



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 76-83

To adopt Amendment Number 12 to the Official Plan of the City of Brampton Planning Area and Amendment Number 12 A to the Consolidated 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, hereby ENACTS as follows:

1. Amendment Number 12 to the Official Plan of the City of Brampton Planning Area and Amendment Number 12 A to the Consolidated 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 12 to the Official Plan of the City of Brampton Planning Area and Amendment Number 12 A to the Consolidated Official Plan of the City of Brampton Planning Area.

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

This 21st day of March, 1983.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

APPROVED  
AS TO FORM  
LAW DEPT.  
BRAMPTON

DATE 3/21/83

ORIGINAL

21-0P-0031-12

AMENDMENT NUMBER 12  
to the Official Plan of the  
City of Brampton Planning Area  
and  
AMENDMENT NUMBER 12 <sup>1/2</sup> A  
to the Consolidated Official Plan  
of the City of Brampton Planning Area

Amendment No. 12A  
to the  
Consolidated Official Plan for the  
City of Brampton Planning Area and  
Amendment 12 to the Official Plan  
for the City of Brampton Planning Area

I hereby approve, in accordance with Section 14(3)  
of the Planning Act, the further and final portions of  
Amendment 12 to the Official Plan for the City of  
Brampton Planning Area and Amendment 12A to the  
Consolidated Official Plan for the City of Brampton  
Planning Area:

1. Section 3(1), page 1, in its entirety.
2. Section 3(2), page 1, the first paragraph,  
the words "Amendment Number 76".

Date ... Jan - 20 / 84 .....

*D. P. McHugh*  
D. P. McHUGH  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs and Housing

AMENDMENT NO. 12A  
to the  
Consolidated Official Plan for the  
City of Brampton Planning Area and  
Amendment No. 12 to the Official Plan  
for the City of Brampton Planning Area

This Amendment to the Consolidated Official Plan for the City of Brampton Planning Area and 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. 12A to the Consolidated Official Plan for the City of Brampton Planning Area and Amendment No. 12 to the Official Plan for the City of Brampton Planning Area, save and except the following, which will be deferred for further consideration pursuant to section 14(3) of the Planning Act.

1. Section 3 (1), page 1, in its entirety.
2. Section 3 (2), page 1, the first paragraph, the words "Amendment Number 76".

Date ..... June 20/83 .....

David McHugh

D. P. McHUGH  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs and Housing



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 76-83

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1. Amendment Number 12 to the Official Plan of the City of Brampton Planning Area and Amendment Number 12 A to the Consolidated Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
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READ a FIRST, SECOND and THIRD TIME and Passed In Open Council,

This 21st day of March, 1983.

  
KENNETH G. WHILLANS - MAYOR

  
RALPH A. EVERETT - CLERK



AND

1. Purpose:

The purposes of this amendment are to change the land use designation of lands shown outlined on Schedule A attached hereto, from Agriculture and Residential, and Special Study Area, to Low Density Residential and Open Space, and to outline appropriate development principles for the development of the subject lands.

2. Location:

The lands subject to this amendment comprise a total area of 19.4 hectares (47.9 acres) and are located on the south side of Sandalwood Parkway, being part of the east half of Lot 13, Concession 2, E.H.S., (geographic Township of Chinguacousy, County of Peel) in the City of Brampton.

3. Amendment and Policies Relative Thereto:

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

- (a) by changing, on Schedule A, the land use designation of the lands shown outlined on Schedule A attached hereto, from SPECIAL STUDY AREA to RESIDENTIAL and OPEN SPACE;
- (b) by outlining on Schedule D, the lands shown outlined on Schedule A attached hereto and adding within that outline the label "3a";
- (c) by deleting the first paragraph of subsection 7.2.7.4 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 Amendments Numbers 70 and 90, and Amendment Number 76, as they apply to Secondary Plan Area Number 4, and by Amendment Number 12 A to the Consolidated Official Plan, are combined, and shall constitute the Heart Lake East Secondary Plan."

(2) The Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Heart Lake East 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, as amended by Amendment Numbers 70 and 90, and ~~Amendment Number 76~~ as they apply to Secondary Plan Area Number 4) is hereby amended:

REFERRED BY  
NUMBER SECTION 4(3) OF  
THE PLANNING ACT

REFERRED BY  
NUMBER SECTION 4(3) OF  
THE PLANNING ACT

- (a) by changing, on Plate Number 1, the chapter reference of the lands shown outlined on Schedule A attached hereto, from Chapters C1 and C2 to Chapter C67;
- (b) by changing, on Plate Number 2, the land use designations of the lands shown outlined on Schedule A attached hereto, from AGRICULTURAL and RESIDENTIAL to RESIDENTIAL and OPEN SPACE;
- (c) by outlining, on Plate Number 27, the lands shown outlined as Schedule A attached hereto and adding within that outline the label "See Chapter C67";
- (d) by adding thereto, as Plate Number 65, Schedule A to this Amendment;
- (e) by adding the text set out below as Chapter C67:

Chapter C67

1.0 Purpose:

The purpose of this chapter is to permit the lands shown outlined on Plate Number 65 attached hereto, to be used for residential and open space purposes and to indicate development principles to achieve high quality, efficient and orderly development within the area covered by Chapter C67 which area will henceforth be referred to as "New Development Area 3a Secondary Plan Area".

