

COMMUNITY BLOCK PLAN INFRASTRUCTURE AND RECOMMENDED ALLOCATION

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SPA 4 – HEARTLAKE EAST SECONDARY PLAN AREA

Secondary Plan Area 4 Development Status (December 31, 2009)

Draft Approval Inventory	0
Registered Plan Inventory	0
Building Permits Issued to Date	2,123
Unused 2007/08/09 Allocation Available in 2010	133
Requested 2010 Allocation	846
Recommended 2010 Allocation	0

Secondary Plan Total Yield (residential units): **4,599**

Expected Year of Occupancy for Recommended Allocation: **2013**

Community Infrastructure / Facilities Required

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*: Major roads are already available to service this area.		
Sewer and Water Water infrastructure required for this area is already in service.		
Fire Firestation 205		Currently built and in service
Transit <u>Existing services in the community:</u> 5 – Bovaird 7 – Kennedy 23 – Sandalwood 21 – Heartlake		<p>5 - Bovaird – 2010 & 2011 Service Frequency increases; Proposed Future BRT corridor</p> <p>23 – Sandalwood - 2010 & 2011 Service Frequency increases</p> <p>Transit service is currently available to the majority of this area. Incremental service frequency improvements on Corridor Routes 5, 7 and 23 planned for phased implementation over 2009-2013 (tied to AcceleRide BRT implementation), subject to budget approval and allocation of resources. Service frequency for community route 21 planned for 2011, as warranted by demand.</p>
Community and City Parks Dixie Sandalwood Park / Brampton		Currently built and in service

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Soccer Centre (located in SPA 28)		
Loafers Lake Park (located in SPA 3)		Was to be redeveloped in 2009, but currently identified as 'unfunded'
Loafers Lake Recreation Centre (located in SPA 3)		To be modernized within 5 years.

Secondary Plan 4

The Official Plan identifies this area as Special Policy Area 8, "the Brampton Esker", which includes "provincially significant wetlands and recreational open space surrounded by residential and ancillary uses that have been in the rehabilitated gravel pits". Future development is to be sensitive to the abutting highway, wetlands and woodland. In 2005, there was a public meeting to initiate the formulation of a tertiary plan to determine the most appropriate and compatible development.

Planning application processes were advanced to facilitate the development of the Lowe's store, the Turnberry Golf Course (aiding in the decommissioning and rehabilitation of the former gravel extraction operation). These developments made possible the reconstruction of Heart Lake Road and connection to Bovaird Drive in place of its former connection to Highway 410. In 2008 the Heart Lake Developers Group was terminated. Staff is in receipt of three individual development applications for the remaining undeveloped lands directly east and west of Heart Lake Road, north of Bovaird Drive East.

Block Plan 4-1

The Block Plan process is underway and some studies have been submitted dealing with the information required for a Block Plan review. Given the termination of the Developers Group, each landowner planned its own parcels and presented these plans as the Block Plan. A Working Committee made up of developers, planning staff, Ward Councillors and selected members of the public will be formed to continue with the Block Plan process.

2010 Development Allocation Recommendation

Staff is not recommending allocation for SPA 4 in 2010 given the absence of a Block Plan as well as the complex environmental issues which will have to be addressed through the Block Planning process. Further the applications for townhouse and high-density apartment units are not in compliance with the Official Plan policies for densities for these areas. These applications will be reviewed and modified through the Block Planning process.

Summary of Allocation

2007 - 2009 Allocation (units)		2010 Recommended Allocation (units)
Approved Applications in 2009/2010	Allocation Available for Approval in 2010	
0	133	0

SPA 28 – SANDRINGHAM WELLINGTON SECONDARY PLAN

Secondary Plan 28 Development Status (December 31, 2009):

Draft Approval Inventory	1,441
Registered Plan Inventory	501
Building Permits Issued to Date	16,391
Unused 2007/08/09 Allocation Available in 2010	310
Requested Allocation 2010	571
Recommended 2010 Allocation	51

Secondary Plan Total Yield (residential units): **22,124**

Expected Year of Occupancy for Recommended Allocation: **2012**

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Dixie Rd: Queen St. – Bovaird Dr. (4-6 lanes)[R]	2013	Open to traffic in 2013
Dixie Rd: Bovaird Dr. – Countryside Dr. (4-6 lanes)[R]	2014	Open to traffic in 2014
Dixie Rd: Countryside Dr. – Mayfield Rd. (2-4 lanes)[R]	2014	Open to traffic in 2014
Humberwest Pkwy: Goreway Dr. – Williams Pkwy. (6 lanes)	2012	Detailed design underway
Humberwest Pkwy: Williams Pkwy – Airport Rd (6 lanes)	2017	EA completed
Sandalwood Pkwy: Airport Rd – Torbram Rd (6 lanes)	2018	EA on-going
Williams Pkwy: Humberwest Pkwy – Torbram Rd (6 lanes)	2019	EA on-going
Bramalea Rd: – Countryside Dr. to Mayfield Rd (4 lanes)	2013	Detailed design underway
Torbram Rd: Countryside Rd – Mayfield Rd. (4 lanes)	2014	EA on-going
Country Village Collector: (4 lanes)	2015	Developer to construct
Countryside Dr: Dixie Rd. to Bramalea Rd. (4 lanes)	2010	Construction to start in summer 2010
Countryside Dr: Bramalea Rd. to Torbram Rd. (4 lanes)	2012	Detailed design underway
Countryside Dr: Torbram Rd. to Goreway Rd (4 lanes)	2013	Detailed design underway
Countryside Dr: Goreway Rd – The Gore	2019	EA completed.

