287

Moved by:  
Seconded by:

C.T. Gibson  
Mrs. M. Stoner

WHEREAS The Metropolitan Toronto and Region Conservation Authority is in receipt of a request from Heart Lake Developments Company Limited and First City Development Corp. Ltd. to enter into an exchange of lands;

AND WHEREAS it is the opinion of the Authority that it is in the best interest of the Authority in furthering its objectives as set out in Section 20 and 21 of the Conservation Authorities Act to proceed with the exchange;

THAT the Authority enter into an exchange of lands on the following basis:

- a) Heart Lake Developments Company Limited and First City Development Corp. Limited will convey to the Authority 26 acres, more or less, of Floodplain and Valley Land in the Etobicoke Creek Watershed, being Part of Lot 15, Concession 1, E.H.S., City of Brampton (formerly Township of Chinguacousy) at a rate of \$2,500.00 per acre (i.e. \$65,000.00);
- b) The Authority will convey 41 acres, more or less, of surplus tableland in the Etobicoke Creek Watershed, being Part of Lot 16, Concession 1, E.H.S., City of Brampton (formerly Township of Chinguacousy) at a rate of \$32,500.00 per acre (i.e. \$1,332,500.00);
- c) Heart Lake Developments Company Limited and First City Development Corp. Limited, prior to any development taking place on the lands set out in item (b) above, are to fill the said lands to a minimum elevation of 248.5 metres, in a manner acceptable to the Authority;

THAT said exchange be subject to an Order-in-Council being issued in accordance with Section 21(c) of The Conservation Authorities Act, R.S.O. 1980, Chapter 85 as amended;

AND FURTHER THAT the appropriate Authority officials be authorized and directed to take whatever action may be required to give effect thereto, including the obtaining of necessary approvals and the execution of any documents.

CARRIED.

Attachment 1

AMENDMENT NUMBER \_\_\_\_\_

E 27-5

1. Purpose

The purpose of this amendment is to change the land use designation of lands shown on Schedule A to this amendment from Public Open Space to Low Density Residential, and to establish appropriate development principles for the uses to be permitted.

2. Location

The lands subject to this amendment comprise approximately 17.1 hectares and are generally located in the northeast corner of the intersection of Highway Number 10 and 15 Sideroad, being part of the west half of Lots 16 and 17, Concession 1, E.H.S., geographic Township of Chinguacousy. The subject lands are more particularly shown on Schedule A to this amendment.

3. Details of the Amendment and Policies Relative Thereto

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

- (1) by changing, on Schedule A thereto, the designation of the lands shown cross-hatched on Schedule A to this amendment, from Open Space to Residential;
- (2) by deleting therefrom Schedule SP1(A), and substituting therefor Schedule B to this amendment;
- (3) by deleting therefrom Schedule G, and substituting therefor Schedule C to this amendment;
- (4) by deleting therefrom section 8.3 of Chapter 1A of Part IV - SECONDARY PLANS, and substituting therefor the following:

"8.3 The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of a junior separate school site. Such a separate school site, if required, shall be provided within the area east of Highway No. 10 and designated on Schedule SP1(A) as Low Density Residential. The precise separate school site locations within this general area shall be determined at the time of approval of draft plans of subdivision. If no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply."

- (5) by adding the following text to section 9.0 of Chapter 1A of Part IV - SECONDARY PLANS:

"9.1.8 Any roads shown intersecting with Highway Number 10 or

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No. 15 Sideroad shall align precisely with its continuation on the opposite side of either these highways."

- (6) by adding the following text to section 12.0 of Chapter 1A of Part IV - SECONDARY PLANS:

"12.1.3 During the processing of individual development applications, the City shall endeavour to ensure that abutting lands can be developed in accordance with this chapter."