2.0 Location:

The New Development Area 3a Secondary Plan Area comprises a total area of 19.4 hectares (47.9 acres) and is located on the south side of Sandalwood Parkway, being part of the east half of Lot 13, Concession 2, E.H.S., (geographic Township of Chinguacousy, County of Peel) in the City of Brampton as outlined on Plate Number 65.

3.0 Definitions:

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting local and collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"GROUP HOME" shall mean a residential care facility in a dwelling unit occupied by 3 to 10 persons, inclusive of staff and receiving family, but shall not include:

- (i) a place maintained and operated primarily for, and occupied by, inmates or adult males placed on probation or released on parole;
- (ii) a place maintained and operated primarily for the temporary care of, and occupied by transient or homeless persons;
- (iii) a place maintained and operated primarily for the treatment and rehabilitation of and occupied by persons who are addicted to drugs or alcohol; or
- (iv) a "parent-model" home with fewer than five foster children.

"Net Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principle use of which is for dwellings.

"Single-Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single-family detached housing type.



4.0 General Provisions:

4.1 Energy Conservation:

- 4.1.1 Council shall require that any buildings in the residential areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and predominant wind directions to minimize heat loss from wind and to maximize the heating effect of the sun.
- 4.1.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and west winds and by providing shade from and exposure to the sun during the summer and winter respectively.
- 4.1.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.2 Noise Abatement:

- 4.2.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings will not be permitted in locations where the attenuated outdoor noise levels are forecast to exceed the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table II) as amended or replaced to the date development takes place.
- 4.2.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of noise from traffic and/or industrial operations will be permitted only if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table I to this Chapter).
- 4.2.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and

anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc. Appendix A, Table III gives an indication of those areas which are likely to be adversely affected by excessive noise levels.

4.3 Tree Preservation:

4.3.1 The City shall endeavor to ensure that treed areas located on both publicly and privately owned lands are retained for aesthetic and recreational purposes.

5.0 Residential Policies:

5.1 The City shall give consideration to innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.

5.2 The density target for the New Development Area 3a is 12 units per hectare of gross residential area.

5.3 Group homes will be permitted on appropriate sites in the low density residential designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.

5.4 Day Care centres may be located in any part of the Amendment area provided that due regard is had for the following principles of safety, service and accessibility:

- (i) primary access to a Collector or Minor Collector road and accessible by public transit;
- (ii) adequate ingress/egress and parking so as to eliminate conflict with through traffic;
- (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
- (iv) minimal air and noise pollution.

6.0 Open Space Policies:

6.1 Definition:

Lands designated Open Space on Plate 65 will be used for public outdoor recreation areas and facilities of neighbourhood significance.

6.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to

the general public or will be purchased by the municipality or any other public agency.

- 6.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Open Space.
- 6.4 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivision, as a condition of development, redevelopment or consent, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.
- 6.5 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population exclusive of Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses. The above categories of land, which are excluded from the City's public open space tableland requirement will not be credited as part of that requirement or as part of the dedication of land required under the Planning Act.
- 6.6 Notwithstanding policy 6.5, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will provide opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant conservation authority in connection with all forms of development.
- 6.7 The City may accept cash-in-lieu of the land conveyance requirement, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.
- 6.8 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.

- 6.9 In recognition of the importance of valleylands and other hazard lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such hazard lands.
- 6.10 Park Hierarchy: The requirement and development of a public park and associated recreation facilities on the lands designated Open Space on Plate 65 shall be based where feasible on the neighbourhood service level policies and standards contained hereunder. The community, district and specialized parks required to serve residents of this area are included in the overall tableland requirement of the City (policy 6.5), but will be located in adjacent areas.
- 6.11 Neighbourhood Parks: Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:
- a) Activity Spaces and Facilities  
Neighbourhood parks may include, but are not limited to, the following activity spaces and facilities:
- (i) a junior and senior playground area with play equipment and other special facilities;
  - (ii) an open grassed area for running and active play;
  - (iii) a multi-use paved area;
  - (iv) a pair of tennis courts;
  - (v) a junior toboggan slope;
  - (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
  - (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.
- b) Size of Parks  
Neighbourhood parks will range in size according to population served and facilities to be accommodated, however, a minimum size of 1.0 hectares (2.5 acres) is desirable to accommodate essential activity spaces.
- c) Service Radius and Population  
Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.
- 6.12 Lands required for neighbourhood park purposes in New Development Area 3a shall be conveyed in the amount required to

satisfy policy 6.11 and in the general location indicated on Plate Number 65, as a condition of development approval.

- 6.13 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.14 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and open space links.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of open space links.
- 6.16 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

7.0 Transportation Policies:

7.1 Roads

- 7.1.1 Road facilities in the New Development Area 3a are intended to function in accordance with the following general guidelines and classifications:

(a) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade inter-sections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.

(b) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential

properties will not be permitted near intersections with arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

(c) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.

(d) Local roadways are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.

(e) Minor Local roadways are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

7.1.2 The road network is shown on Plate 65 and it shall be subject to approval as part of the subdivision approval process.

7.1.3 No development will be permitted to proceed and no plans of subdivision released or building permits issued in the New Development Area 3a until Sandalwood Parkway has been extended to connect with Heart Lake Road or until arrangements for the extension have been made in a manner which is satisfactory to the City.

