



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 36-85

To adopt Amendment Number 52
and Amendment Number 52 A 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 Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

1. Amendment Number 52 and Amendment Number 52 A to the Official Plan of the City of Brampton Planning Area are 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 and Housing for approval of Amendment Number 52 and Amendment Number 52 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council,

This 11th day of February, 1985.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

ORIGINAL

Bj-LAW 36-PS


AMENDMENT NUMBER 52
to the Official Plan of the
City of Brampton Planning Area

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Amendment No. 52
to the
Official Plan for the
City of Brampton Planning Area

This Amendment No. 52 to the Official Plan for the
City of Brampton Planning Area, which has been adopted
by the Council of the Corporation of the City of Brampton,
is hereby approved in accordance with Section 17
of the Planning Act as Amendment No. 52 to the Official
Plan for the Brampton Planning Area.

Date *May 23, 1985*.....





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RALPH A. EVERETT - CLERK

AMENDMENT NUMBER 52 TO THE OFFICIAL PLAN

1. Purpose:

The purpose of this amendment is to change the land use designation of two school sites located in the Bovaird-Kennedy area. The two school sites are to be redesignated as Low and Medium Density Residential by substituting a new map in Amendment Number 76 and amending the appropriate policies.

2. Location:

The lands subject to this amendment are shown on Schedule A to this amendment and constitute the area known as the Bovaird-Kennedy Area, as shown on Plate 45, added to the Consolidated Official Plan by Amendment Number 76.

3. Amendment and Policies Relative Thereto:

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

(a) by deleting the first paragraph of subsection 7.2.7.3, and substituting therefor the following:

"Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 76, 13A, 21A and A, to the Consolidated Official Plan, as they apply to Secondary Plan Area Number 3, are combined, and shall constitute the Heart Lake West Secondary Plan."

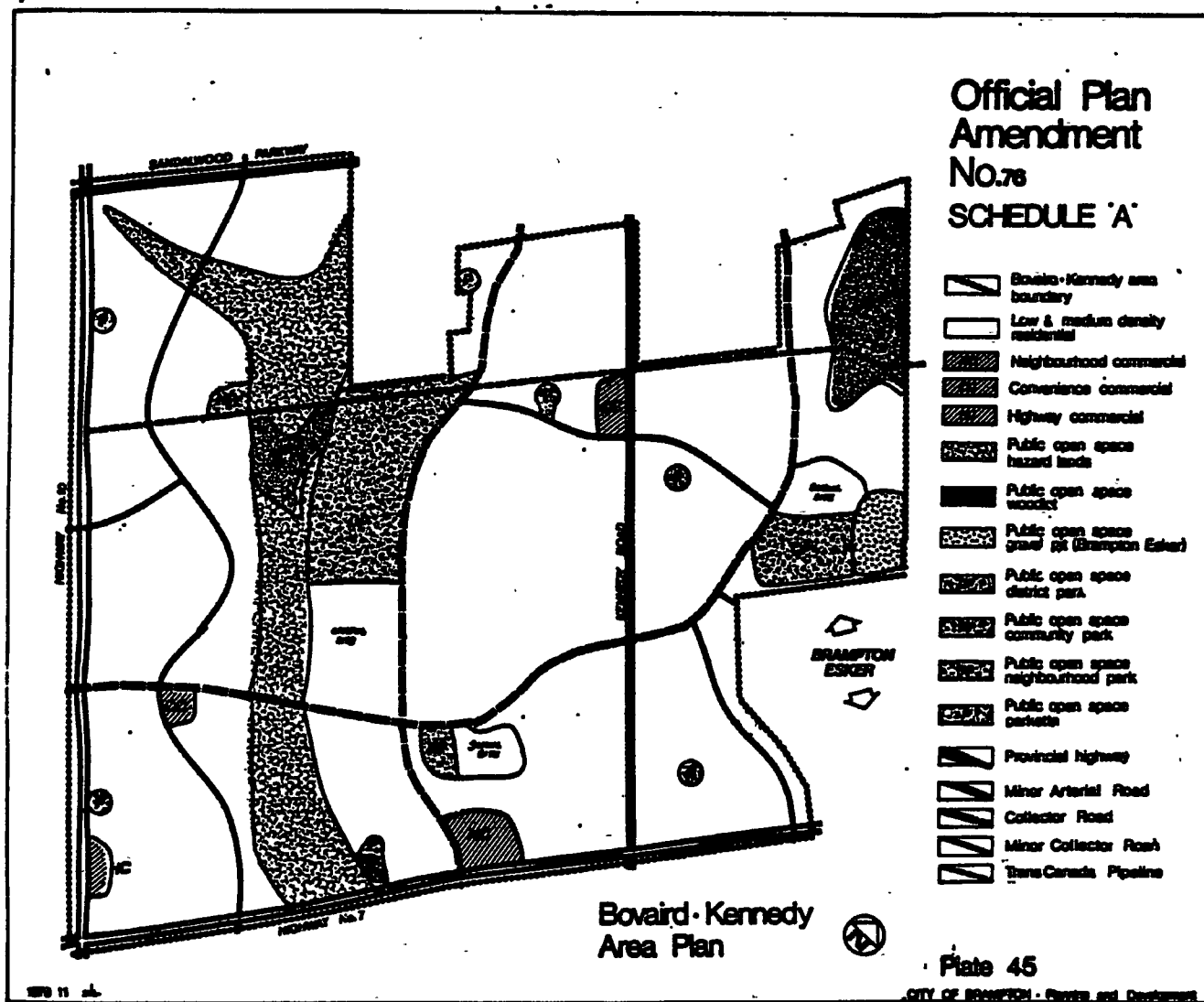
(2) The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Heart Lake West Secondary Plan (being Chapter C35 of Section C of Part C, and Plate Number 2, of the Consolidated Official Plan of the City of Brampton Planning Area, and Amendment Numbers 76, 13A and 21A, as they apply to Secondary Plan Area Number 3) is hereby amended:

(a) by deleting therefrom Plate 45 (being Schedule A to Amendment Number 76), and substituting therefor Schedule A to this amendment, and

(b) by deleting therefrom the first sentence of section 4.9 of Chapter C35, in Part C, Section C, and substituting therefor the following:

"Schools: It is estimated that three single school sites and a combined school campus will be required in the Bovaird-Kennedy area in the locations indicated on Plate 45."

35/11/22



OFFICIAL PLAN AMENDMENT No. 52

Schedule A



H6700

CITY OF BRAMPTON
Planning and Development

Date: 85 02 11 Drawn by: RB
File no. Map no.

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 52

Attached is a copy of a report of the Director, Planning and Development Services Division, dated February 8, 1984 and a copy of a report from the Director, Planning and Development Services Division, dated April 3, 1984, forwarding the notes of a public meeting held on March 28, 1984.

INTER-OFFICE MEMORANDUM

*Sent to P.C.
Feb. 13.*

Office of the Commissioner of Planning & Development

February 8, 1984

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application to
Amend the Restricted Area (Zoning) By-law
Part of Lot 11, Concession 1, E.H.S.
(Formerly Township of Chinguacousy)
Ward 2
DEXFIELD INVESTMENTS LIMITED
Region of Peel File 21T-79073B
Our File: C1E11.2

1.0 Introduction

A revised draft plan of subdivision for the above noted lands has been submitted to the Region of Peel and formally circulated in accordance with normal procedures for processing draft plans of subdivision.

An application to amend the Official Plan and zoning by-law to implement the proposed plan of subdivision has been filed with the City Clerk and referred to staff for a report and recommendation.

2.0 Property Description

The subject is 38.78 hectares (95.84 acres) in size and located in the northwest quadrant of the intersection of Highway Seven and Kennedy Road being the east half of Lot 11, Concession 1, East of Hurontario Street.

The site has frontages of approximately 663.4 metres (2,176.5 feet) on the north side of Highway Seven (Bovaird Drive) and 514.7 metres (1,688.6 feet) on the east side of Kennedy Road).

The subject lands are relatively flat and drain in a westerly direction toward the Etobicoke Creek located to the west of the property. The lands are presently vacant with the exception of the ruins of farm buildings which are to be removed by the applicant prior to development.

The vegetation on the site includes a woodlot of deciduous trees approximately 0.8 hectares (2 acres) in size and located on the south-west corner of the site. This woodlot has been rated as being worthy of retention. Other trees are scattered along the property boundaries and in the vicinity of the ruins of the farm buildings.

The lands abutting the north boundary of the property are vacant and subject to a draft plan of subdivision application by Lethbridge Developments Limited (Ministry of Municipal Affairs and Housing File 21T-24022B). The small parcel of land abutting the northeast corner of the subject property is occupied by a single family residence and the Kennedy Road Veterinary Clinic. The lands located to the west of the property are vacant and subject to a draft plan of subdivision application by Operation 9 Incorporated (Region of Peel File 21T-79074B).

The lands on the east side of Kennedy Road are owned by the applicant and are also subject to a draft plan of subdivision application (Region of Peel File 21T-79072B). To the south of the property on the south side of Bovaird Drive, the lands are occupied by the Peel Block industrial plant and vacant lands on which a plan of subdivision has been recently registered. The triangular portion of land created by the former Highway Seven by-pass (also located on the south side of Bovaird Drive) are occupied by the former Parkholme Public School and are subject to draft plan of subdivision by the

Region of Peel (file 21T-82044B).

3.0 Official Plan and Zoning Status

The Consolidated Official Plan, as amended by Amendment 76 (approved by the Minister of Municipal Affairs and Housing on July 8, 1983), designates the subject property at Low and Medium Density Residential. In addition, there is a Neighbourhood Commercial designation located on the northeast corner of Bovaird Drive and Conestoga Drive, a Parkette designation coinciding with the woodlot on the southwest portion of the property, School Site and Neighbourhood Park designations located in the centre of the plan, and portions of a School Site and a Campus Site designation located on the northwest corner of the property.