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Rd (4 lanes) Mayfield Rd: Bramalea Rd - Airport Rd (2-4 lanes) [R]	2011	
Mayfield Rd: Airport Rd – The Gore Rd (2-4 lanes) [R]	2014	
Sewer and Water Sewer mains to be installed / upgraded throughout secondary planning area	2010-2013	A large portion of the proposed sewer mains are in the design / construction phase.
Main Trunk Sewer 675mm Diameter along Dixie Road	2010-2013	Internal Sub-Trunk sewer 375mm diameter from Highway 410 to Dixie Road approved. Construction will follow with the internal development works.
Watermains to be installed/upgraded throughout the Secondary Plan Area	2010-2013	A large portion of the proposed water mains are in the design/construction phase.
600mm diameter Feedermain – Dixie Road (Mayfield road to Countryside Drive)	2010	Under design, construction in 2010.
Fire Station 208		Currently built and in service
Station 209		Currently built and in service
Transit <u>Existing services in the community:</u> 5 – Bovaird 12 – Grenoble 14 – Torbram 15 – Bramalea 15A – Bramalea GO 18 – Dixie 19 – Fernforest 22 – Springdale 23 – Sandalwood		5 - Bovaird – 2010 & 2011 Service Frequency increases; Proposed Future BRT corridor 14 - Torbram – Primary Corridor (2010 & 2011 Service Frequency improvements) 15 - Bramalea – Primary Corridor (2010 & 2011 Service Frequency improvements) 18 – Dixie – Primary Corridor Route (Service frequency improvements in 2011 & 2012) 23 – Sandalwood - 2010 – route extension to increase service coverage and service frequency increase (2010 & 2011) Transit service is currently available to the majority of this area. Incremental service frequency improvements on Corridor routes, 5, 14, 15, 18 and 23 is planned for phased implementation over

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
		2009-2013 (tied to Zum BRT implementation) subject to budget approval and allocation of resources. Routes will be re-aligned and extended north over 2009-2013 to increase service coverage, as warranted by demand and the pace of development. Service frequency increases and re-alignments on Community routes 12, 19, 22 as warranted by demand and completion of road network
Community and City Parks Springdale Central Community Park (SPA 28) White Spruce Park (SPA 4) Dixie Sandalwood Park / Brampton Soccer Centre (SPA 28) Sesquicentennial City Park (SPA 48) Sesquicentennial City Park Expansion (SPA 48) Richvale Park (SPA 4) Torbram/Sandalwood Community Park (SPA 28) Wellness Centre (SPA 28)	2011 2015 2015 2015	Land is purchased and detailed design is underway Currently built and in service Currently built and in service Currently built and in service Part of SPA 48 plan development Currently built and in service Phase 1 built and in service Currently built and in service

****All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis***

Block Plan 28-1

Previous phases of this Block Plan have already been developed as part of the Rosedale Village adult lifestyle community. Staff are in receipt of an application to amend the Official Plan, zoning By-Law and Draft Plan of Subdivision for 520 residential dwellings (177 detached, 180 semi-detached and 163 townhouses), an elementary school site and a neighbourhood park. The Rosedale Village Adult Lifestyle Community ends at the southerly limits of this proposal. Development within this Block Plan follows the logical extension of sewer and water servicing through the Sandringham Wellington Secondary Plan (SPA 28).

There are sufficient roads and highway facility to service the development, including an extension of Highway 410 to Sandalwood Parkway. Improvements to Sandalwood Parkway are forecast to occur in 2018 and to Countryside Drive between 2010 and 2019. Required Fire Stations to service this Block Plan are currently built and operational (208 and 209). In addition, several community parks and recreation facilities exist to service this area. Development of the Springdale/Central Community Park is forecasted for delivery in 2011, subject to approval of the final park concept. Land assembly and development timing of a planned expansion to Sesquicentennial Park will be determined in conjunction with the

advancement of a block plan for this portion of the Countryside Villages Secondary Plan Area (SPA 48). The 310 units allocated in 2007 as part of the Rosedale Village area are still available for approval.

2010 Development Allocation Recommendation

*There is sufficient infrastructure and community facilities available to service this Block Plan and the requests for allocation allow for the completion of the Block Plan. It is recommended that **51 units** be allocated to the Rosedale Village application within this Block Plan for the continuation of Phase 5D of the Block Plan. Given that no development applications have been received for Neighbourhood 703, the request for 520 units from Bezco Holdings Ltd. is not recommended at this time as approvals will not likely be achieved in 2010.*

Summary of Allocation:

2007 - 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Available for Approval in 2010	
332	310	51

SPA 40 – BRAM WEST SECONDARY PLAN

Secondary Plan 40 Development Status (December 31, 2009):

Draft Approval Inventory	1,082
Registered Plan Inventory	76
Building Permits Issued to Date	2,707
Unused 2007/08/09 Allocation Available in 2010	918
Requested Allocation 2010	900
Recommended 2010 Allocation	900