7.1.4 Right-of-way width requirements will be 20 metres and 17 metres for Local Roads and Minor Local Roads respectively.

7.1.5 The traffic carrying function of the arterial and collector systems will be protected and improved by:

(a) discouraging intersections of local streets with major arterials in the design of subdivisions; and

(b) controlling the number of collector road intersections with arterial roads through subdivision design.

- 7.1.6 Land use designation boundaries which coincide with a major feature such as a road shall be deemed to remain coincidental if the location of the major feature is adjusted slightly.
- 7.1.7 Council will endeavour to achieve a safe and quiet atmosphere in residential areas by:
- (a) encouraging the use of minor crescent streets and the selective use of short culs-de-sacs in subdivision design where feasible;
  - (b) using street designs which discourage excessive speeds;
  - (c) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
  - (d) locating higher density development where access can be gained directly from a collector or minor collector street whenever practicable.
- 7.1.8 The provision of roads shall incorporate elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.
- 7.1.9 The system of collector and local roads shall be provided to discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise pollution and physical danger of excessive vehicular traffic.
- 7.2 Public Transit:
- 7.2.1 Council will encourage the provisions of transit service within easy walking distance (300-700 metres) of all urban land uses.
- 7.3 Pedestrians:
- 7.3.1 Provision of sidewalks to improve pedestrian safety and convenience will be considered for all road segments having significant vehicular or pedestrian traffic.
- 7.3.2 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, elementary school and convenience commercial facilities, and between residential neighbourhoods.
- 7.3.3 Consideration shall be given to providing signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.

7.4 Adverse Impacts:

- 7.4.1 Brampton will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighbourhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.
- 7.4.2 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.
- 7.4.3 All components of the transportation system will be planned, designed and constructed so as to satisfy the policies in section 4.2 respecting noise impacts.

8.0 Major Public Utilities Policies:

8.1 Storm Water Management

- 8.1.1 Introduction: Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic environment, increased stream management costs, and impairment of natural beauty.
- 8.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.
- 8.1.3 Council shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition.
- 8.1.4 Council shall ensure that all construction sites introduce, directly or indirectly, a minimum of silt and debris to



natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

8.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.

8.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 3a and will be subject to the approval of the City prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

8.2 Sanitary Sewerage:

8.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore, the City of Brampton requests the Region to adopt the following design and development objectives:

(a) There shall be due regard for the protection of the natural characteristics of the landscapes in which sewers are to be installed.

(b) Where practicable and financially feasible, sewer systems should operate on a gravity flow basis to avoid the need for pumping stations.

8.3 Water Supply

8.3.1 A potable water supply is the responsibility of the Region of Peel. Therefore, the City of Brampton requests the Region to adopt the following long term objectives:

(a) Water purification supply facilities and distribution works will be installed and maintained to adequately serve the New Development Area 3a.

(b) The design of water supply and distribution facilities will be based on ultimate development within the South Peel Servicing Scheme area.

8.4 Gas and Oil Transmission Pipelines:

8.4.1 In the interest of public safety, it is desirable that the Trans Canada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no significant structures or excavations be permitted within a working strip of adequate width abutting either side of the right-of-way.

8.5 Cabled Services

8.5.1 The City shall endeavor to have local service power lines, telephone, and other cabled services located underground, where feasible.

8.5.2 Council shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.

9.0 Implementation Policies:

9.1 Interpretation:

9.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendment to this Chapter, provided that they do not affect the intent of this Chapter.

9.1.2 Although Plate Number 65 together with the text of this Chapter establishes boundaries of land use designations, and road alignments as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and the Official Plan is clearly respected.

9.2 Restricted Area By-law:

9.2.1 Restricted Area By-laws pursuant to Section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

9.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, Council may use interim zoning classes in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

9.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this Chapter.

9.3 Subdivision Control:

9.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 36 of the Planning Act will be used by Council to ensure that the policies and land uses of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.

9.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this Chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

9.3.3 The storm water management studies referred to in policy 8.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 3a.