Schedule A to the new Official Plan designates the subject property as Residential. There is also a commercial designation situated on the north side of Bovaird Drive. The property is included within the area designated as "New Development Area 3" and Amendment 76, as described above, applies.

By-law 861, as amended, zones the entire property as Agricultural - A.

4.0 Proposal

The applicant proposes to subdivide the property into 223 single family residential lots with minimum widths of 12.5 metres (41.0 feet); 181 lots with minimum widths of 9.15 metres (30.0 feet) for small single family detached dwellings or semi-detached dwellings; 14 townhouse blocks which will contain 99 units; two school blocks, 3.24 hectares (8.0 acres) and 1.46 hectares (3.61 acres) in size; two park blocks, 1.27 hectares (3.14 acres) and 0.86 hectares (2.11 acres) in size; one open space (valleyland) block 0.22 hectares (0.55 acres) in size and a commercial block 3.24 hectares (8.0 acres) in size.

It is noted that the school block located on the north-west portion of the site is to be combined with blocks on the abutting plans to form the school campus designated in Amendment Number 76. The school campus will accommodate a secondary school, a junior public school and related facilities. The school site designated on the east side of Conestoga Drive is not required by either school board, therefore the applicant has requested an amendment to the Official Plan to permit the lands to be developed for residential purposes.

The plan also includes a road widening block along Kennedy Road, 0.3 metre reserves, two walkways and 38 blocks for future development as residential lots in conjunction with the abutting lands.

The road pattern within the plan includes collector roads extending in east-west and north-south directions and providing access to Kennedy Road and Highway Seven. The proposed internal road system is designed to facilitate its extension into the proposed subdivisions on the abutting lands.

A service road concept is employed in order to minimize the number of lots exposed to noise generated by Kennedy Road and Highway Seven.

In accordance with the requirements of Amendment 76, the applicant has submitted a market feasibility study for the proposed neighbourhood commercial shopping centre located at the intersection of Conestoga Drive and Bovaird Drive. The study concludes that there is sufficient market demand to support the proposed neighbourhood commercial centre.

The applicant has also submitted a preliminary acoustical feasibility analysis which concludes that it is feasible to achieve acoustical attenuation consistent with existing guidelines within the plan as proposed. In addition, a master storm water management study and a vegetation analysis have been submitted.

5.0 . Comments

The Public Works and Building Department has provided the following comments:

- all drainage facilities and grading plans shall be designed to the latest City standards and subject to the approval of the Engineering Department;
- Street No.'s 9 and 7 must be redesigned to eliminate a direct connection from Street No. 1 to Conestoga Drive;
- widenings on Bovaird Drive are to be as per M.T.C. requirements;
- one foot reserves will be required at all dead ends, and open road allowances except at Kennedy and Bovaird (Street No.11);
- there are sight distance deficiencies in the following locations:
 - (a) Street No. 6 and Conestoga Drive - emanating from Street No. 6 viewing southerly,
 - (b) Conestoga Drive and Street No. 1 - emanating from the north leg of Conestoga Drive viewing easterly, and
- if and when this plan is approved, this Department will be pleased to discuss details of Engineering requirements relating to roads, sidewalks, drainage, streetlighting, etc."

The Community Services Department has no major comments.

The Fire and Law Departments have no comments or objections.

The Regional Public Works Department provided the following comments:

"Sewer: Sanitary sewers are available at the Little Etobicoke Sanitary Sewer Trunk Sewer, to the west of the plan. External easements and construction will be required.

Water: Water is available on Highway Number 7 and Kennedy Road. Frontage charges apply on Highway Number 7 and Kennedy Road.

Roads: Regional Roads not directly affected.

Lot Levies: Full lot levies apply."

The Ministry of Transportation and Communications has indicated that they recommend the location of the Conestoga Drive - Highway Seven intersection and that they require the following:

- (a) submission of a traffic report containing the anticipated peak hour turning volumes, and
- (b) that the developer enter into a legal agreement with the Ministry for costs associated with any intersection improvements.

In addition, the Ministry requires that prior to final approval, the applicant must submit a satisfactory drainage plan and report outlining the intended treatment of the calculated run-off.

With respect to the proposed commercial block adjacent to Highway Seven, the Ministry has advised that access will be restricted to the internal road system and that the 0.3 metre reserves shown along Highway Seven should be conveyed to the Ministry. It was also noted that the entrance to the commercial block must be positioned so that it will not interfere with the intersection of Highway Seven and Conestoga Drive.

With respect to the residential lots adjacent to Highway Seven, the Ministry has advised that their permit setback for residential dwellings is 7.5 metres (25.0 feet) from the property line. It was also suggested that the plan be revised (if possible) so that the lots in the vicinity of the intersection of Highway Seven and Conestoga Drive have internal street access.

The Ministry also indicated that Street 11 where it parallels Highway Seven in the vicinity of Kennedy Road could create a traffic hazard due to headlight reflection. It was therefore recommended that the developer provide adequate screening along this area to reduce headlight glare from Highway Seven traffic.

The Ministry of the Environment has indicated that they are concerned that excess noise levels associated with vehicular traffic movement on the Highway Seven by-pass and Kennedy Road will have an impact on the residential use of this property. It was recommended that that the owner be required to investigate noise levels on the site and to recommend noise control measures sufficient to meet the noise level objectives of the City of Brampton and the Ministry of the Environment.

The Ministry also advised that industrial operations at Peel Block Company, located on the south side of Highway Seven, are expected to give rise to complaints of odour, dust, noise and smoke emissions associated with the company's operation. Ministry assessment of similar industries suggest that a minimum distance separation of 150 metres would be appropriate for this type of industrial operation.

Although the Ministry has no objection to the future use of these properties for residential purposes, they are not in favour of their approval at this time. It was recommended that development on the aforementioned lots be restricted until the conflicting land use has ceased to exist.

In view of the above and because of the existence of a conflicting land use, the Ministry is unable to recommend approval of the plan in its present form. It was noted that if the processing of this application is to proceed, despite the possibility of future environmental constraints, and should a satisfactory solution be reached regarding the lots within the 150 metres separation distance presently recommended, the Ministry would consider draft approval of the remainder of the plan subject to the following conditions:

1. Prior to final approval, the owner shall engage the services of a consultant to complete a noise study recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton.
2. Prior to final approval the Ministry of the Environment shall be notified by a copy of the fully executed subdivider's noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivider's agreement.
3. In the event that a slight noise level excess will remain, despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of the subdivider's agreement:

"Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants."

The Metropolitan Toronto and Region Conservation Authority has advised that they are prepared to recommend draft approval subject to the following conditions:

1. Prior to initiation of the grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority the following:
 - (a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands and how it will conform to the

"Bovaird-Kennedy Master Drainage Plan". This report should include:

- plans illustrating how this drainage system will tie into surrounding drainage systems, i.e., Is it part of an overall drainage scheme? How will external flows be accommodated? What is design capacity of the receiving system?
- storm management techniques which may be required to control minor or major flows;
- proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, and
- location and description of all outlets and other facilities which may require permits under Ontario Regulation 170.

N.B. It is recommended that the developer or his consultant contact the Authority prior to preparing the above report to clarify the specific requirements of this development.

- (2) That prior to the final registration of this plan, the owner enter into an agreement with the Metropolitan Toronto and Region Conservation Authority or the City of Brampton with respect to the acquisition of the valley lands.
- (3) That the owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:
 - (a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region

Conservation Authority, the recommendations referred to in the report, as required in Condition (1).

- (b) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 463, without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.

The Dufferin-Peel Roman Catholic Separate School Board has indicated that they require that the following clause be included in the conditions of draft approval and in all agreements of purchase and sale for the residential lots in this subdivision:

"Whereas, despite the best efforts of The Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated pupils in neighbourhood schools, you are hereby notified that pupils may be accommodated in temporary facilities and/or bussed to schools outside of the area, and further, that pupils may later be transferred to the neighbourhood school."

The Board noted that Block 459 in the plan of subdivision will accommodate an intermediate separate school site and that the following conditions must be met prior to releasing the plan for registration:

1. The Dufferin-Peel Roman Catholic Separate School Board requires that satisfactory site purchase arrangements for the acquisition of Block 459 be complete prior to registration.
2. That the school site, Block 459, conform to the school site policy of The Dufferin-Peel Roman Catholic Separate School Board.

The Peel Board of Education has indicated that they have no objection to the further processing of the revised plan of subdivision provided that the following statement is included in the conditions of draft approval as well as the development agreement:

"The developer shall agree to erect signs at the entrance to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policy."

Also, the Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement:

"Whereas, despite the efforts of The Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy."

With respect to block 458 which is part of the school campus, the Board has indicated that lots 114 to 118 inclusive should be included as part of block 458. They also require that arrangements be made for the acquisition of block 458 in a condition satisfactory to the Board prior to registration of the plan, and that the applicant agree to provide a satisfactory site development plan prepared by a landscape architect.

6.0 Discussion

6.1 Bovaird-Kennedy Agreement

An agreement between the City, the Region and the owners within the Bovaird-Kennedy Area (Dexfield Investments Limited, Lethbridge Developments Limited, 517737 Ontario Limited, Operation 9 Incorporated and First City Development Corporation Limited) was executed on March 11, 1983 for the purpose of facilitating the development of the owner's lands in accordance with the land use designations and policies established by Amendment 76.

The provisions of the agreement include a phasing schedule allocating a maximum number of building permits per annum to each proposed subdivision. The agreement also required that the four above-noted owners (excluding First City Development Corporation Limited) enter into an agreement for the purpose of providing for the equalization of the costs of providing the school sites within the four draft plans, and that the four owners submit a storm water management study and enter into an agreement for the sharing of costs of all regrading and storm water management works recommended by the study. The Bovaird-Kennedy Agreement required that the agreement with respect to cost-sharing for school sites and implementation of the storm water management study be entered into prior to the City recommending to the Region draft approval for any plans of subdivision in the Bovaird-Kennedy Area (west of Kennedy Road). In addition, the Bovaird-Kennedy Agreement stipulates that provisions for the completion of and payment for the storm water management works shall be contained within the agreements for each subdivision.