Secondary Plan Total Yield (residential units): **15,132**

Expected Year of Occupancy for Recommended Allocation: **2012**

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Financial Dr.: Mississauga Rd. – Heritage Rd (4 lanes)	2012	Developer to construct
Financial Dr.: Mississauga Rd. - Steeles Ave. (4 lanes)	2012	Developer to construct
Financial Dr.: South of Steeles Ave. (4 lanes)	2012	EA on-going
New Road A: Steeles Ave – New Road A (4 lanes)	2017	Developer to construct
Heritage Rd.: Steeles Ave. - Embleton Rd. (4 lanes)	2018	EA on hold
Heritage Rd.: New Road A – Bovaird Dr. (2 lanes)	2017	
Heritage Rd.: Bovaird Dr. – Wanless Dr. (2 lanes)	2019	
Chinguacousy Rd.: Steeles Ave. - Major William Sharpe Dr. (6 lanes)	2011	Detailed design underway
Mavis Rd.: South of Steeles Ave. (4-6 lanes) [R]	2012	
Mississauga Rd.: Queen St. – Bovaird Dr. (2-4 lanes) / (4-6 lanes) [R]	2010 / 2018	2 to 4 lanes to open to traffic in 2012/2013 4 to 6 lanes to open to traffic in 2018
Mississauga Rd.: Bovaird Dr. – Mayfield Dr. (2-4 lanes) / (4-6 lanes) [R]	2013 / 2023	2 to 4 lanes to open to traffic in 2013 4 to 6 lanes to open to traffic in 2023
Queen St: Mississauga Rd. – Chinguacousy Rd. (2-4 lanes) / (4-6 lanes) [R]	2011 / 2029	2 to 4 lanes to open to traffic in 2011 4 to 6 lanes to open to traffic in 2029

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Steeles Ave.: Winston Churchill Rd. – Mississauga Road (2-4 lanes) / (4-6 lanes) [R]	2010 / 2018	2 to 4 lanes to open to traffic in 2010 4 to 6 lanes to open to traffic in 2018
Bramwest Pkwy: Embleton Rd. – Steeles Ave (6 lanes)	2017	EA to be initiated in 2010
Bramwest Pkwy: Steeles Ave – Hwy 407 (6 lanes)	2015	EA to be initiated in 2010
Bramwest Pkwy: Hwy 407 – Heritage Rd (4 lanes)	2015	EA to be initiated in 2010
Winston Churchill Blvd: Steeles Ave – Embleton Rd. (2-4 lanes) / (4-6 lanes) [R]	2017 / 2025	2 to 4 lanes to open to traffic in 2017 4/5 to 6 lanes to open to traffic in 2025
Winston Churchill Blvd: Embleton Rd. – Bovaird Dr. (2-4 lanes) / (4-6 lanes) [R]	2017 / 2027	2 to 4 lanes to open to traffic in 2017 4 to 6 lanes to open to traffic in 2027
Winston Churchill Blvd: Bovaird Dr. – Mayfield Rd (2-4 lanes) [R]	2020	To open to traffic in 2020
Sewer and Water		
Sewer mains to be installed / upgraded throughout secondary planning area	2010-2016	Many of the projects are under construction.
Credit Valley Trunk Sewer along Steeles Ave	2010 – 2016	
Watermains to be installed/upgraded throughout secondary planning area	2016 - 2024	A large portion of the proposed water mains are in the design/construction phase
400mm Feedermain – Future financial Dr (Mississauga Rd to Heritage Rd)	2012	
400mm Feedermain – Heritage Road (Steeles Ave W to Embleton Rd)	2012	
400mm Feedermain – Future Financial Dr (Heritage Rd to Winston Churchill Blvd)	2012	
600mm Feedermain – Heritage Rd (future Williams Pkwy to Embleton Rd)	2016	
Main Trunk Sewer along Mississauga Road	2010-2011	
675mm main trunk sewer diameter along Mississauga Rd.	2010	For Area 40-3, the sub trunk sewers to follow with the internal development works. Servicing is in place for 40-4.
Fire		
Station 212	2009-2010	Under construction, opening December 2010
Station 204 (located in SPA 15)		Currently built and in service until Station 212 built and becomes primary response.

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Station 206 (located in SPA 34)		Currently built and in service until Station 212 built and becomes primary response.
<p>Transit</p> <p><u>Existing service in community:</u></p> <p>4 – Chinguacousy 51 – Steeles West 53 – James Potter</p> <p><u>Future planned service:</u></p> <p>53 – extension / re-alignment Financial Drive / Bram West Community Service Mississauga Road / Bram West Community Service 53 – upgrade to Secondary Corridor Route</p>	<p>2011 2012 2013 2013</p>	<p>51 – Steeles West - Primary Corridor Route (Service frequency improvements in 2010 & 2011)</p> <p>53 - James Potter - future route extension for service coverage & service frequency increases (2011 +)</p> <p>Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor routes 4 and 51 planned for phased implementation over 2009 – 2013 (tied to Zum BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-aligned and new community services introduced over 2009-2013 to increase service coverage as warranted by demand and the pace of development. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.</p>
<p>Community and City Parks</p> <p>Mississauga and Embleton Community Park / Recreation Centre</p> <p>Eldorado Park</p> <p>Chinguacousy / Queen Community Park (SPA 45)</p> <p>Mississauga/Bovaird Community Park (SPA 45)</p>	<p>2013/2018</p> <p></p> <p>2010</p> <p>2013/2014</p>	<p>Land acquisition - 2013 Outdoor sports design - 2014 Construction of sports fields - 2015 Indoor program development - 2016 Recreation Centre design - 2017 Recreation Centre construction - 2018</p> <p>Currently built and in service. Connecting trails along Creditview Road planned as part of Credit Valley 45-5 Block Plan development.</p> <p>City owned land. Park design complete. Construction start up September 2010. Construction completion anticipated September 2011 with park opening anticipated fall 2011.</p> <p>City owned. City staff has identified a concept of entering into a land exchange</p>

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
		with the Peel District School Board that would see the proposed Public Secondary School and Community Park switch sites, to provide an improved focal point (the school) at a 'gateway' location (SE Corner of Mississauga Road and Bovaird Drive).To be discussed and evaluated further.