9.4 Site Plan Control:

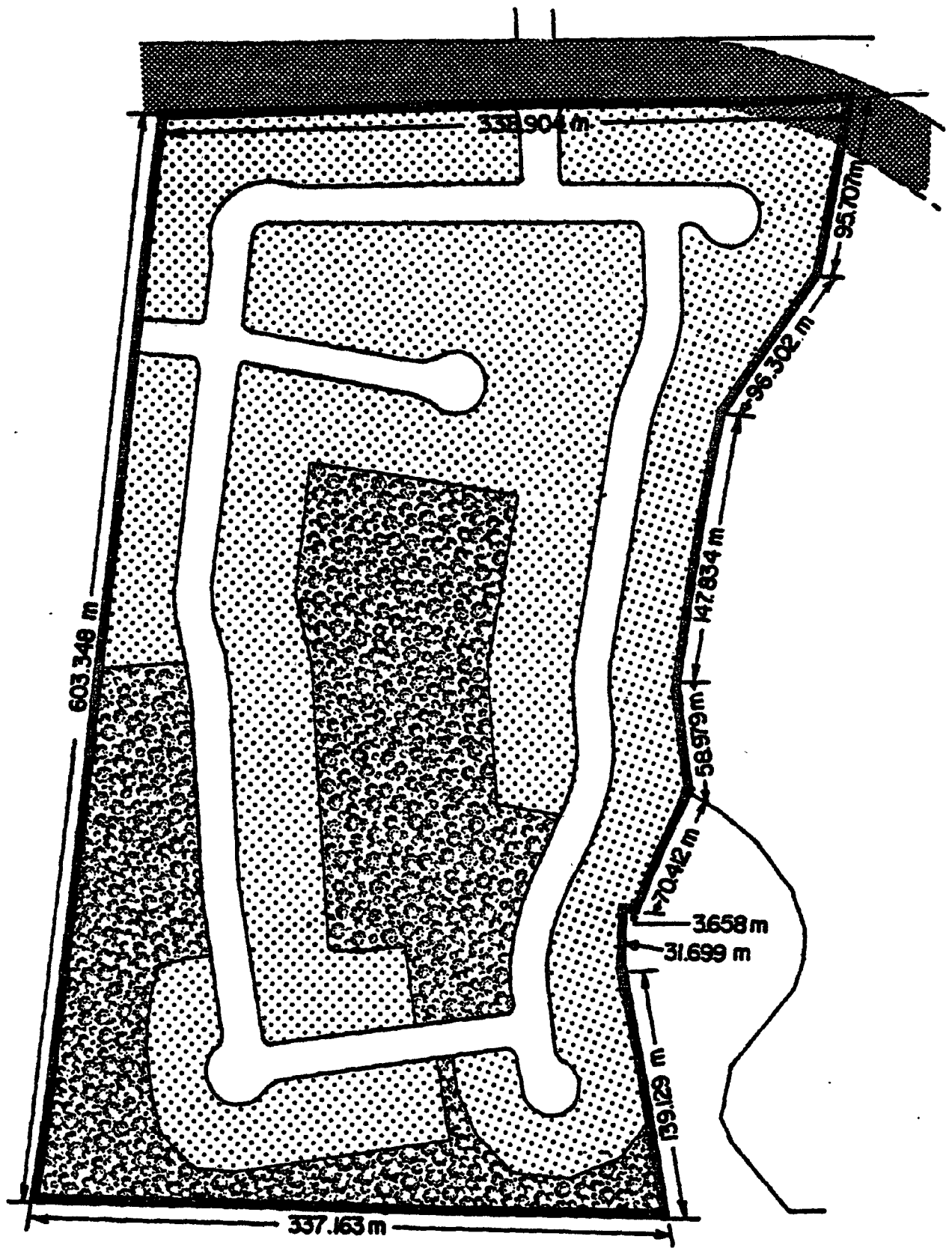
Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through Site Plan Agreements pursuant to Section 40 of the Planning Act.




9.5 Parkland:

9.5.1 Lands may be acquired for parks and recreation purposes in connection with plans of subdivisions and as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

9.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

9.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in the preceding policies and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.



-  Low Density Residential
-  Open Space
-  Minor Arterial Road

OFFICIAL PLAN AMENDMENT No. 12  
 OFFICIAL PLAN AMENDMENT No. 12 A  
 Schedule A



1:3000

**CITY OF BRAMPTON**  
 Planning and Development

Date: 83 02 24      Drawn by: RB  
 File no. C2E13.2      Map no. 26-20F

APPENDIX A

TABLE I  
ROADWAY NOISE INDOOR  
SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

<u>Type of Space</u>	<u>Equivalent Sound Level Limit Leq (dBA)</u>
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops and stores, etc. (Time period: 07:00 - 23:00 hours)	50

APPENDIX A

TABLE II  
ROADWAY NOISE SOUND LEVEL LIMITS  
FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

<u>Period of Day</u>	<u>dBA Limits</u>	
	Traffic Noise	
	<u>L<sub>eq</sub></u>	<u>L<sub>50</sub></u>
07:00 hours to 23:00 hours	55*	52
23:00 hours to 07:00 hours	50*	47

L<sub>eq</sub> - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L<sub>50</sub> - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

\* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dBA exists and it is not practical to implement noise measures to deal with this slight excess.

APENDIX A

TABLE III  
AREAS REQUIRING NOISE ANALYSIS.

Areas that may require noise analysis are considered to be those lying within 300 metres (985 feet) of railway lines and also those lying within the following distances of the various roadway types projected to have the following characteristics:

Road Classification	Operating Speed kph	Projected Number of Lanes	Projected Traffic-Volumes		Assumed Percent Trucks	Area Requiring Analysis* Distances from Edge of Pavement (Deop) (metres)
			AAADT	Average Hourly**		
Freeway	100	10	180,000	10,800	15%	1060
		8	145,000	8,700	15%	900
		6	110,000	6,600	15%	740
		4	73,000	4,400	15%	540
Provincial						
Highway	80	6	78,000	4,700	15%	380
		4	35,000	2,100	15%	220
		2	17,000	1,000	15%	120
Arterial						
(Major & Minor)	60	6	60,000	3,600	15%	200
		4	27,000	1,600	15%	110
		2	13,000	800	10%	60
Collector & Minor						
Collector	50	4	20,000	1,200	10%	70
		2	10,000	600	10%	40

\* Calculations are based on the following MTC formula  
 $Deop = \text{Antilog} (3.56 + 0.73 \log (Vc + 6Vt) + 0.015 S - 0.072 Leq)$

Areas that may require noise analysis are defined by the distances from the edge of pavement which would be subject to  $Leq$  traffic noise levels exceeding 55 dBA for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating features.