JP  
8/1/19

E27-7

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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December 13, 1985

**TO:** The Mayor and Members of Council  
**FROM:** Planning and Development Department  
**RE:** Application to Amend the Snelgrove Secondary Plan (OPA 26)  
First City Development Corporation Limited and  
Heart Lake Development Company Limited  
Our File Numbers: SPI and C1E16.4

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### SUPPLEMENTARY REPORT

Attached hereto is a letter from Jane E. B. Thompson of the firm of James M. Beatty, Barristers and Solicitors, on behalf of Mrs. Mary Brydon, and Mr. & Mrs. Carl Armstrong in respect of the proposed Amendment to the Snelgrove Secondary Plan.

The main points raised in Ms. Thompson's letter are summarized as follows:

Although it is acknowledged that the developer has submitted a Draft Plan of Subdivision which demonstrates that a road configuration on its lands which would permit the extension of roads and services to eventually develop the adjacent properties, it is felt that this is less than a complete solution from her clients' point of view for these reasons:

- the subdivision of the lands of the property owners abutting the First City proposed plan of subdivision requires the co-ordination of these property owners in terms of timing, layout, servicing arrangements and financing;
- the costs of development for the residual parts of land related to the existing properties fronting on Highway No. 10 would be higher on a per lot basis than the much larger First City plan;

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therefore, the City should require that these residual lands be developed in conjunction with the First City lands (i.e. First City purchase the residual lands);

- development of the lands as one unit would result in a superior subdivision layout

If arrangements cannot be made for the purchase of her clients' property by First City, she requests the following minimum requirements:

1. that services be extended to the property line of the First City lands in order that her clients will not have to extend services from a street in the First City proposed plan to their properties;
2. the assembly of her clients' and the other residual lands will require a series of severances to create the residual parcels and a plan of subdivision to assemble and properly subdivide these lands. She requests that a plan of subdivision dealing with these lands be processed concurrently with the proposed Official Plan Amendment to ensure that all the details of development are in place before the general approval for low density development is given;
3. that a park site on the First City lands to act as a "buffer" for her clients' lands, and for the reason (mistakenly) that no park in the area will result in a higher density of development i.e. smaller lots than would be the case if a park were required;
4. that the lots abutting the residual lands of her client be larger in size than that proposed by First City in order

to be more compatible with the proposed lots on the residual lands;

5. that temporary screening be required between the proposed development and the existing residences at the north west corner of the subject development, as a condition of draft plan of subdivision approval.

In conclusion, she requests that the proposed Official Plan Amendments and the proposed subdivision(s) be processed concurrently and that the Official Plan Amendment not be adopted in its present form, but be changed to incorporate her proposed requirements as set out above as points 1, 3, 4 and 5.

**COMMENT:**

The concerns and requests of Ms. Thompson's clients relate mainly to their desire to ensure that the approval of the First City draft plan of subdivision will not prejudice the proper subdivision of the residual lands on their lots that abut the First City proposed plan. Other than a concern for the loss of "amenities" related to abutting farmland being developed for residential purposes, Ms. Thompson's clients have not expressed any specific objection to the development of these lands for single-family residential development at a density of three units per gross residential acre (7.4 units per gross residential hectare). Since gross residential area includes only lots, abutting roads and walkways, the existence of a park, school or church in this area will not affect lot sizes.

First City, its consultant and Planning staff have met with Ms. Thompson's clients and their neighbours, and staff are satisfied that the residual lands of the land owners fronting on Highway No. 10 can be properly and reasonably subdivided if the First City plan is approved as proposed. Therefore, the proposed land use and transportation designations in the proposed Official Plan Amendment do not prejudice the development of the

E27-10

-4-

above-mentioned residual lands.

The proposed Official Plan Amendment includes the following policy that provides for proper consideration of the abutting lands:

"12.1.3 During the processing of individual development applications, the City shall endeavour to ensure that abutting lands can be developed in accordance with this chapter."

To imbed further detailed requirements, amounting to conditions of draft plan of subdivision approval, into the Amendment as requested by Ms. Thompson, is not technically nor administratively supportable.

The addition of a Park designation on these lands is not supported by either Planning or Parks and Recreation staff from a recreation service viewpoint. To require a park to act as a "buffer" between the existing residences and large-lot single-family development is not reasonable nor supportable.