Other clauses contained within the Bovaird-Kennedy Agreement include provisions for the following:

- payment for works to be constructed on lands which will become public open space;
- payment of capital contributions and lot levies;

- control of issuance of building permits until satisfactory arrangements have been made to provide direct access from each individual subdivision to the abutting major arterial road, and
- monitoring of traffic volumes on specified arterial roads and in the event that volumes reach or exceed Level F as described in the agreement, no further building permits shall be issued until improvements have been made to the road system which result in the reduction of traffic volumes.

The proposed draft plan of subdivision is subject to the above described requirements and the agreement forms the basis for processing the plan.

6.2 Subdivision Design

The design of the proposed draft plan has been primarily determined by Schedule A to Amendment 76. In this regard, the distribution of land uses in the proposed plan conforms with the Schedule A to Amendment 76. The only exception is that the school site designation located on the east side of Sandalwood Parkway is proposed to be developed as residential lots. Both school boards have advised that this school site is not required, therefore Amendment 76 will be amended to delete the school site.

With respect to the residential density, the proposed draft plan of subdivision contains the following mixture of housing:

<u>Housing Type</u>	<u>Number of Units</u>	<u>Percentage of Total Units</u>
Single Family Detached (Minimum Lot Width 12.5 metres)	223	44.3%
Small Single Family or Semi-Detached (Minimum Lot Width 9.1 metres)	181	36.0%
Townhouse (7-8 Units per Block, Minimum Block Width 54.9 metres)	99	19.7%
	<u>503</u>	<u>100%</u>

The mixture of housing in the proposed plan conforms with the proportions required by Amendment 76. There is only a minor variation from the guidelines of 45% single family density types, 35% semi-detached density types and 20% townhouse density types.

Amendment 76 contains the following policy with respect to energy conservation:

"3.3.1 Council shall require the design of residential, commercial and industrial subdivisions and siting of buildings for proper sun and wind orientation to the extent practicable."

Within the proposed plan of subdivision, 31% of the residential lots are oriented for solar exposure. Although the original draft plan contained a higher proportion of lots with solar orientation, staff note that there have been numerous revisions to satisfy other requirements of the School Boards, City Engineering Department and Planning staff. Subsequently, the proportion of solar oriented lots has decreased somewhat. In addition, the accommodation of various land uses such as schools, commercial blocks and parks and the fixed location of collector roads in accordance with Amendment 76 have resulted in a fragmentation of the areas in the plan to be devoted to residential lots. In view of the foregoing, it is concluded that the design of the subdivision has been oriented for solar exposure to the extent practicable.

The street pattern of the proposed plan consists primarily of crescents and cul-de-sacs extending from the collector roads shown on Schedule A to Amendment 76. The widths and curvatures of the collector roads in the subject revised plan reflect the alignments desired by the City Public Works Department.

The proposed plan has been designed to include a service road in the southeasterly portion of the plan in order to reduce the number of lots exposed to high noise levels. The Ministry of Transportation

and Communications (MTC) has expressed a concern that headlight reflections from traffic moving in the opposite direction along Highway Seven will be a traffic hazard. In view of this, it is recommended that the applicant be required to provide for vegetation screening on the boulevard between Street No. 11 and Highway Seven in the landscape plan for the subdivision. The landscape plan shall also provide for the landscaping of all other boulevards according to City standards.

With respect to the road widening and 0.3 metre reserves shown on the proposed plan, it is recommended that they be dedicated to the appropriate authorities (MTC or the City). The plan should be redlined to extend the 0.3 metre reserve on Street No. 1 along the entire limit of the property boundary. It is also noted that the applicant shall be required to undertake all studies and improvements required by MTC.

The subject draft plan shows the proposed pattern of development on abutting lands, including the small parcel of land at the northeast corner of the subject property. This parcel may be developed as residential lots having access onto Street No. 1 and a service road in the abutting plan to the north; the size and number of residential lots will be determined when an application for rezoning is submitted. It is noted that a visibility triangle will be required at the intersection of Street No. 1 and Kennedy Road.

Lots 356, 380 and 395 in the proposed draft plan are irregular in shape in that the frontages are wider than other adjacent lots and the rear yard areas are very narrow (less than 7 metres (23 feet) in width). Staff cannot support the inclusion of these triangular shaped lots in the subject plan because the outdoor amenity space would be significantly smaller than is generally accepted. It is therefore recommended that the draft plan be redlined as follows:

- (a) to shift the westerly side lot line of lot 356 to increase the rear lot line to 12 metres in length, delete lot 357, and

adjust the adjacent side lot lines accordingly;

- (b) to shift the easterly side lot line of lot 380 to increase the rear lot line to a minimum of 9 metres in length, delete lot 382, and adjust the adjacent side lot lines accordingly, and
- (c) to shift the westerly side lot line of lot 395 to increase the rear lot line to a minimum of 9 metres in length, delete lot 393, and adjust the adjacent side lot lines accordingly.

With respect to the Public Works' comment that the direct connection between Street No. 1 and Conestoga Drive should be eliminated, Planning staff have developed a design solution which will achieve the elimination of the potential short-cut situation. It is recommended that the plan be revised to form a crescent connecting Street No.'s 7 and 9, eliminating their connection with Conestoga Drive, and forming a further cul-de-sac at the terminus of Street No. 9 in the Lethbridge plan to the north.

6.3 Phasing

The Bovaird-Kennedy Agreement contains a number of clauses regarding the phasing of development of the subject property. There is a limit on the number of building permits which can be issued each year provided that traffic volumes do not exceed a certain level.

The Bovaird-Kennedy Agreement also provides for the phasing of the proposed plan in conjunction with the completion of collector roads. It is recommended that prior to issuance of any building permits, Conestoga Drive and Street No. 1 should be constructed so that they connect with each other as well as the arterial roads and be dedicated to the City. In addition, the applicant should be required to provide adequate securities to pay the costs of completing the construction of Conestoga Drive and Street No. 1.

Also with respect to phasing, staff note that in accordance with the Ministry of the Environment comments, development of residential lots within 150 metres of the Peel Block Company cannot occur until this conflicting land use has ceased to exist. It is therefore recommended that no building permits be issued for the affected residential lots until the Ministry of the Environment advises the City that it is satisfied that emissions from the Peel Block Company will no longer affect the said lots.

6.4 Parks and Open Space

The proposed draft plan of subdivision includes a block for a neighbourhood park (Block 460) which is 1.27 hectares (3.14 acres) in size and adjacent to the separate school site. The plan also includes a park block and an open space block (Blocks 461 and 463) in the southwest corner of the property. The open space block lies within the valley of the Etobicoke Creek and the park block encompasses the majority of the woodlot in that location. It is recommended that the applicant be required to convey Blocks 460 and 461 to the City for park purposes in a condition satisfactory to the City. In addition, Block 463 should be conveyed to the City for open space purposes. With respect to fencing, the applicant shall be required to erect a 1.2 metre (4 feet) chain link fencing along the boundaries of parks and open space which abut residential lots in accordance with the City's fencing policy.

The applicant has submitted a vegetation analysis which identifies the existing trees on the property and evaluates their condition based on their individual characteristics. The most significant vegetation on the property is the woodlot on the southwest corner of the property. The predominant species in the woodlot are beech, elm, maple, ash and basswood and the condition of the woodlot is rated as healthy. Other vegetation on the site includes various species of trees grouped on the southwest portion of the property and scattered along the boundaries.

The majority of the woodlot can be retained, though, it is recognized that some of the other trees will be removed. To ensure that as many trees as possible are retained, it is recommended that arrangements be made to the satisfaction of the City prior to commencement of any grading or servicing for the preservation of trees to be retained. In this regard, the lot grading plans should identify the trees to be retained and the proposed tree protection measures. The effects of installation of above and below ground services should be addressed and no existing grades should be altered where trees are being retained.

6.5 Commercial

The subject draft plan of subdivision proposes a commercial block 3.24 hectares (8.0 acres) in size. The block is to be developed for neighbourhood commercial purposes in accordance with the land use designation and the following policies contained Amendment 76:

Neighbourhood Commercial: The Neighbourhood Commercial category on Plate 45 of this chapter is defined as a group of commercial establishments planned and developed as a unit. Neighbourhood Commercial Areas are usually 2,000 to 9,000 square metres (21,500 to 96,000 square feet) of Gross Leasable Area in size and the principal tenants are major supermarkets greater than 1,400 square metres (15,100 square feet) in size. The site area will be in the range of 1.6 - 3.2 hectares (4 - 8 acres). Primary permitted uses include retail stores, service establishments catering to personal or household needs, and local offices. Complementary uses such as automobile service stations and car washes, may be permitted.

Shopping Centre Impact Studies: Every application for the development of a Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact study must provide information regarding the

market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. Such information will form a basis for the size and timing of construction of a Neighbourhood Commercial Area."

In support of the proposed neighbourhood shopping centre, the applicant has submitted a market feasibility study. The Planning Policy and Research Division of the Planning and Development Department have reviewed the analysis and indicated that the methodology employed is consistent with that used in the comprehensive commercial study prepared for the City in 1977. The comprehensive study established that there is sufficient market demand to support a neighbourhood centre in the Bovaird-Kennedy Area, and this demand was reflected by appropriate designations in the Official Plan and Amendment Number 76. Staff note, however, that the report focuses primarily upon the feasibility of the supermarket and department store type merchandise (DSTM) uses. A rather cursory analysis was provided for the service space component, which constitutes approximately 30,000 square feet and 33% of the proposed shopping centre. Although staff believe that there is a legitimate basis for the proposed shopping centre, there is a concern that the size of the site may be too large. It is therefore recommended that prior to the final recommendation of draft approval, the applicant should be required to provide a further analysis with respect to the service component of the neighbourhood centre in order to support the 3.24 hectare (8.0 acre) site.