\*\* 95% of the traffic is assumed to be daytime traffic (i.e. 07:00 to 23:00).

BACKGROUND MATERIAL TO AMENDMENT NUMBER 12

Attached is a copy of a report of the Director, Planning and Development Services, dated 1982 12 16, a copy of a report from the Director, Planning and Development Services, dated 1983 01 12 forwarding notes of a public meeting held on 1983 01 05.



# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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1983 01 12

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application  
to Amend the Official Plan and Restricted  
Area (Zoning) By-law  
Part of Lot 13, Concession 2, E.H.S.  
(former Township of Chinguacousy)  
Ward Number 2  
ARMBRO MATERIALS AND CONSTRUCTION LIMITED  
Region of Peel File: 21T-81015B  
Planning File: C2E13.10

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The notes of the public meeting held on Wednesday, January 5, 1983, with respect to the above-noted application are attached for the information of the Planning Committee.

There were numerous members of the public present at the meeting and several persons expressed comments and objections to the application. The following discussion is in response to the concerns expressed.

Several residents in attendance at the meeting indicated that notices of the public meeting were not received soon enough prior to the meeting and that some residents did not receive a notice at all. In addition, it was noted that the notices did not include a copy of the proposed plan. Subsequent to receipt of this information at the public meeting, a further notice of the next meeting regarding the Armbro application was mailed to all property owners within 121.9 metres (400 feet) of the subject lands, as well as to residents residing on Heart Lake Road.

Residents who live on Chambers Court and abut proposed residential lots expressed concerns relating to the difference in the elevation of their lots and the Armbro lands. A section of the grading plan, attached to this report, indicates that there is a 1.2 metre (4.0 feet) timber retaining wall located approximately 1.5 metres (5.0 feet) from the rear lot line on lots 69 to 75 inclusive. The retaining wall also extends at a right angle along the lot line between lots 68 and 69 for a distance of 7.6 metres (25.0 feet).

The concerns also related to a potential drainage problem due to the difference in elevation. At the present time, there is a drainage ditch located on the Armbro lands which extends parallel to the retaining wall. The residents indicate that the ditch was installed to alleviate a drainage problem which resulted from the different elevations.

The applicant's engineering consultant has advised that they plan to grade the lots to drain from back to front meeting the existing grade at the back of the lots (i.e. the higher elevation). Although the proposed grading would preclude any drainage problems on the Chambers Court properties, the retaining wall would remain in place. The engineer has indicated that it would be possible to remove the wall and meet the existing grade at the bottom of the wall, with the exception of a section at the rear of Lot 69 which would have to be stepped down to meet the low grade at Lot 70. It should be noted that in order for this to occur there would have to be an agreement between all of the owners of Lots 68 to 75 inclusive and Armbro which provides for entrance to private property, details of works to be performed, etc.

With regard to the concern that the height of the new homes will be excessive and result in the blockage of sunlight to homes on the east side of Chambers Court, it is noted that the height of the dwellings will be limited to a maximum of two storeys by the zoning by-law. It is also noted that the final elevation of the proposed lots will be at least 2 metres (6.6 feet) lower than the present elevation of the Armbro lands (see attached cross-section).

Several residents expressed concern about traffic problems which may result from the extension of Bay Crest Drive into the proposed plan. More specifically, the concerns were that the traffic level in the vicinity would be excessive and dangerous and that a "drag strip" situation would be created. It is the opinion of staff that the amount of vehicular traffic using Bay Crest Drive will not be greatly increased after it is extended as proposed. There will be two entrances to the subdivision and it would appear that the entrance at Street A and Sandalwood Parkway would be used more frequently because it would provide a more direct route to all residences in the Armbro subdivision. It would be less convenient for vehicles to enter the Armbro subdivision via a route from Sandalwood Parkway which would follow along Richvale Drive, Reynier Drive and Bay Crest Drive. It should be noted that for traffic circulation and emergency reasons, it is essential that there be two entrances to the proposed subdivision.

Further to the concern about a "drag strip", it does not appear that a "drag strip" situation would occur on Bay Crest Drive. Stop signs will be erected at the appropriate locations in order to prevent this problem. It is also noted that the distance between Reynier Drive and the collector road in the Armbro subdivision is not an excessive length which would provide an opportunity for "drag stripping".

With regard to the concern about disturbances due to construction equipment, it shall be recommended that the movement of all construction traffic be restricted so that it enters the subdivision directly from Sandalwood Parkway instead of from Bay Crest Drive. In order to further minimize any disturbances which may result from the construction, it shall be recommended that the sales office be situated at the intersection of "Street A" and Sandalwood Parkway or at a location east of the intersection.

There were several enquiries about the noise which shall be generated on Sandalwood Parkway and about the applicability of the City's noise policies to existing residential development. It is expected that there will be an adverse noise impact resulting from traffic volumes along Sandalwood

Parkway, however, the study to be prepared by the consultant will only address the potential impact on the proposed subdivision. The applicant will not be required to recommend noise control measures for the existing residential subdivisions.