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Block Plan 40-3

Stage I Block Plan approval was endorsed by Council in January 2010 for the Riverview Heights Community within the Bram West Secondary Plan Area (Block Plan 40-3). The landowners are currently working towards the submission of a variety of technical studies which are required to be considered by the City before Stage II Block Plan approval is granted. Block Plan 40-3 contains a mix of residential and employment lands uses which are consistent with the vision contained within the Bram West Secondary Plan. The Bram West Secondary Plan, including the lands which comprise Block Plan 40-3, has been appealed to the Ontario Municipal Board and a hearing is commencing in June on these matters.

Compared to other areas of Brampton experiencing growth, there is greater pressure on this Secondary Plan to deliver the infrastructure and services required by the residential and employment growth anticipated from this Block Plan area. The request for allocation is based on the rationale for funding the significant infrastructure required by this Block Plan, including the completion of Financial Drive, construction of stormwater management ponds, extension of water and wastewater facilities, construction of a north-south collector road, etc. The north-south collector road is included within the City's capital program for 2017. An agreement, such as a single source or front ending agreement may be required to facilitate the early delivery of the north-south collector road. Key boundary infrastructure required for this Block Plan is in place or anticipated to be completed by 2013, and does not impede the development of the Block Plan.

There are significant community facilities that will service this Block Plan. Development of the Chinguacousy/ Queen Street Community Park in SPA 45 is to commence in 2010 and be completed in the Fall 2011; the Mississauga/ Bovaird Community Park in SPA 45 is forecast to be developed in 2013/2014 and the land for the Mississauga/ Embleton Community Park and associated Recreation Centre is to be acquired in 2013, with development to commence in 2015 and completed by 2018. Fire stations 217 and 218 are currently in operation to service the initial development of this Secondary Plan. Fire Station 212 is currently under construction.

This block plan received allocation for 900 units in 2009, which remains unused. The request for allocation was based on the need for key spine infrastructure within the Block Plan and as such, sufficient units need to be completed to offset the financial implications. Population and employment forecasts for this Block Plan indicate that approximately 4,400 residential units and 72 ha of a variety of employment lands providing for a range of employment uses are to be generated from this Block Plan.

2010 Development Allocation recommendation:

*Given that the Block Plan is proceeding through the Block Plan approval process and Stage II approval is anticipated by the end of 2010 and given that this Block Plan is anticipated to yield additional employment land for the City, staff recommend allocation of **900 units** as part of the 2010 development allocation strategy, with the potential for 1,800 units in subsequent years.*

Summary of Allocation:

2007 - 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
0	900	900

SPA 41 – BRAM EAST SECONDARY PLAN

Secondary Plan 41 Development Status (December 31, 2009):

Draft Approval Inventory	1,502
Registered Plan Inventory	1,265
Building Permits Issued to Date	7,250
Unused 2007/08/09 Allocation Available in 2010	1,480
Requested Allocation 2010	160
Recommended 2010 Allocation	0

Secondary Plan Total Yield (residential units): **13,532**

Expected Year of Occupancy for Recommended Allocation: **2010**

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
Major Roads*:		
Cottrelle Blvd.: Humberwest Pkwy – Goreway Dr. (4 lanes)	2014	Detailed design underway
Clarkway Dr.: Cottrelle Blvd. - Castlemore Dr. (4 lanes)	2010	EA on-going
Castlemore Rd.: Airport Rd – Goreway Rd. (6 lanes)	2013	Detailed design underway
Castlemore Rd.: Goreway Dr. to McVean Dr. (6 lanes)	2014	EA completed
Castlemore Rd.: The Gore Rd. to Regional Rd. 50 (4 lanes)	2010	Construction to start in summer 2010
McVean Dr.: Castlemore Rd. to Cottrelle Blvd. (4 lanes)	2012	Detailed design underway
Ebenezer Rd: McVean Dr – The Gore Rd. (4 lanes)	2010	Developer to construct
Fogal Rd: The Gore Rd – Hwy 50 (4 lanes)	2010	Developer to construct
Goreway Dr: Countryside Dr. – Humberwest Pkwy (4 lanes)	2018	EA completed
The Gore Rd.: Mayfield Rd. – Castlemore Rd. (2-4 lanes) / (4-6 lanes) [R]	2011 / 2030	
Williams Pkwy: Torbram Rd – Humberwest Pkwy (6 lanes)	2019	EA on-going
Sewer and Water		
Sewer mains to be installed / upgraded throughout secondary planning area	2008-2010	Most projects are under construction. Sub trunk sewers to be constructed with