The market feasibility study recommends the following distribution of retail and service uses:

<u>Use</u>	<u>Gross Leasable Area (Square Feet)</u>
Supermarket	30-40,000
Drug Store	5-7,000
Other Retail	10-15,000
Personal Services	2-3,000
Financial Institutions	2-4,000
Restaurant(s)	5-10,000
Other (Movie Theatre, offices)	10-15,000
TOTAL	70-90,000

The above listed uses appear to be appropriate for the proposed shopping centre, however, staff are of the opinion that a movie theatre should be located in a large type of shopping centre such as a community or regional shopping centre. In view of this, it is recommended that this use not be permitted by the zoning by-law.

The proposed shopping centre abuts residential lots, therefore it is important to achieve a harmonious interface between the residential and commercial uses. The adverse impacts attributed to commercial uses can be minimized through the inclusion of appropriate requirements and restrictions in the zoning by-law and through site plan control.

An effective separation between the uses should involve some spatial separation as well as a physical barrier. In this regard, it is recommended that the zoning by-law require a 15 metre (49.2 feet) setback of buildings from all residential lots and that the plan be redlined to increase the depth of the residential lots to a minimum of 35 metres (114.8 feet). With respect to restaurants, it would be appropriate to require a 50 metre setback from residential lots in order to minimize the effect of cooking odours on surrounding residences. In addition, a 1.8 metre (6 feet) masonry wall should be erected on the rear lot lines of all lots abutting Block 462, a landscaped area 1.5 metres (4.9 feet) in width should be required next to the masonry wall (on Block 462), and no outside storage of garbage should be permitted unless there is a compactor and a fully enclosed building to accommodate it. These measures should provide an effective buffer to protect abutting residences from the adverse impacts of the shopping centre. It is recommended that prior to issuance of building permits for the abutting lots, the applicant should erect the buffer (masonry wall and associated landscaping) and make satisfactory arrangements for its maintenance.

With respect to access to Block 462, staff are of the opinion that the 5.0 metre walkway and 20.0 metre access should not be included in the plan. It is therefore recommended that the plan be redlined to

include them in the adjacent residential lots and blocks. Access to Block 462 shall be obtained from Conestoga Drive, with the dedication of a 0.3 metre reserve ensuring that the access will not interfere with traffic at the intersection with Highway Seven. Because there are residences located on Conestoga Drive across from the shopping centre, it is recommended that the applicant be required to provide a landscaped area 5 metres in width along the Conestoga Drive frontage. In order that prospective purchasers are aware that a shopping centre will be located on Block 462, the applicant should be required to erect a sign on the property to the satisfaction of the City.

6.6 School and Church Sites

The subject draft plan contains two blocks which are to be developed for school purposes. Block 459, located in the central portion of the plan and adjacent to the neighbourhood park, is being set aside to accommodate an intermediate separate school. In accordance with the requirements of the Dufferin-Peel Separate School Board, the conditions of draft approval will require that satisfactory site purchase arrangements be complete and that the site be made to conform with the Board's policies prior to release for registration.

It is noted that Block 459 includes a walkway 5.0 metres in width adjacent to lots 148, 149 and 150 to provide direct pedestrian access to Street 2. Staff are of the opinion that this walkway is not necessary because pedestrians can obtain access to Street 2 through the park block adjacent to the school. In view of this, it is recommended that the plan be redlined to delete the walkway and add the width to the adjacent lots.

Block 458, located in the northwest corner of the draft plan and having frontage on the west side of Conestoga Drive is to be combined with blocks in the three abutting draft plans to form a school campus containing a junior public school and a secondary school. In accordance with the requirements of the Peel Board of Education, the conditions of draft approval will require that satisfactory site

purchase arrangements be completed prior to registration in the plan.

Both of the school boards require that prospective purchasers be advised that school accommodations may not be immediately available in neighbourhood schools, therefore the conditions of draft approval will require that appropriate clauses be submitted in agreements of purchase and sale and the subdivision agreement.

With respect to the provision of sites for church purposes, Amendment 76 contains the following policy:

"Churches: It has been determined that a total of four church sites excluding the Roman Catholic church site abutting the west side of Kennedy Road in Lot 13 and excluding the Baptist church site abutting the east side of Kennedy Road in Lot 12, may be required to serve the future population. Accordingly, each developer of 400 or more residential units will be required to reserve for an appropriate length of time a group of residential lots amounting to at least 0.4 hectares (1.0 acres) in area as a potential church block in an appropriate location fronting on or easily accessible to a Collector or Minor Collector road in a plan of subdivision."

The proposed plan of subdivision does not include a block reserved for church purposes. In accordance with the above noted policy it would be appropriate to reserve a block for church purposes for a period of five years from the date of registration. The five year period should provide a sufficient length of time for a religious organization to arrange a site purchase.

It is recommended that a block of land (approximately 0.56 hectares - 1.4 acres in size) which includes lots 26 to 31 inclusive, lots 43 to 45 inclusive, the portion of the park block shown as a 10 metre walkway and part of Street 3 be reserved for church purposes. The turning circle at the terminus of Street 3 could be moved north to be

adjacent to lots 24, 25, 32 and 33. To advise prospective purchasers of the potential use of the site for church purposes, the applicant should be required to erect and maintain a sign to that effect to the satisfaction of the City. The implementing zoning by-law will apply a holding zone to the block, and the permitted uses will include a religious institution and single family dwellings. In the event that the site is not acquired for church purposes, the holding zone may be lifted and the block may be developed as residential lots as shown on the proposed plan, subject to other requirements such as payment of levies, phasing, etc. It is noted, however, that the 10 metre walkway would not be required by the City and could therefore be included as part of lot 28.

6.7 Noise Attenuation

The subject property is located immediately adjacent to Kennedy Road and Highway Seven (Bovaird Drive), both of which carry large volumes of traffic and are a source of high levels of noise. In this regard, the applicant has submitted a preliminary acoustical feasibility analysis which addresses the feasibility of noise attenuation for the proposed development. The report identifies the three types of lots subject to excessive noise levels as being lots flanking the noise source, lots fronting on a service adjacent to the noise source, and lots subject to "gapping" (noise which travels through gaps between directly exposed units).

The proposed draft plan has been designed so that most of the lots have frontage on a service road adjacent to the noise source, therefore the outdoor amenity space in the rear yard is protected by the dwelling unit itself. The report indicates that acoustical barriers will not have to be erected in these instances provided that the dwellings are at least two storeys in height.

With respect to the flankage lots, the report recommends that the dwelling units be sited on the lot to facilitate the dwelling unit

being used as a noise barrier, and that the appropriate siting can be achieved through site plan control. In order to accommodate the recommended siting and achieve a satisfactory amount of rear yard amenity space, flankage lots must be a minimum of 18 metres in width. With the exception of lot 28, all flankage lots are at least 18 metres in width. In the event that the block reserved for church purposes is not purchased and lot 28 is developed for residential purposes, its width should be increased to a minimum of 18 metres. Staff note that in order to eliminate the intrusion of noise through gaps between dwellings, it is proposed that the maximum rear yard setback be 1.5 metres (4.9 feet). A diagram illustrating the recommended siting of flankage lots which are exposed to noise is attached to this report. To facilitate this siting, the lot line between lots 218 and 223 should be adjusted so that it is perpendicular to the road allowance.

In addition, it is noted that attempts to achieve the special site plan layout to mitigate noise have not been successful in the past because builders submit that there are no standard house designs which cover the appropriate building envelope. In view of this, it is recommended that the zoning by-law contain specific provisions to achieve the appropriate site design and that the developer be required to submit house plans which comply with the zoning provisions prior to registration of the draft plan. Also, as indicated in the preliminary noise study, it is recommended that the applicant be required to submit a detailed acoustical impact analysis recommending specific noise attenuation measures for inclusion in the subdivision agreement. The agreement should contain the appropriate warning clauses with respect to excessive noise levels.

7.0 Recommendation

It is recommended that Planning Committee recommend to City Council that:

- A. A Public Meeting be held with respect to the proposed amendments to the Official Plan and Zoning By-law in accordance with City Council's procedures, and
- B. Subject to the results of the Public Meeting and agency comments which are still outstanding, and subject to the submission of additional information in support of the 3.2 hectare commercial block, Planning Committee recommend to City Council that the proposed draft plan of subdivision application be recommended for draft approval subject to the following conditions:
 1. Draft approval conditions apply to the draft plan dated December 28, 1983, by Fred Schaeffer Associates Limited, and the drawing numbered 83-3R, redline revised as follows:
 - (a) to show a block comprised of lots 26 to 31 both inclusive, 43 to 45 both inclusive, the adjacent portion of Street 3 and the walkway portion of Block 461 and labelled as "Block 500";
 - (b) to show a turning circle at the terminus of Street 3 adjacent to the north boundary of Block 500 and adjust the lot lines of lots 5, 23, 24 and 25 to achieve appropriate lots;
 - (c) to delete the 5.0 metre walkway which is part of Block 459 and adjust the side lot lines of lots 150 to 153 both inclusive to include the said area;
 - (d) to delete lots 114 to 118 both inclusive and include their area as part of Block 458;
 - (e) to increase the depth of lots 154 to 157 both inclusive, lots 313 and 314, and block 413 to 418 both inclusive to a minimum depth of 35 metres;

- (f) to delete the area of Block 462 which is adjacent to Street 11 and adjust the side lot lines of the adjacent blocks and lots to add another residential lot;
 - (g) to adjust the lot line separating lots 218 and 228 so that it is perpendicular to Kennedy Road;
 - (h) to extend the 0.3 metre reserve on Street No. 1 to the east lot line of block 456;
 - (i) to shift the westerly side lot line of 356 to increase the rear lot line to 12 metres in length, delete lot 357, and adjust the adjacent side lot lines accordingly;
 - (j) to shift the easterly side lot line of lot 380 to increase the rear lot line to a minimum of 9 metres in length, delete lot 382 and adjust the adjacent side lot lines accordingly;
 - (k) to shift the westerly side lot line of 395 to increase the rear lot line to a minimum of 9 metres in length, delete lot 393, and adjust the adjacent side lot lines accordingly;
 - (l) to relocate lots 260 and 261 so that they are adjacent to lot 259 and adjust the side lot lines of block 405 accordingly, and
 - (m) to form a crescent connecting Street No.'s 7 and 9 in the vicinity of lots 375 and 376 and relot the adjacent area.
2. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies and payment of costs for implementation of the recommendations in the Master Storm Water Management Study.