In response to the request for assurance that fill to be used will be clean, it shall be recommended that the applicant agree by agreement that all fill will be clean and shall not include industrial and domestic waste.

It is noted for the attention of the Planning Committee that the proposed draft plan of subdivision has been redlined as follows:

- . the depth of the lots backing onto the park block in the centre of the plan was increased by approximately 10.0 metres (32.8 feet);
- . the width of lots backing onto the "nub" of City-owned lands was increased by approximately 5.0 metres (16.4 feet);
- . seven lots were added in the southerly portion of the draft plan;
- . the depth of four lots in the southerly portion of the plan was increased, and
- . lots and blocks were renumbered accordingly.

As a result of the aforementioned increased depth of lots and addition of seven lots, the size of the Block 170 in the centre of the plan and Block 171 in the south part of the plan are now 2.856 hectares (7.057 acres) and 1.251 hectares (3.091 acres) respectively. The applicant has agreed to convey these blocks and Block 172 (the bog area) in accordance with a mutual agreement with staff.

With regard to the previously unresolved matter relating to the grading of the rear yards abutting the City-owned lands, it has been determined that the lots shall be graded in accordance with the recommended standard of a

maximum slope steepness of 3 to 1. It will be possible to retain some of the existing vegetation because of the large lot size.

In view of the above, it is recommended that the application be approved subject to a revised set of conditions of draft approval which reflect the redlining of the plan and the concerns expressed at the public meeting.

A concensus has not been reached concerning the development of lots abutting the "nub" of City-owned lands. It is the opinion of the Parks and Recreation Department that lots 51, 52 and part of Lot 53 should be conveyed as public open space in order to preserve the existing vegetation. In addition, it was suggested that the rear 7.6 metres (25 feet) of the remaining lots abutting the City-owned lands should be retained in their natural state. A supplementary report is attached in response to these proposals.

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 Restricted Area (Zoning) By-law be approved, and that draft approval of the proposed draft plan of subdivision be subject to the following conditions:
  1. The draft approval be based upon the redlined draft plan dated December 23, 1982 by The Planning Management Group Limited.
  2. The applicant shall agree by agreement to convey Blocks 170, 171 and 172 to the City for park purposes in a condition satisfactory to the City in accordance with the Planning Act and the City levy policy.

D1-6

- 6 -

3. The applicant shall agree by agreement that Blocks 162 and 163, which serve as buffer strips, shall be conveyed to the City and landscaped according to City standards.
4. The applicant shall agree by agreement that all walkways, namely Blocks 165, 166, 167, 168 and 169 as shown on the redlined draft plan, shall be a minimum of 3 metres in width and conveyed to the City.
5. The applicant shall agree by agreement to erect fencing along lot lines which abut parkland and public open space in accordance with the City's fencing policy.
6. The applicant shall agree by agreement to convey, prior to registration, Block 164 and all other lands as required by the City and the Region for the purposes of extending Sandalwood Parkway from its present terminus to Heart Lake Road. In addition, the applicant shall agree by agreement to convey a 0.3 metre reserves along both sides of the Sandalwood Parkway extension.
7. The applicant shall agree by agreement that rear yards:
  - (a) shall be graded such that there is a minimum depth of 6 metres with the slopes not exceeding 2%; and
  - (b) shall have no slopes which are steeper than 3 to 1.
8. The maximum height of retaining walls shall be 1 metre.
9. The applicant shall agree by agreement to grade the lands abutting the easterly boundary of lots 57 to 73 inclusive and lots 76 to 78 inclusive so that the slope is not steeper than 3 to 1.
10. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.

11. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
12. The applicant shall agree by agreement that all construction traffic shall enter the subdivision directly from Sandalwood Parkway to Street A.
13. The applicant shall agree by agreement to grant all necessary easements for the installation of utilities and municipal services as may be required to the appropriate authorities.
14. 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 with respect to the subdivision.
15. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external design of buildings.
16. The applicant shall agree by agreement that the sales office shall be situated at the intersection of Street A and Sandalwood Parkway or at a location east of the said intersection.
17. The applicant shall agree by agreement to support appropriate amendments to the Official Plan and Restricted Area (Zoning) By-law to permit the proposed development.
18. The applicant shall agree by agreement that no structures or excavations will occur within 10 metres of the high pressure pipeline right-of-way and that no heavy equipment will be allowed on the right-of-way.

19. The applicant shall agree by agreement that:

(a) 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 following:

(i) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

(b) The owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:

(i) 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(s) as required in Condition (a).

In order to expedite the clearance of these conditions, the Authority recommends that a copy of the executed subdivision agreement be forwarded to the Authority.

20. The applicant shall agree by agreement to the following:

(a) no fill of any kind shall be placed or removed, whether originating on the site or elsewhere, or any vegetation disturbed on the City-owned lands abutting lots 47 to 56



inclusive, on the lands abutting the rear of lots 28 to 35 inclusive, and on Block 172.

- (b) in order to ensure compliance with (a) above, a snow fence or other suitable barrier shall be erected along the boundary of Block 172 and along the rear lot lines of lots 28 to 35 inclusive and lots 47 to 56 inclusive.

These barriers shall remain in place until all grading, construction and resodding is completed.

- (c) no buildings or structures shall be erected within 7.6 metres (25 feet) of all the rear lot lines.

21. The applicant shall agree by agreement that all fill will be clean and shall not include industrial and domestic waste.