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
		development works. Main trunk sewers in service.
Water mains to be installed / upgraded throughout secondary planning area	2010-2011	Most projects are under design / construction.
400mm Feedermain – Future Street (Hwy 50 to The Gore Road)	2010	
Main Trunk Sewer along Hwy 50	2013	
1200mm Trunk sewer along McVean Drive		In service to for western portion of 41-2
750mm diameter Trunk sewer along The Gore Rd.		In service to for western portion of 41-2
1200mm diameter sewer along Hwy 50	2013	Easterly lands will be serviced once is completed.
Fire		
Station 203 (located in SPA 13)		Currently built and in service
Station 213		Currently built and in service
Transit		
<u>Existing service in community:</u>		
5 – Bovaird/Castlemore/Goreway		5 - Bovaird – 2010 & 2011 Service Frequency increases; Proposed Future BRT corridor
23 – Sandalwood/Cottrelle		23 – Sandalwood - 2010 – route extension to increase service coverage and service frequency increase (2010 & 2011)
30 - Airport		30 - Airport – Primary Corridor Route (Service frequency improvements in 2010 & 2011)
31 – McVean/Goreway/Castlemore		31 – McVean – 2010 route extension to increase service coverage and service frequency increase (2010 & 2011)
50 – Gore Road/Humber College		50 – Gore Road – 2009-2010 route extension to increase service coverage
77 – Hwy 7		77 - Hwy 7 - 2010 replaced with Queen Zum
<u>Future planned services:</u>		
23 – Sandalwood - extension / re-alignment to Highway 50	2011-2012	Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor route 23 planned for phased implementation over 2009-2013 (tied to Zum BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-
Bram East Community Shuttle	2012	

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
		aligned and new community services introduced over 2009-2013 to increase service coverage as warranted by demand and pace of development. Service improvements require completion of missing links on Cottrelle Blvd. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.
<p>Community and City Parks</p> <p>Bram East Community Parkland Campus (Fitzpatrick) (Community Park, Recreation Centre, Branch Library) (SPA 26)</p> <p>McVean Castlemore City Park (SPA 26)</p>	<p>2010/2011 (Phase 1)</p> <p>2015/2016 (Phase 2)</p>	<p>City owned lands. Phase 1 construction to include Library and portion of recreation center.</p> <p>City owned lands. Development plans pending.</p>

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Block Plan 41-2

The Block Plan for 41-2 was submitted in January 2007 to develop the lands for low density residential uses as part of the Stage 1 Block Plan approval process. The Block Plan will yield approximately 500 residential units, with approximately 235 dwelling units on the east side of the valley and 265 units on the west side of the valley. The Block Plan includes a McVean and Castlemore Special Study area located at the southeast corner of McVean Drive and Castlemore Road. The Official Plan Amendment for the 170 Upscale Executive Residential dwellings was approved by Council in February 2010. Stage 2 Block Plan Approval and approval in principle of the six Draft Plans of Subdivision was received by Planning, Design and Development Committee on June 7, 2010. Final Approval of the Plans of Subdivision and approval of the Zoning By-Law Amendment is anticipated in the fall of 2010.

The construction of Cottrelle Boulevard and widening of McVean Drive are essential to support the traffic that is generated by this plan, and will generally coincide with the anticipated occupancies in 2011/2012. The approval process for the "McVean and Castlemore Special Study Area" will require additional traffic analysis. Transit service is currently available to service portions of this area with planned extensions to forecast for 2011-2012. Full servicing can be provided for the Block Plan. The Block Plan was allocated 422 units in 2009, which is sufficient to cover the units provided in the 6 draft plans.

2010 Development Allocation Recommendation:

The Block Plan has been progressing steadily through the Block planning process and approval of the Draft Plans of Subdivision is anticipated in the fall of 2010. The City received a request for allocation in the order of 160 units for the Daniels LR Corporation for those lands covered by the "McVean and Castlemore Special Study Area". Since no formal application has been received to date, staff are not

recommending allocation for these lands at this time. Sufficient allocation (422 units) remains available for all of the draft plan applications currently received by the City.

Summary of Allocation:

2007 - 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Available for Approval in 2010	
121	422	0

SPA 44 – FLETCHER’S MEADOW SECONDARY PLAN

Secondary Plan 44 Development Status (December 31, 2009):

Draft Approval Inventory	24
Registered Plan Inventory	1,327
Building Permits Issued to Date	12,780
Unused 2007/08/09 Allocation Available in 2010	0
Requested Allocation 2010	493
Recommended 2010 Allocation	1098

Secondary Plan Total Yield (residential units): **15,237**

Expected Year of Occupancy for Recommended Allocation: **2011**

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
<i>Major Roads*:</i>		
Creditview Road – north of Bovaird Dr. to Sandalwood (2 lane reconstruction)	2013	
Creditview Road – Sandalwood to Wanless (4 lanes)	2014	EA on-going
Chinguacousy Road – Steeles Ave. to Mjr. Wm. Sharpe (6 lanes)	2011	Detailed design underway
McLaughlin Rd – Bovaird Dr to Mayfield (4-6 lanes) [R]	Beyond 2019	
North-South Spine Road – James Potter Road to Mayfield (4 lanes)	2019	EA on-going by developers
James Potter Road – Ashby Field to Bovaird (4 lanes)	2014	
James Potter Road – Bovaird Dr. to Creditview Rd. (4 lanes)	2011	EA completed
Sandalwood Pkwy – Creditview to Mississauga Rd. (4 lanes)	2015	EA on-going
Wanless – McLaughlin Rd. to Chinguacousy Rd. (4 lanes)	2010	Construction on-going
Wanless – Chinguacousy Rd. to Creditview Rd. (4 lanes)	2011	Detailed design underway
Wanless – Creditview Rd. to Mississauga Rd. (2 lanes)	2014	
<i>Sewer and Water:</i>		
Watermain on Creditview Road and Bovaird Drive already Constructed but		Already in ground but not in service.