3. The applicant shall agree by agreement to grant easements as may be required for the installation of utilities and municipal services to the appropriate authorities.
4. The applicant shall agree by agreement to support appropriate amendments to the Official Plan and Zoning By-law to permit the proposed subdivision.
5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
6. The 0.3 metre reserves abutting Kennedy Road, Conestoga Drive, Street Number 1 and at the ends of open road allowances shall be conveyed to the City.
7. The 0.3 metre reserves abutting Highway Seven shall be conveyed to the Ministry of Transportation and Communications.
8. The road widening, block 457, shall be conveyed to the City.
9. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
10. The applicant shall agree by agreement to create easements for maintenance purposes for all lots where side yards less than 1.2 metres (4 feet) in width are being provided.
11. The applicant shall agree by agreement to convey blocks 460 and 461 to the City for park purposes in a condition satisfactory to the City.
12. The applicant shall agree by agreement to convey block 463 to the City for open space purposes in a condition satisfactory to the City.

13. The applicant shall agree by agreement to erect fencing along the lot lines of all lots which abut blocks 460 and 461 in accordance with the City's fencing policy.
14. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the expense of the applicant.
15. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, Conestoga Drive shall be aligned with approved future streets to the north and south. Minor revisions to the plan may be required to facilitate satisfactory intersection alignments.
16. The applicant shall agree by agreement that prior to registration of the plan, the following shall be submitted to and approved by the Ministry of Transportation and Communications:
 - (a) a traffic report containing the anticipated peak hour turning volumes, and
 - (b) a drainage plan and report outlining the intended treatment of the calculated run-off.
17. The applicant shall agree by agreement with the Ministry of Transportation and Communications to assume all costs associated with any required intersection improvements at Conestoga Drive and Highway Seven.
18. The applicant shall agree by agreement to provide a vegetation screen on the boulevard between Street Number 11 and Highway Seven.

19. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to deal with the external appearance of dwellings and energy conservation principles.
20. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Ministry of the Environment and the City of Brampton.
21. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 20 above, shall be implemented to the satisfaction of the Ministry of the Environment and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clauses shall be included in a registered portion of the subdivider's agreement:
 - (a) "Purchasers shall be advised that despite the inclusion of noise control features within the development area, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants";
 - (b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in a colour coded form that have existing and potential noise environmental problems, and
 - (c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the plan and further, staff shall be permitted to monitor the sales office to ensure compliance.

22. The applicant shall agree by agreement that where residential lots are subject to the intrusion of noise through gaps between dwellings, the zoning by-law shall require a maximum rear yard setback of 1.5 metres and the minimum height of dwellings shall be 2 storeys. In this regard, the applicant shall be required to submit house plans which comply with the special siting provisions for lots subject to noise prior to registration of the draft plan.

23. The zoning by-law shall contain the following requirements and restrictions for block 462:
 - (a) minimum setback from residential lots - 15 metres
 - (b) minimum separation between a restaurant and a residential lot - 50 metres
 - (c) minimum width of landscaped buffers:
 - adjacent to a street - 5 metres
 - adjacent to a residential lot - 1.5 metres

24. The applicant shall agree by agreement to construct a masonry wall having a height of 1.8 metres along the common boundary line between block 462 and the residential lots and blocks, to the satisfaction of the City.

25. A landscaped buffer not less than 1.5 metres in width shall be provided along the northerly and easterly boundaries of block 462 where it abuts residential lots and shall be landscaped to the satisfaction of the City.

26. Prior to the issuance of building permits for lots 154 to 157, both inclusive, blocks 413 to 418, both inclusive, and lots 313 and 314, the masonry wall and landscaped buffer required in conditions 24 and 25, shall be constructed and arrangements for the maintenance of the said wall and landscaped buffer strip shall be made to the satisfaction of the City.

27. The applicant shall agree by agreement to erect and maintain a sign to the satisfaction of the City on block 462 which shall advise prospective purchasers that a shopping centre will be constructed in that location.

28. That prior to the release of the plan or any part thereof for registration, the Dufferin-Peel Separate School Board shall advise the Regional Municipality of Peel and the City of Brampton that satisfactory site purchase arrangements have been made for the acquisition of block 459 in a condition satisfactory to the Board.

29. The applicant shall agree by agreement:

(a) to erect signs to the satisfaction of the Peel Board of Education and the Dufferin-Peel Separate School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy; and

(b) any agreements of purchase and sale entered into with respect to any residential lots on this plan, within a period of five years from the date of registration of the subdivision agreement, contain a clause stating that:

"Whereas, despite the efforts of The Peel Board of Education and the Dufferin-Peel Separate School Board be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy.

30. The applicant shall agree by agreement that prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City, the following:

(a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands and how it will conform to the "Bovaird-Kennedy Stormwater Management Plan".

31. The applicant shall agree by agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:

(a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report, as required in Condition 30.

(b) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 463, without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.

32. Prior to the registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, the applicant shall be required to identify all trees to be retained on the grading plans, specify the tree protection measures, and ensure that existing grades are not altered where trees are being retained.

33. The applicant shall agree by agreement to reserve Block 500, as

redlined into the draft plan, for church purposes for a period of five years after the date of registration of the plan. In the event that Block 500 is not required for church purposes, it may be developed as residential lots, subject to the other requirements and conditions contained herein.

34. The applicant shall agree by agreement to erect and maintain a sign to the satisfaction of the City on Block 500 which shall advise prospective purchasers that the block is being reserved for a religious institution.
35. The applicant shall agree by agreement, at the City's option, to either install sidewalks along Highway Seven and Kennedy Road where they abut the subject lands, or pay to the City, prior to final approval, an amount equal to the estimated cost of construction, as approved by the City.
36. The applicant shall agree by agreement that development of the subject lands shall be staged to the satisfaction of the City. In this regard, building permits shall be issued in accordance with the provisions in the Bovaird-Kennedy Agreement and development shall be dependent upon prior or simultaneous development of adjacent lands to achieve continuity of roads and underground services.
37. The applicant shall agree by that no building permits shall be issued until such time as Conestoga Drive and Street No. 1 have been constructed to connect with each other as well as arterial roads and dedicated as public highways. The applicant shall also agree to provide adequate securities for the completion of Conestoga Drive and Street No. 1.
38. No building permits shall be issued for residential lots or blocks lying wholly or partially within a 150 metre radius of the Peel Block industrial buildings until such time as the City


has been advised in writing by the Ministry of the Environment that it is satisfied that emissions will no longer affect the said lots.

39. Blocks 419 to 456 both inclusive, shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law.

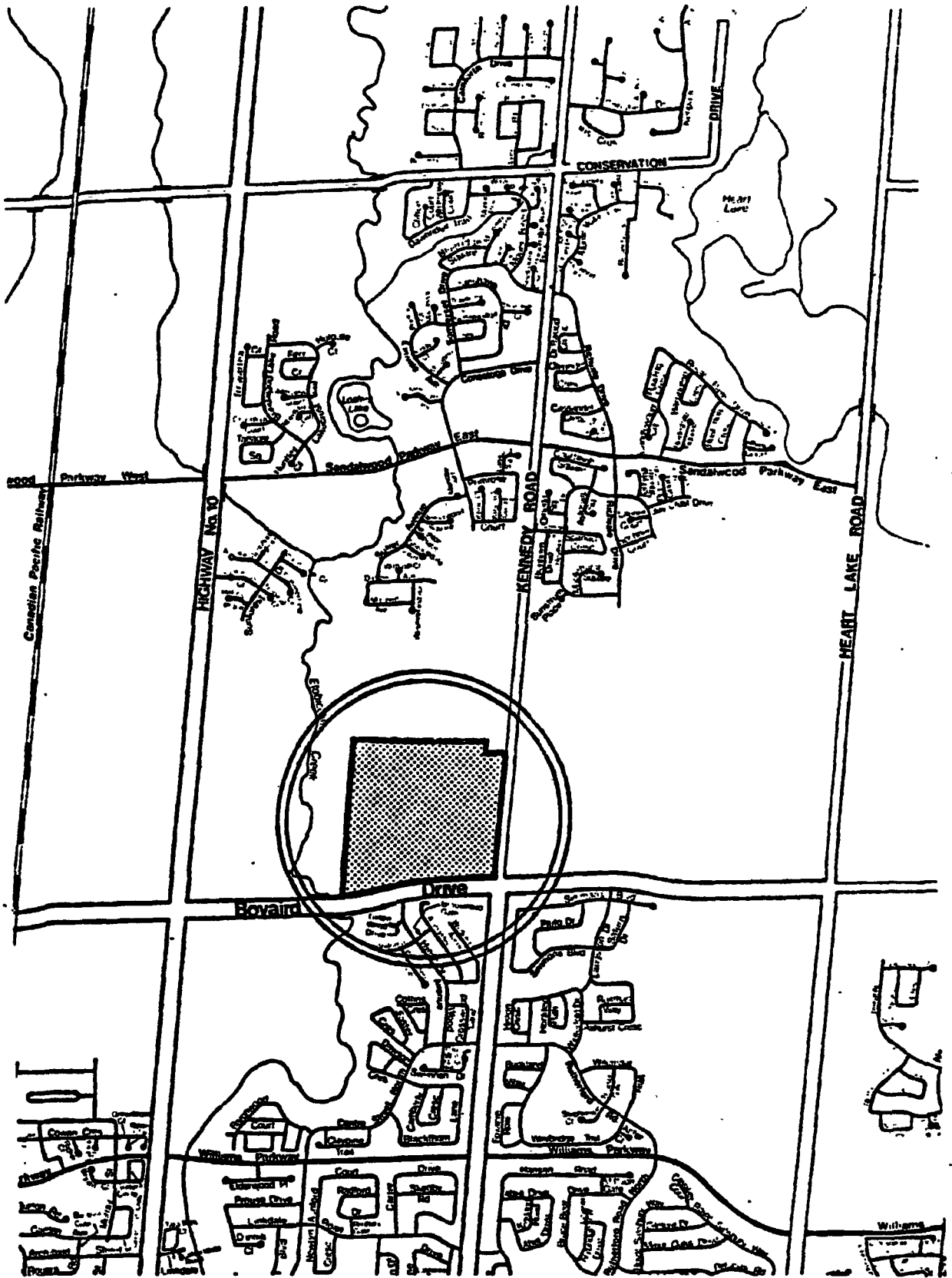
40. The number of residential lots in the plan shall not exceed 396.