22. 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 City of Brampton.

23. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in 22 above, shall be implemented to the satisfaction of the City of Brampton and in the event that a slight excess noise level 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 and within the individual building units, noise levels may continue to be of concern and occasionally interfere with some activities of the dwelling occupants.

D1-10

(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.

(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.

24. All land titles and offers of purchase and sale agreements shall contain the following warning clause:

"Due to vehicular and/or aircraft traffic movements, noise levels on this property may occasionally be of concern to dwelling occupants."

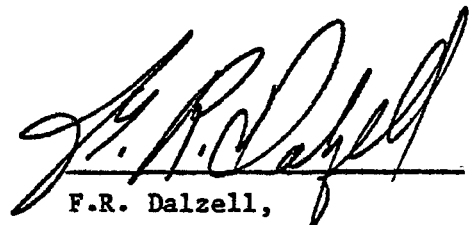
C. Staff be directed to prepare appropriate amendments to the Official Plan and Restricted Area (Zoning) By-law and a subdivision agreement for the consideration of City Council.

AGREED:



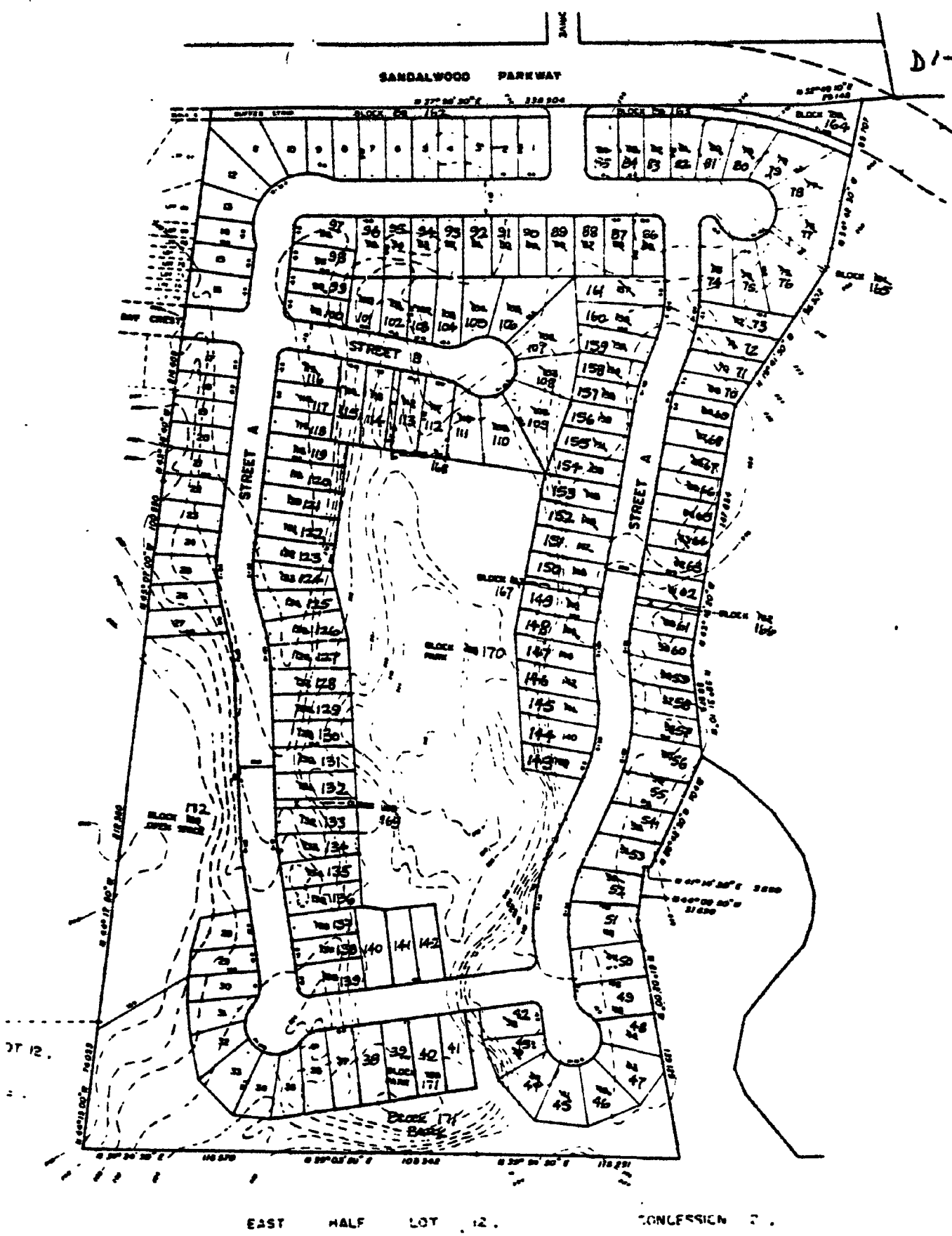
L.W.H. Laine,  
Director, Planning and  
Development Services.

LWHL/JMR/kab  
Attachments



F.R. Dalzell,  
Commissioner of Planning  
and Development.

D1-11



EAST HALF LOT 12. CONFESSION 2.