not in service (pending West Brampton Pumping Station) 400mm Watermain on James Potter Road West Brampton Pumping Station	2010	To be constructed with the new James Potter Road Under Construction. Proposed to be in service by fall 2010
Sanitary Sewer North of Wanless Drive – McLaughlin Road to Creditview Road	2013-2014	
Sanitary Sewer Mississauga Road to Creditview Road and between Wanless Drive and Bovaird Drive	2013-2014	
Sanitary Sewer Mississauga Road to Creditview Road and between Wanless Drive and Mayfield Road	2016-2017	
<u>Fire</u> Station 210 Station 205 (Located in SPA 3)		Currently built and in service Currently built and in service
<u>Transit</u> 4/4A – Chinguacousy 5 – Bovaird 23 – Sandalwood 29 – Williams Pkwy Mount Pleasant GO Station		Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor routes 4, 5 and 29 planned for phased implementation over 2009-2013 (tied to Zum BRT implementation) subject to budget approval and allocation of resources. Existing routes to Mt Pleasant GO from the north (4 and/or 4A, 23) would be re-aligned to the north side transit terminal to increase service coverage as warranted by demand and pace of development. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.
<u>Community and City Parks</u> Chinguacousy/Sandalwood Park and Cassie Campbell Community Centre		Currently built and in service.
Creditview/Sandalwood City Park (located in SPA 51)		Currently built and in service. Currently reviewing impact of changes to the Natural Heritage System and Sandalwood Pkwy extension through Mount Pleasant Block Plan approval process.

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Block Plan 44-1

Mt. Pleasant Village is centered on the Mt. Pleasant GO Train station and is to be developed in three phases, with phases one and two located north of the railway tracks and phase three located south of the railway tracks. This Block Plan is expected to yield approximately 1,400 units made up of single dwelling units, live-work townhouses and apartments that are part of a mixed use development. This Block Plan recognizes the strategic opportunity represented by the Mt. Pleasant GO Train Station to be a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking. In March 2009 Council adopted an amendment to the City's Official Plan establishing the vision for this Block Plan. The Block Plan was registered on March 31, 2010 for a total of 1,302 units.

Development within the Village and Mount Pleasant Secondary Plan (SPA 51) is dependent upon the timely construction of infrastructure and transit, community facilities and land for community purposes. The Government of Canada and Province of Ontario provided funding to partially cover these costs which were arranged in an Infrastructure Stimulus Fund Contribution Agreement, approved by Council in November 2009. The ISF funding program totals \$15.2M which includes improvements such as the Mobility Hub, Civic Square, the acquisition of three City buses, etc. The construction of the ISF Works is to be completed by March 2011 in order to receive full funding for the works.

2010 Development Allocation Recommendation:

*Recommended allocation of **1,098 units** to acknowledge the draft approvals of Phases I and II as required by the Infrastructure Stimulus Funding and for the lands south of the CN Rail Tracks.*

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
1,327	0	1,098

SPA 45 – CREDIT VALLEY SECONDARY PLAN

Secondary Plan 45 Development Status (December 31, 2009):

Draft Approval Inventory	3,519
Registered Plan Inventory	33
Building Permits Issued to Date	2,248
Unused 2007/08/09 Allocation Available in 2010	2,145
Requested Allocation 2010	1,373
Recommended 2010 Allocation	1,472

Secondary Plan Total Yield (residential units): **11,290**

Expected Year of Occupancy for Recommended Allocation: **2011**

Community Infrastructure / Facilities Required:

Infrastructure / Facilities	Proposed Funding Year for Construction	Status
<i>Major Roads*:</i>		
Chinguacousy Rd. – Major William Sharpe Dr – Steeles Ave (6 lanes)	2011	Detailed design underway
Mavis Rd. – south of Steeles Ave (4-6 lanes) [R]	2012	
James Potter Rd. – Williams Pkwy – Queen St. (4 lanes)	2013	Developer to construct
James Potter Rd. – Queen St. – Seastar Rd. (4 lanes)	2010	Developer to construct
James Potter Rd. – Seastar Rd. – Steeles Ave (4 lanes)	2013	Developer to construct
James Potter Rd. – Bovaird Dr. – Ashby Field Rd (4 lanes)	2014	EA completed
Queen St. – Mississauga Rd – Chinguacousy Rd (2-4 lanes) / (2-6 lanes) [R]	2011 / 2029	2 to 4 lanes to open to traffic in 2011 4 to 6 lanes to open to traffic in 2029
Mississauga Rd.: Queen St. - Bovaird Dr. (2-4 lanes) / (4-6 lanes) [R]	2010 / 2018	2 to 4 lanes to open in 2012/2013 4 to 6 lanes to open in 2018
Mississauga Rd.: Bovaird Dr. – Mayfield Rd (2-4 lanes) / (4-6 lanes) [R]	2013 / 2023	2 to 4 lanes open to traffic in 2013 4 to 6 lanes open to traffic in 2023
Bovaird Dr.: Winston Churchill Blvd – Mississauga Rd (4-6 lanes) [R]	2023	Lanes to open to traffic in 2023
Creditview Rd: James Potter to Steeles Ave (2 lanes)	2010	Developer to construct
Williams Pkwy: Mississauga Rd – Creditview Rd. (4 lanes)	2015	Developer to construct