AGREED:


E. R. Dalzell
Commissioner of Planning
and Development


L. W. H. Laine
Director of Planning and
Development Services Div.

JMR/jb/4



DEXFIELD INVESTMENTS INC.

Location Map

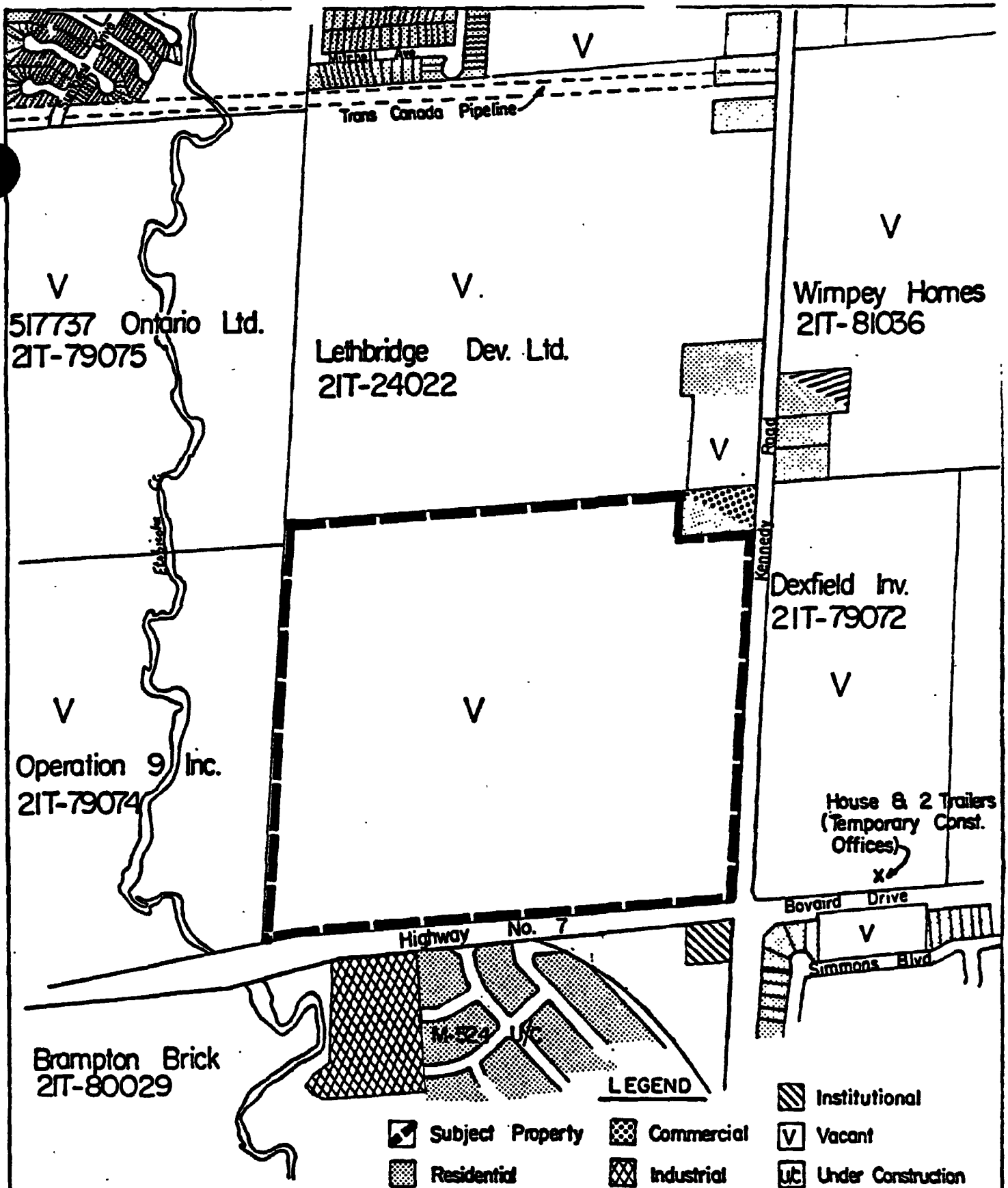


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CITY OF BRAMPTON
Planning and Development

Date: 84 01 19
File no. CIEII.2

Drawn by: RB
Map no. 25-32A



DEXFIELD INVESTMENTS INC.



CITY OF BRAMPTON
Planning and Development

and Use Map

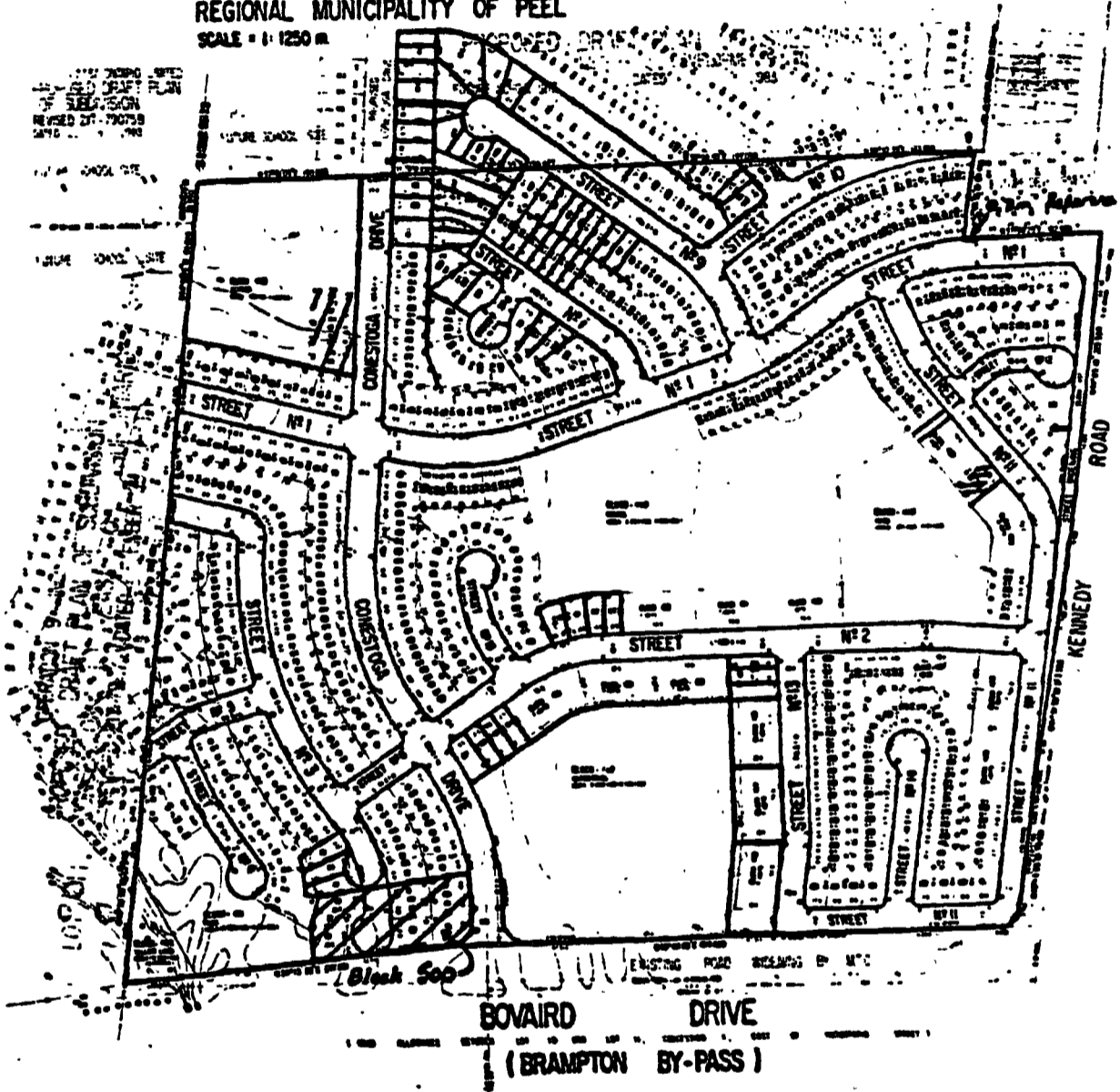
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Date: 84 01 19
File no. CIE1.2

Drawn by: RB
Map no. 25-32C

DRAFT PLAN OF SUBDIVISION OF
 PART OF LOT 11, CONCESSION 1 EAST OF HURONTARIO STREET
 CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEEL

SCALE = 1:1250 m



DEXFIELD INVESTMENTS INC.