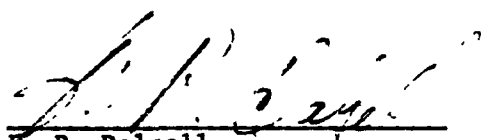
The appropriate stage of the planning and development process for the consideration of detailed lot layout and servicing considerations is at the point when draft plans of subdivision and related zoning by-laws are being processed and considered for approval. In the past, Council has addressed concerns, such as those raised by Ms. Thompson, at this stage of the process, after the relevant Official Plan Amendment has been approved (e.g. the Bovaird/Kennedy Area). To withhold the approval of an Official Plan Amendment as a "lever" for the extraction of desired conditions of subdivision approval is neither necessary nor legitimate.

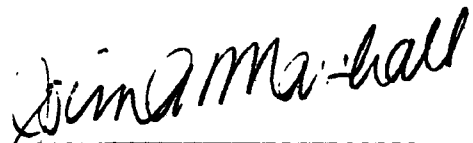
In summary, staff are satisfied that the approval of the proposed Official Plan Amendment does not prejudice the proper development of the residual portions of the lands fronting on Highway No. 10, and that their detailed



concerns can and ought to be addressed when the First City draft plan of subdivision is being considered for approval.

CONCUR:

  
F. R. Dalzell  
Commissioner of Planning and  
Development

  
J. A. Marshall, M.C.I.P.  
Director, Planning Policy  
and Research

Attachment

JAM/jp/17

E27-12

**JAMES M. BEATTY B.A., Q.C.**

*Barristers & Solicitors*

41 GEORGE STREET SOUTH, SUITE 202

BRAMPTON, ONTARIO

L6Y 1P4

TELEPHONE (416) 451-1902

JAMES M. BEATTY, B.A., Q.C.  
JANE E. B. THOMPSON, B.A., LL.B.

December 10, 1985

**DELIVERED BY COURIER**

Mr. Fred Dalzell,  
Commissioner of Planning,  
City of Brampton,  
Planning Department,  
150 Central Park Drive,  
Brampton, Ontario.  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	DEC 10 1985 Rec'd.
File No.	C 16 16 4

Dear Mr. Dalzell:

**Re: First City Developments and Heartlake  
Developments Proposed Amendment to Snelgrove  
Secondary Plan--Clerk's File O.P. 26 and C1E16.4**

We are writing on behalf of our clients Mrs. Mary Brydon and Mr. and Mrs. Carl Armstrong with respect to the above application.

By this letter we would outline the concerns our clients have with respect to the proposed Official Plan Amendment.

The conversion of the 40-plus acre parcel of land to the rear of our clients' properties from Conservation Area/Open Space to Estate Residential will have a significant impact on the amenities now enjoyed by them and in the process will have a negative impact on the value of the properties for resale purposes as a rural country home. In order for these properties to be incorporated into and used consistently with the proposed development for the adjacent lands, it will be necessary for the adjoining existing residential properties, including our clients' and Mrs. Marilyn Duncan's properties at least, to be divided jointly into lots given road access and services.

Although the developer has submitted a Draft Plan of Subdivision which demonstrates that a road configuration on its lands which would permit the extension of roads and services to eventually develop the adjacent properties, this is less than a complete solution from our clients' point of view for these reasons:

1. No subdivision of either of our clients' properties in accordance with a Plan such as the one submitted would be possible except jointly and

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Mr. Fred Dalzell,  
December 10, 1985,  
Page 2.

with at least the Duncan property to the north as if all three constituted one parcel. This places a significant constraint on each owner in that he is required to co-ordinate the timing and nature of his plans with those of his neighbours. Owing to different circumstances, this may prove difficult or impossible. It would also mean that suitable arrangements would have to be worked out between them as to exchanges of lands and costs of roads and servicing. Account would also have to be taken of the fact that the road servicing the three properties would be located to a greater extent on one or the other of them, such that compensation to the owner of the land dedicated for road purposes would likely have to be allowed for.