<u>Sewer and Water</u>		
Sewer mains to be installed / upgraded throughout secondary planning area		Currently under construction
Watermain to be installed/upgraded throughout secondary planning area	2010-2011	Currently being designed and constructed
400mm Feedermain – Future James Potter Road (south of Bovaird Dr)	2011	
400mm Feedermain – future Major Wm. Sharpe Dr (west of Chinguacousy Rd)	2011	
400mm Feedermain – Future Williams Pkwy (Creditview Rd to Mississauga Rd)	2010	
Main Trunk Sewer along Creditview Rd and Queen Street	2011-2011	<p>Currently under construction</p> <p>45-1 and 45-2 West of Creditview lands available for servicing once 1500mm Credit Valley Trunk sewer is completed.</p> <p>45-3 East of Creditview Road CVSP area 2 and 3 will be serviced via approved sewer along James Potter Rd which will be constructed with the development works for the lands.</p> <p>45-5 Area south of Queen Street lands will be serviced when the 1500mm Credit Valley Trunk sewer is complete.</p> <p>45-5 Area lands will be serviced once the approved 375mm sewer along Walnut Rd is constructed.</p>
<u>Fire</u>		
Station 204 (located in SPA 15)		Currently built and in service
Station 210 (located in SPA 51)		Currently built and in service
Station 212 (located in SPA 40)		Currently under construction – operational December 2010
Station 215 (to be located in SPA 52)	2019	
<u>Transit</u>		
Existing service in the community:		Transit service is currently available to portions of this area. Incremental service frequency improvements on Corridor routes 4, 5 and 29 planned for phased implementation over 2009-2013 (tied to AceleRide BRT implementation) subject to budget approval and allocation of resources. Existing routes will be re-aligned and new community services introduced over 2009-2013 to increase
1 – Queen - Mjr Wm Sharpe		
4 – Chinguacousy		
5 – Bovaird		
23 – Sandalwood/ Worthington		
29 – Williams		
51 – Steeles W.		
52 – McMurchy		
53 – James Potter / Credit Valley N. Local/ Credit Valley S. Local		

<u>Future Planned Services</u> 29 – Williams Pkwy extension (Miss Road) 52 – upgrade to Secondary Corridor Route Queen West extension (to Miss Road)		service coverage as warranted by demand and pace of development. Service frequency increases and re-alignments on Community routes as warranted by demand and completion of road network.
<u>Community and City Parks</u>		
Chinguacousy and Queen Street	2010	Construction to start September 2010. Construction completion anticipated September 2011 with park opening anticipated fall 2011.
Mississauga/Bovaird Community Park (SPA 45)	2013/2014	City staff has identified the possibility of entering into a land exchange with the Peel District School Board that could switch the proposed Public Secondary School and Community Park sites. This would provide an improved focal point (the school) at a 'gateway' location. To be discussed and evaluated further.
Eldorado Park		Currently built and in service.
Mississauga and Embleton Community Park / Recreation Centre	2013/2018	Land acquisition - 2013 Outdoor sports design - 2014 Construction of sports fields - 2015 Indoor program development - 2016 Recreation Centre design - 2017 Recreation Centre construction - 2018
Drinkwater Community Park (SPA 15)		Currently built and in service.
Flower City Community Campus / Senior's Centre (SPA 15)		Senior's Centre enhancements underway.
Chris Gibson Recreation Centre (SPA 6)		Currently built and in service. Expansion planned. Deferred.
Creditview / Sandalwood City Park (SPA 51)		Currently built and in service. Currently reviewing impact on community park through Mount Pleasant Block Plan approval process.

****All roads listed are under the jurisdiction of the City of Brampton unless otherwise noted in parenthesis***

The Credit Valley Secondary Plan is located on the west side of Brampton and encompasses six Block Plan areas. Four of these Block Plans are actively seeking development approvals. Together these four Block Plan areas, discussed below, may potentially yield over 10,400 units.

From an overall Secondary Plan perspective, three community parks will service the Secondary Plan once fully developed. Funds for the Chinguacousy/Queen Community Park are currently proposed for 2010 with completion in the fall of 2011; funding for the Mississauga/Bovaird Community Park is currently proposed for 2013/2014 and; funding for the Mississauga and Embleton Community Park is

currently proposed for 2013. Although this is a few years out, the reality is that Community Parks are generally not constructed until a large segment of the population within the service area is present and development charge funds are available. The Cassie Campbell Community Centre (Chinguacousy and Sandalwood) north of the Credit Valley district, while not specifically earmarked for the Credit Valley and Bram West communities, is currently available.

Fire stations 204 and 210 exist to serve the Credit Valley Secondary Plan. Fire station 212 is currently under construction.

Block Plan 45-1

Block Plan 45-1 has block plan approval and may yield between 1,600 and 2,000 residential units. As the Credit Valley Trunk Sewer is now in service, additional units may be allocated to this Block Plan. In addition, in order to support the development of this Block Plan, the internal road network, including James Potter Road, would need to be in operation.

The landowners within Block Plan 45-1 have requested allocation of 1,266 units which accounts for all applications currently received by the City within this area. One application, Royal West Developments, remains to be submitted to the City.