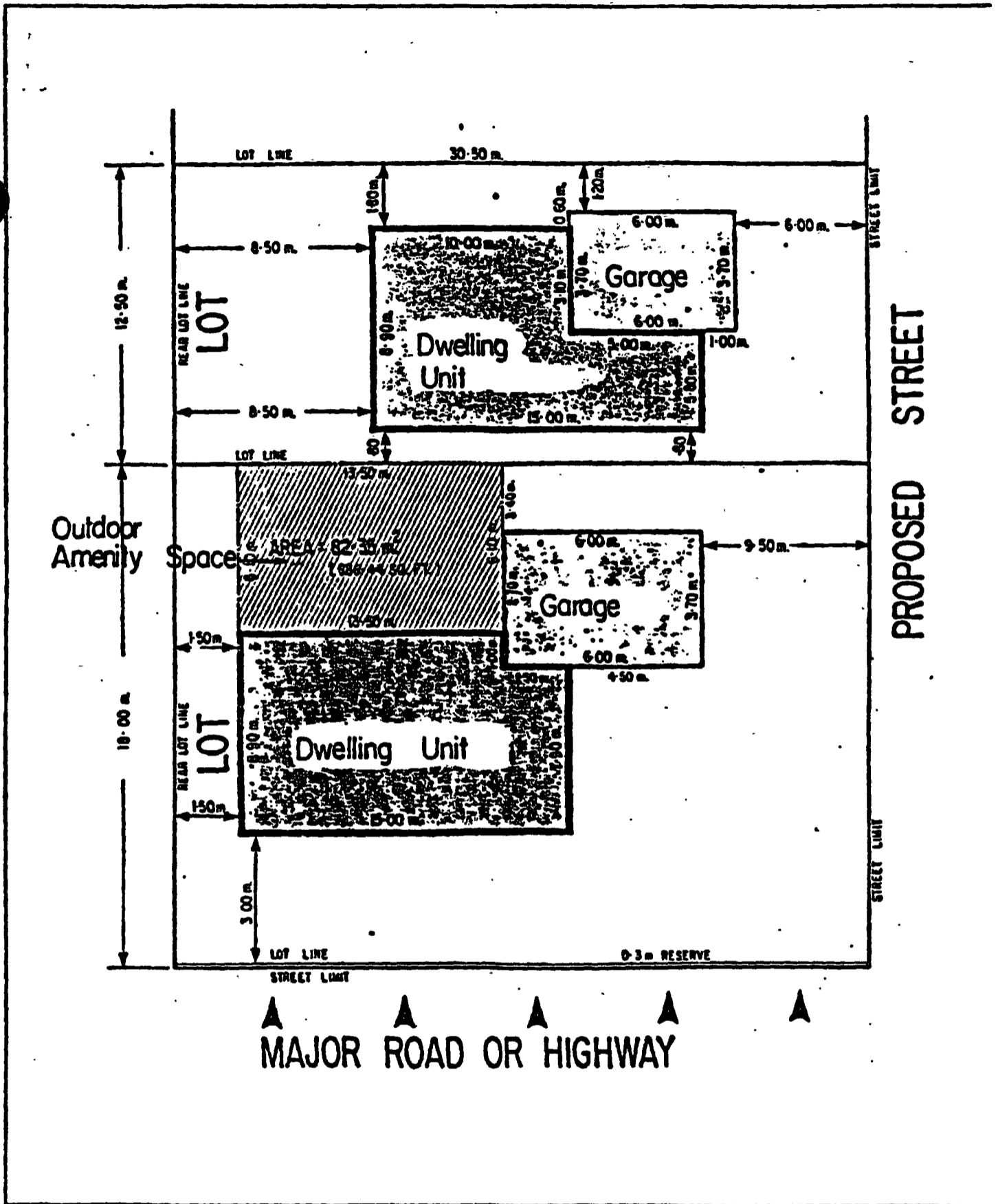
CITY OF BRAMPTON
 Planning and Development

Proposed Plan of Subdivision-Redlined

1:5000

Date: 84 01 19
 File no. C1E11.2

Drawn by: RB
 Map no. 25-32B



<p>DEXFIELD INVESTMENTS INC.</p> <p>Site Design of a Flankage Lot Exposed to Noise</p>	<p>N.T.S.</p>	<p>CITY OF BRAMPTON Planning and Development</p> <p>Date: 84 01 27 Drawn by RB File no. CIE11.2 Map no. 25-32D</p>
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INTER-OFFICE MEMORANDUM

*Sent to PC.
April 16.*

Office of the Commissioner of Planning & Development

April 3, 1984

TO: Chairman and Members of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law Part of Lot 11, Concession 1, E.H.S. (Formerly Township of Chinguacousy) Ward 2
DEXFIELD INVESTMENTS LIMITED
Region of Peel File 21T-79073B
Our File: C1E11.2

The notes of the public meeting held on Wednesday, March 28, 1984 with respect to the amendments to the Official Plan and zoning by-law concerning the above noted application are attached for the information of Planning Committee.

Several members of the public attended the meeting to obtain information about the proposals, however, no letters of objection have been received. With respect to the concern expressed at the public meeting regarding the disruption of the existing residential area by construction traffic, staff are of the opinion that an appropriate condition should be applied to the draft plan of subdivision north of the subject property (Lethbridge Developments Ltd.) as it is immediately adjacent to the existing residential community.

Staff note for the attention of the Committee that the plan displayed at the public meeting reflected the numerous redline revisions recommended in the staff report dated February 8, 1984. It is therefore recommended that the draft plan of subdivision, as attached, be subject to the revised conditions of draft approval contained in the following recommendation.

It is recommended that Planning Committee recommend to City Council that:

- (A) the notes of the public meeting be received;
- (B) the application to amend the Official Plan and zoning by-law be approved, and that the proposed draft plan of subdivision be recommended for draft approval, subject to the following conditions:
 1. Draft approval conditions apply to the draft plan dated February 28, 1984, by Fred Schaeffer Associates Limited, and the drawing numbered 84-4R.
 2. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies and payment of costs for implementation of the recommendations in the Master Storm Water Management Study.
 3. The applicant shall agree by agreement to grant easements as may be required for the installation of utilities and municipal services to the appropriate authorities.
 4. The applicant shall agree by agreement to support appropriate amendments to the Official Plan and Zoning By-law to permit the proposed subdivision.
 5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
 6. The 0.3 metre reserves abutting Kennedy Road, Conestoga Drive, Street Number 1 and at the ends of open road allowances shall be conveyed to the City.
 7. The 0.3 metre reserves abutting Highway Seven shall be conveyed to the Ministry of Transportation and Communications.

8. The road widening, block 440, shall be conveyed to the City.
9. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
10. The applicant shall agree by agreement to create easements for maintenance purposes for all lots where side yards less than 1.2 metres (4 feet) in width are being provided.
11. The applicant shall agree by agreement to convey blocks 443 and 444 to the City for park purposes in a condition satisfactory to the City.
12. The applicant shall agree by agreement to convey block 446 to the City for open space purposes in a condition satisfactory to the City.
13. The applicant shall agree by agreement to erect fencing along the lot lines of all lots which abut blocks 443 and 444 in accordance with the City's fencing policy.
14. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the expense of the applicant.
15. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, Conestoga Drive shall be aligned with approved future streets to the north and south. Minor revisions to the plan may be required to facilitate satisfactory intersection alignments.
16. The applicant shall agree by agreement that prior to registration of the plan, the following shall be submitted to

and approved by the Ministry of Transportation and Communications:

- (a) a traffic report containing the anticipated peak hour turning volumes, and
 - (b) a drainage plan and report outlining the intended treatment of the calculated run-off.
17. The applicant shall agree by agreement with the Ministry of Transportation and Communications to assume all costs associated with any required intersection improvements at Conestoga Drive and Highway Seven.
 18. The applicant shall agree by agreement to make arrangements to the satisfaction of the Ministry of Transportation and Communications for the screening of headlight glare on Highway Seven.
 19. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to deal with the external appearance of dwellings and energy conservation principles.
 20. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Ministry of the Environment and the City of Brampton.
 21. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 20 above, shall be implemented to the satisfaction of the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clauses shall be included in a registered portion of the subdivider's agreement:

- (a) "Purchasers shall be advised that despite the inclusion of noise control features within the development area, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants";
 - (b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in a colour coded form that have existing and potential noise environmental problems, and
 - (c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the plan and further, staff shall be permitted to monitor the sales office to ensure compliance.
22. The developer shall agree by agreement that those portions of lots located between a road allowance for which the lot does not obtain access, and any noise attenuation wall required pursuant to condition 20 shall be shown on the plan to be registered as a separate block, and shall be deeded to the applicable road authority.
23. The applicant shall agree by agreement that where residential lots are subject to the intrusion of noise through gaps between dwellings, the zoning by-law shall require a maximum rear yard setback of 1.5 metres and the minimum height of dwellings shall be 2 storeys.
24. The zoning by-law shall contain the following requirements and restrictions for block 445:
- (a) minimum setback from residential lots - 15 metres
 - (b) minimum separation between a restaurant and a residential

lot - 50 metres

(c) minimum width of landscaped buffers:

adjacent to a street - 5 metres

adjacent to a residential lot - 1.5 metres

25. The applicant shall agree by agreement to construct a masonry wall having a height of 1.8 metres along the common boundary line between block 445 and the residential lots and blocks, to the satisfaction of the City.
26. A landscaped buffer not less than 1.5 metres in width shall be provided along the northerly and easterly boundaries of block 445 where it abuts residential lots and shall be landscaped to the satisfaction of the City.
27. Prior to the release of the plan for registration, the applicant shall make satisfactory arrangements with the City with respect to the design and type of building materials of the masonry wall required in Condition 25 and shall provide adequate securities to ensure erection of the masonry wall. In this regard, the wall shall be erected one year following the issuance of the first building permit for any lot or block abutting block 445.
28. The applicant shall agree by agreement to erect and maintain a sign to the satisfaction of the City on block 445 which shall advise prospective purchasers that a shopping centre will be constructed in that location.
29. That prior to the release of the plan or any part thereof for registration, the Dufferin-Peel Separate School Board shall advise the Regional Municipality of Peel and the City of Brampton that satisfactory site purchase arrangements have been made for the acquisition of block 442 in a condition satisfactory to the Board.