2. Even if arrangements between the respective owners of the three principal properties could be worked out, the servicing and related costs for development of so few lots are naturally higher on a per lot basis than they would be for a larger sized development. This will make it more expensive for them to develop the property and will also affect the sale price that our clients could obtain from a purchaser for development purposes. Clearly, First City would be in the best position to develop adjoining lands in conjunction with its own at a lower cost than either our clients or a third party purchaser. First City is deriving a significant benefit from development of the very lands which provide an amenity to our clients' properties. Therefore, it might be considered an appropriate way to redress the difficult situation into which you are put to require that our clients and adjoining residential properties be developed in conjunction with the First City lands to the east.
3. If our clients and adjoining owners are left to develop or sell their lands for development independently of the First City lands, it appears from the Draft Plan submitted that they could be left with an unusual configuration of lots. Although such a configuration may be the best solution if the adjoining owners are left to develop their properties independently of the First City proposal, if these lands form part of the First City plan they might be incorporated into the overall development in a superior fashion from a planning and subdivision design point of view. In considering the development of the Snelgrove Village as a whole, this would appear to be a preferable form of development from the City's point of view and therefore be encouraged as a solution to all concerns.

The above concerns could best be addressed by requiring that the

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Mr. Fred Dalzell,  
December 10, 1985,  
Page 3.

subject proposal proceed only in conjunction with adjoining existing residences. It is our submission on behalf of our clients that First City be encouraged to acquire our clients' properties at fair market in order to prevent the hardship which their proposal would otherwise bring about.

Even if arrangements cannot be made for our clients' lands to be acquired by First City for incorporation into its development, however, certain minimum requirements should be met to protect our clients as much as possible.

4. The Planning Department has indicated that the developer, assuming at the time of development the approved Draft Plan were more or less in the form of the one submitted, would be building the main north-south artery parallel to Highway 10 and installing services along it. You have indicated, however, that normally the developer would not be required to extend the side streets out to the boundary of its property and, similarly, no services would be extended along proposed sidestreets to the limit of the First City property. This means that in the event that and at such time as they propose to develop their properties, the adjoining owners would be required to pay not only for completing the road pattern on their properties and construction of that portion of the services, but also to bring the road and the services from the main north-south street out to the boundary of the First City development. This is an unduly onerous requirement on the small residual property owner. At the very least, in view of the impact of the proposed development on adjoining lands, First City should be required to extend services and the road to the limit of its property.
5. If at some point in the future our clients were in a position of attempting to carry out a development of their properties or sell them for development purposes to a third party, several divisions of land would be necessary in order to create the lots contemplated by the Draft Plan submitted by the developer. Although this might not be the final Draft Plan, it would appear inevitable that similar severances would be required, whatever the final configuration of lots and roads. At this time there is no Plan of Subdivision application before the City which permits us to know exactly what lots would be needed for future development. Before an Official Plan Amendment releasing the First City plans for development is approved, however, we would want to know that all approvals to permit the future development of the adjoining properties are provided for. The best way to achieve this would be for the developer to submit a proper application for a Plan of

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Mr. Fred Dalzell,  
December 10, 1985,  
Page 4.

Subdivision concurrently with its current application for an Official Plan Amendment. In this way before its development was approved our clients could obtain the necessary approvals to permit the eventual incorporation of their lands into the proposed development. In addition, the status of the Bramsnell property to the north could be considered and the possibility of co-ordination with its development studied. This approach, we understand, has been resisted by the developer and the MTRCA because of the fact that they are anxious to complete a sale of the MTRCA lands, the details of which are outlined in the report before committee. We understand their sale is conditional upon the approval of an Official Plan Amendment. Although there is no desire to obstruct the wishes of the Conservation Authority, our clients as longtime citizens of Brampton, and formerly Chinguacousy, should not be prejudiced by the process in order to facilitate the Conservation Authority in an early completion of its sale. Their legitimate interests should be properly protected in this process, in any event.