2010 Development Allocation Recommendation:

*It is recommended that an allocation of **1,266 units** be granted subject to the approval of a satisfactory Staging and Sequencing Strategy for this Block Plan and Block Plan 45-3, which will include, among other items, the approach for the delivery of James Potter Road.*

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Available for Approval in 2010	
0	155	1,266

Block Plan 45-2

The Springbrook Block Plan was approved in 2007 and nine plans of subdivision within the Block Plan were draft approved in May 2008 for low-density residential housing, including a large component for upscale executive housing. The approved subdivisions are anticipated to receive registration this summer, with occupancies before the end of the year.

Staff are in receipt of an application to amend the Zoning By-Law and Proposed Draft Plan of Subdivision to permit 12 detached units. The application will aid in the completion of Black Diamond Crescent and represent the remaining lands that have not received development approval west of Huttonville Creek. The property does not contain any features interest to the Credit Valley Conservation. The proposed development will be supported by the road network approved for the entire Block Plan, including a Spine Road. The development is proposed on full municipal servicing and the Credit Valley Trunk Sewer must be constructed prior to development. Protection of natural features has been completed as part of the Block Plan process, however, no environmental features exist on the site.

Development Allocation Recommendation

It is recommended that **12 units** be allocated for the Destona Homes application given that it provides the completion of road infrastructure, specifically Black Diamond Crescent and completes the development of lands west of the valley.

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
0	0	12

Block Plan 45-3

Block Plan 45-3 is an approved Block Plan that consists of approximately 2,200 units that were given pre-development allocation strategy commitments, which allowed these units to proceed based on an interim-servicing proposal. The combination of Block Plans 45-1, 45-2 and 45-3 trigger further improvements to the transportation network. The internal road network, including James Potter Road needs to be in operation. As the Credit Valley Trunk Sewer is now in service, additional units may be allocated to this Block Plan. The City is in receipt of development applications which represent all of the land within this Block Plan.

As part of the 2009 Development Allocation Strategy, 1,497 units were allocated to this Block Plan contingent upon the submission of a Staging and Sequencing Strategy and the pre-dedication of land for the required widening of Chinguacousy Road.

Development Allocation Recommendation

It is recommended that **87 units** be allocated to this Block Plan in addition to the 1,497 granted in 2009 to reflect recent changes in the total unit yield within the plans of subdivision within this Block Plan. Similar to the 2009 allocation, the allocation recommended as part of the 2010 Development Allocation Strategy is contingent upon the approval of a satisfactory Staging and Sequencing Strategy for Block Plan 45-3, which will include, among other items, the approach for the delivery of James Potter Road. Allocation is also contingent upon the pre-dedication of land for the required widening of Chinguacousy Road.

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
162	1,258	87

Block Plan 45-5

In September 2008, Council approved six draft plans of subdivision in Sub-Area 5 of the Credit Valley Secondary Plan. For the most part, all landowners within the Block Plan are participating landowners and have been committed to the Block Plan process.

All the necessary infrastructure and services to support the Block Plan will be required through the Spine Servicing and James Potter Single Source Agreements, as well as conditions of draft plan approval for

each of the plans of subdivision within Sub-Area 5. The Block Plan landowners are proposing to front-end and build the internal road network, local sanitary and water service, and stormwater management facilities internal to the Block Plan. Under this proposal, the City would be assured that the major community facilities would be operational when occupancies begin. This approach also allows the School Boards to gain access to their required school sites when required. The terms of the spine servicing proposal are still being reviewed with the landowners group and the City has requested an infrastructure timing plan that will ensure all the required infrastructure will be provided prior to occupancy.

The construction of James Potter Road is an integral part of the internal and external transportation network of this Block Plan and the surrounding area and the entire Credit Valley Secondary Plan. Since it is the City's intent to maintain the rural character of Creditview Road, it is not a viable option for relieving any short-term deficiencies in the transportation network. As part of the spine-servicing proposal, the developers are proposing to build the full length of James Potter Road internal to their Block Plan before any homes become occupied.

The full detailed design and property acquisition for the widening of Chinguacousy Road to six lanes to support development in this Secondary Plan Area is still underway and is targeted for funding for 2011.

2010 Development Allocation Recommendation:

*It is recommended that an additional **37 units** be allocated for the various applications within the Block Plan which provides for James Potter Road, Bonnie Brae Drive, schools, parks and SWM Pond.*

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
1,215	685	37

Block Plan 45-6

Staff are in receipt of an application to amend the Official Plan to establish policies in Block Plan sub-area 45-6 in the Credit Valley Secondary Plan and a concurrent Zoning By Law Amendment and proposed Draft Plan of Subdivision for 70 single-detached units. This Block Plan is currently proceeding through the approvals process and a public meeting was held in March of this year.

The Environmental Impact Report concludes that potential impacts on environmental features on, and adjacent to the site are low and will be mitigated through standard design and best management practices. Transit services will not be provided along Creditview Road, as the present width does not meet the long-term requirements of Brampton Transit. Emergency services will be provided from Fire station 210 and 204.

2010 Development Allocation Recommendation:

It is recommended that **70 units** be allocated to the Sequoia Grove Homes Ltd. application for 70 single-detached lots.

Summary of Allocation:

2007 – 2009 Allocation (units)		2010 Recommended Allocation (units)
Allocated Applications Approved in 2009/2010	Allocation Available for Approval in 2010	
162	0	70