30. That prior to the release of the plan or any part thereof for registration, the Peel Board of Education shall advise the Regional Municipality of Peel and the City of Brampton that satisfactory site purchase arrangements have been made for the acquisition of block 441 in a condition satisfactory to the Board.

31. The applicant shall agree by agreement:

(a) to erect signs to the satisfaction of the Peel Board of Education and the Dufferin-Peel Separate School Board at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy; and

(b) any agreements of purchase and sale entered into with respect to any residential lots on this plan, within a period of five years from the date of registration of the subdivision agreement, contain a clause stating that:

"Whereas, despite the efforts of The Peel Board of Education and the Dufferin-Peel Separate School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy."

32. The applicant shall agree by agreement that prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit for the review and approval of the Metropolitan Toronto and Region

Conservation Authority, the Ministry of Transportation and Communications and the City, the following:

- (a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands and how it will conform to the "Bovaird-Kennedy Stormwater Management Plan".
33. The applicant shall agree by agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:
- (a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report, as required in Condition 32.
 - (b) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 446, without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.
34. Prior to the registration of the plan, arrangements shall have been made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, the applicant shall be required to identify all trees to be retained on the grading plans, specify the tree protection measures, and ensure that existing grades are not altered where trees are being retained.
35. The applicant shall agree by agreement to reserve Block 439 for church purposes for a period of five years after the date of registration of the plan. In the event that Block 439 is not acquired for church purposes, it may be developed as residential lots, subject to the other requirements and

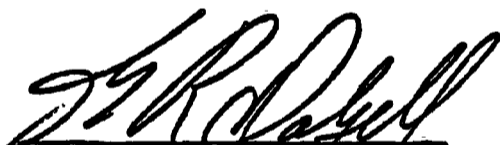
conditions contained herein.

36. The applicant shall agree by agreement to erect and maintain a sign to the satisfaction of the City on Block 439 which shall advise prospective purchasers that the block is being reserved for the purposes of a religious institution.
37. The applicant shall agree by agreement, at the City's option, to either install sidewalks along Highway Seven and Kennedy Road where they abut the subject lands, or pay to the City, prior to final approval, an amount equal to the estimated cost of construction, as approved by the City.
38. The applicant shall agree by agreement that development of the subject lands shall be staged to the satisfaction of the City. In this regard, building permits shall be issued in accordance with the provisions in the Bovaird-Kennedy Agreement and development shall be dependent upon prior or simultaneous development of adjacent lands to achieve continuity of roads and underground services.
39. The applicant shall agree by that no building permits shall be issued until such time as Conestoga Drive and Street No. 1 have been constructed to connect with each other as well as arterial roads and dedicated as public highways. The applicant shall also agree to provide adequate securities for the completion of Conestoga Drive and Street No. 1.
40. No building permits shall be issued for residential lots or blocks lying wholly or partially within a 150 metre radius of the Peel Block industrial buildings until such time as the City has been advised in writing by the Ministry of the Environment that it is satisfied that emissions will no longer affect the said lots.

41. Blocks 408 to 438 both inclusive, shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law.
42. Lots 369 to 377, both inclusive, 192 to 195, both inclusive, and 378 and 379 shall only be developed in conjunction with adjacent lands. In this regard, the City shall be satisfied prior to issuance of building permits that there is a full road right-of-way width constructed and dedicated to the City.
43. The number of residential lots in the plan shall not exceed 393.

(C) Staff be directed to prepare the appropriate amendments to the Official Plan and zoning by-law.

AGREED:



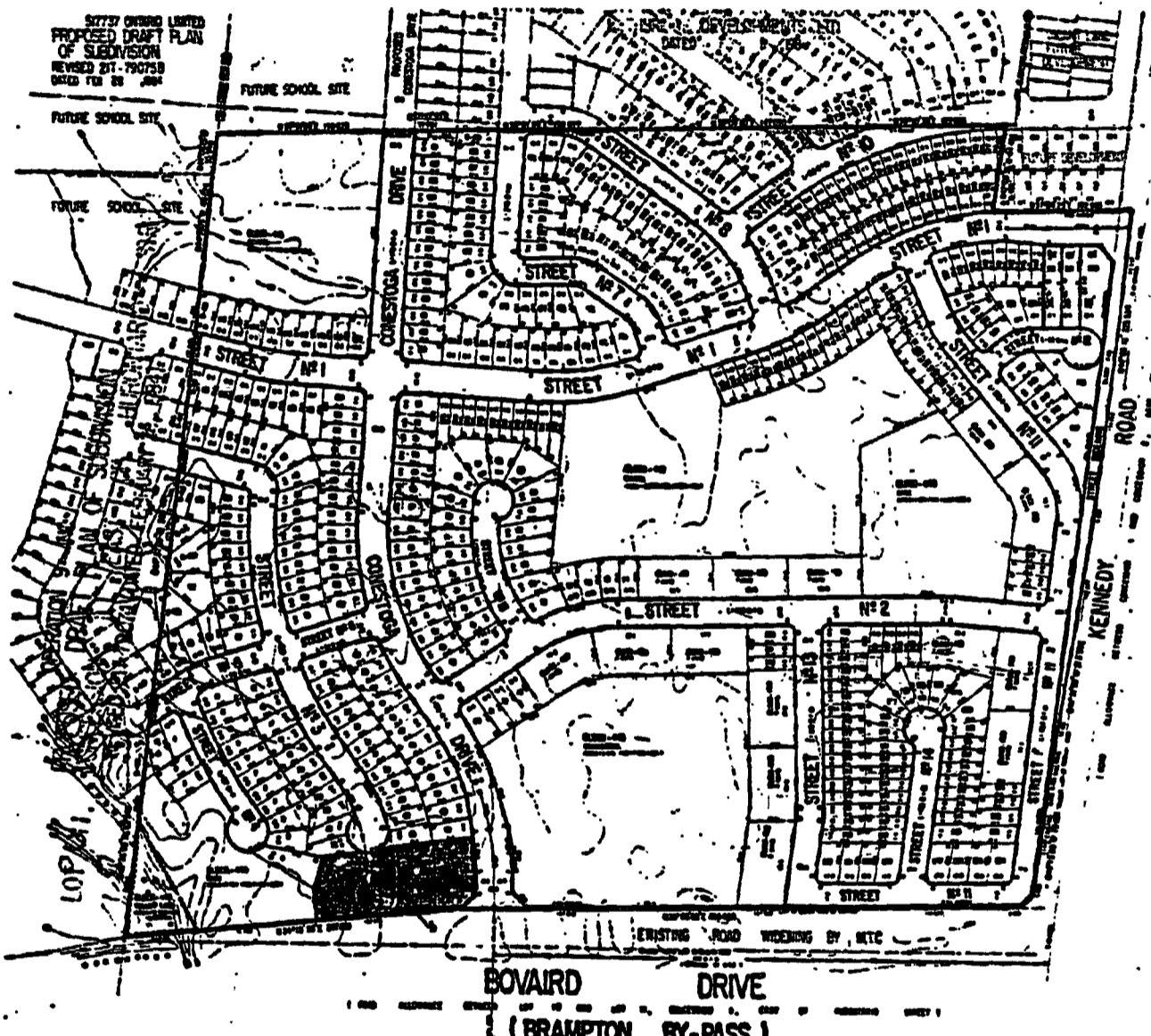
F. R. Dalzell
Commissioner of Planning
and Development



L. W. H. Laine
Director of Planning and
Development Services Div.

JMR/jb/4

50757 ONSINO LIMITED
PROPOSED DRAFT PLAN
OF SUBDIVISION
REVISED 271-790753
DATED FEB 28 1984



DEXFIELD INVESTMENTS LTD.

Revised Draft Plan



1:5000

CITY OF BRAMPTON
Planning and Development

Date: 84 04 11 Drawn by: R B
File no. C1E11.2 Map no. 25-32 G

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, March 28, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:30 p.m., with respect to an application by DEXFIELD INVESTMENTS INC. (File: C1E11.2 - Ward 2) to amend the Official Plan and Zoning By-law to permit the subdivision of the subject property into 223 single family residential lots, 181 lots for small single family or semi-detached dwellings, 14 townhouse blocks accommodating 99 units, two school blocks, two park blocks, a commercial block and a valleyland block.

Members Present: Councillor E. Mitchell - Chairman
Alderman R. Crowley
Alderman F. Andrews
Alderman C. Gibson
Councillor F. Russell
Alderman M. Anecchini
Alderman H. Chadwick
Alderman E. Carter
Alderman T. Piane
Councillor P. Robertson
Councillor N. Porteous

Staff Present: L.W.H. Laine, Director, Planning and
Development Services
J. Robinson, Development Planner
W. Lee, Development Planner
W. Winterhalt, Policy Planner
E. Coulson, Secretary

Approximately 120 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. Laine replied in the affirmative.

- cont'd. -

Mrs. Robinson outlined the proposal and explained the intent of the application. After the close of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

Mr. Roger Barrett, 34 Royal Palm Drive, President of Heart Lake Residents Association, enquired about the following:

- 1) Is there a phasing program?
- 2) He understood that there would be no building permits issued in the subject area until the completion of Highway 410 in approximately 1989 or 1990.
- 3) The type of housing proposed.
- 4) Construction traffic access route controls to avoid disruption in the residential area to the north, and
- 5) Will the agreement include flushing of the roads to alleviate problems such as mud, etc. caused by the construction vehicles.

Mrs. Robinson responded as follows:

- 1) The 5-year phasing program for the area was explained.
- 2) The traffic situation would be monitored by the Region of Peel to ensure that the level agreed to is not exceeded.
- 3) The type of housing was explained.
- 4) Construction traffic access route control was explained. A Condition can be added to the agreement to ensure that construction traffic doesn't travel through existing residential streets, and
- 5) There is a Clause in the Standard Subdivision Agreement to cover construction clean-up procedures. She noted that a more detailed response could be provided later if necessary.

There were no further questions or comments.

The Chairman noted that letters of objection or comment should be forwarded to the Planning and Development Department.

The meeting adjourned at 7:45 p.m.