6. A further concern with the Official Plan Amendment is that there is no provision on the subject 42 acre site for any park dedication and the only open space would be the lands retained by the Conservation Authority, a considerable distance from our clients' properties. This raises two concerns, first, it would be possible for park dedications in the area of our clients' lands to act as a buffer blending the proposed development in with existing residents. This would be particularly important given that redevelopment of adjoining properties may not in the long run prove possible. Second, while the density of the proposed development is stated to be three units per acre, without the normal five per cent park dedication as part of the total acreage, the developer is obtaining an advantage of additional lots and therefore excess density over what would normally be contemplated in three units per acre. Although we understand that park dedication is being made on the lands to the south of 17th Sideroad, it is not appropriate to allow what is in effect a transfer of density from the site to the south to the site adjoining your lands. We note as well that where a portion of the subject development was to contain a church site, that may be deleted in favour of a church on other lands in the vicinity with resulting increased lots in the development. We consider that park dedications in appropriate locations should be required on the subject site.
7. The lots created on the adjacent lands to the Draft Plan submitted by

E 27-16

Mr. Fred Dalzell,  
December 10, 1985,  
Page 5.

the developer are in some cases considerably larger than the lots included in the development lands in this proposal. We consider that an adjustment of lot sizes for that portion of the proposed development closest to our clients' lands on the west side to be more consistent with the larger future adjoining lots, would be appropriate. Such a change would require adjustments to the Draft Plan and road pattern submitted which we would want to evaluate prior to approval of the subject Official Plan Amendment so that appropriate changes, if necessary, could be incorporated in the Official Plan Amendment.

The preferred solution from our clients' point of view in this situation would be for First City to acquire our clients' properties at their fair market values in order that they may be incorporated in an orderly fashion into the development of the lands to the east and not left to be absorbed for development at some point in the future and with possible hardship to the current owners. To date First City has shown no inclination to even consider any terms upon which it might acquire the subject lands. This is may be as a result of the strong support that it has received from the staff of the City's Planning Department. We are concerned that adequate consideration has not been given to the impact of the proposed development on our clients' properties in this regard.

Even if arrangements cannot be made for the purchase of our clients' lands at their fair market value, we would expect that the following be incorporated into the Official Plan Amendment to protect our clients to the extent possible:

- (a) As a condition of approval of a Draft Plan of Subdivision for the subject lands, arrangements shall be in place to require the construction of roads and services to the boundary of the subject lands where they adjoin the Brydon and Duncan lands to the west;
- (b) That the adjoining lands to the west will be incorporated into the development under the Estate Residential land use designation and that appropriate lotting and necessary land exchanges could be accomplished by way of severances, a Plan of Subdivision not being necessary in the circumstances, approval of such severances to be a condition of the draft approval of a Plan of Subdivision for the subject lands;
- (c) In order to ameliorate the boundary area between the subject lands and adjoining lands to the west, larger lots shall be required in any Plan of

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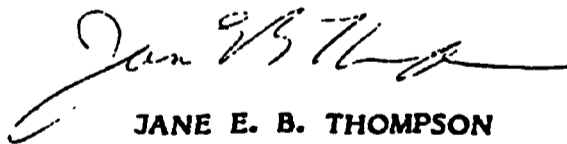
Subdivision in the vicinity of the existing homes at the northwest corner of the subject development;

- (d) Provision of parks within the development in the area of existing residences at the northwest corner of the subject development shall be required as part of any development in the area;
- (e) Temporary screening between the proposed development and the existing residences at the northwest corner of the subject development shall be required as a condition of draft approval of any Plan of Subdivision for the subject lands.

The need to provide such fine tuning in the Plan would not arise if the application for a Plan of Subdivision were processed at the same time as the current Official Plan application. Much greater certainty could be afforded the owners and proper arrangements could be put in place now rather than under renewed deliberations in the future.

We are asking that the proposed Official Plan Amendment not be adopted in its present form but that further consideration be given to the concerns we have raised and solutions suggested. We would like to discuss the above with you at your earliest convenience.

Yours very truly,



JANE E. B. THOMPSON

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