ARMBRO MATERIALS and CONSTRUCTION LIMITED

Proposed Subdivision (Redlined)



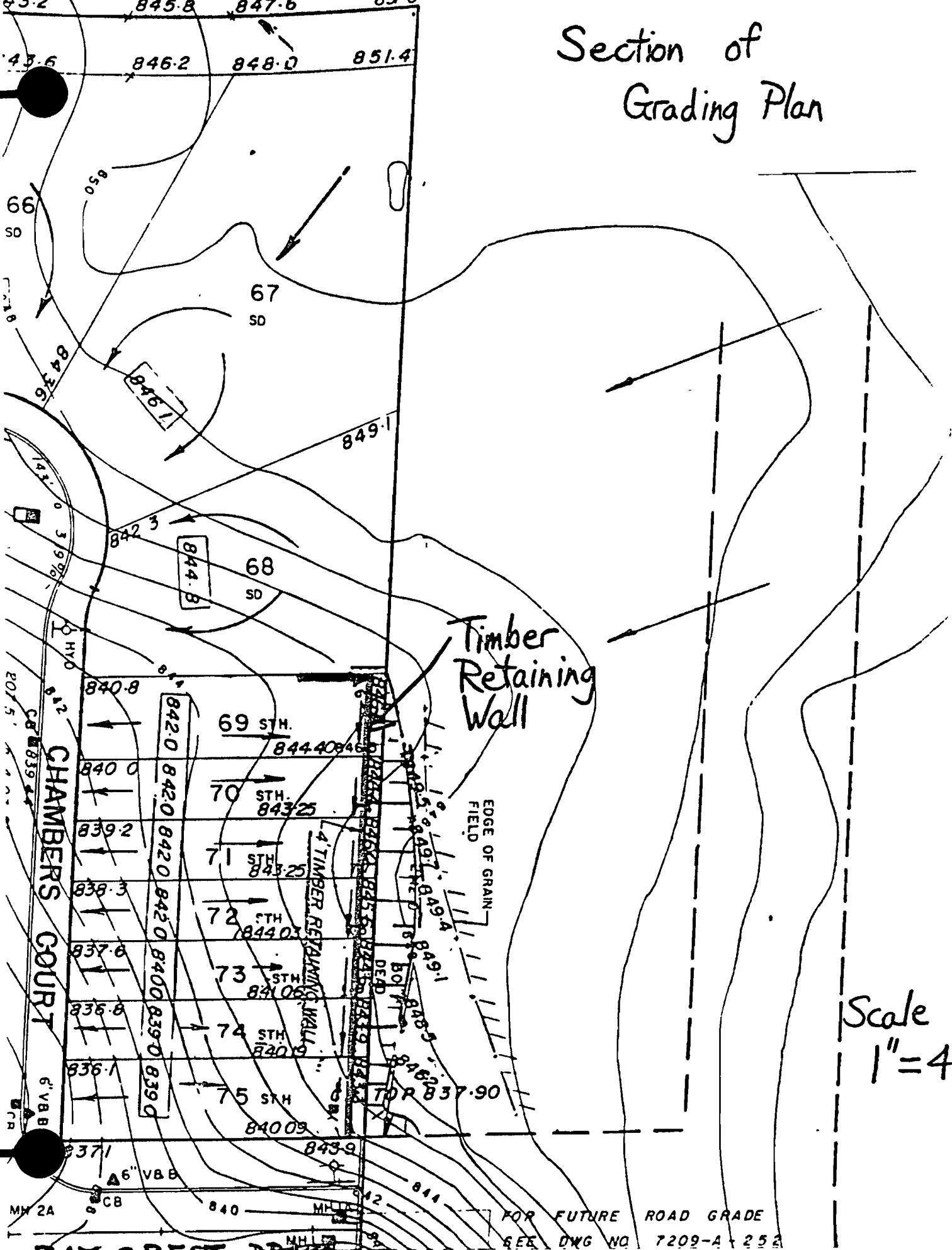
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CITY OF BRAMPTON Planning and Development

REVISED  
 Date: 83 01 06 Drawn by: J.M.C.  
 File no. C2E13.2 Map no. 2G-208

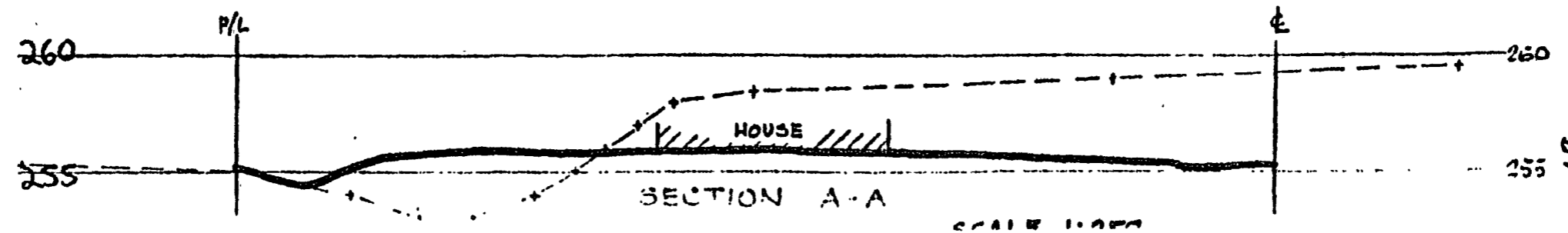
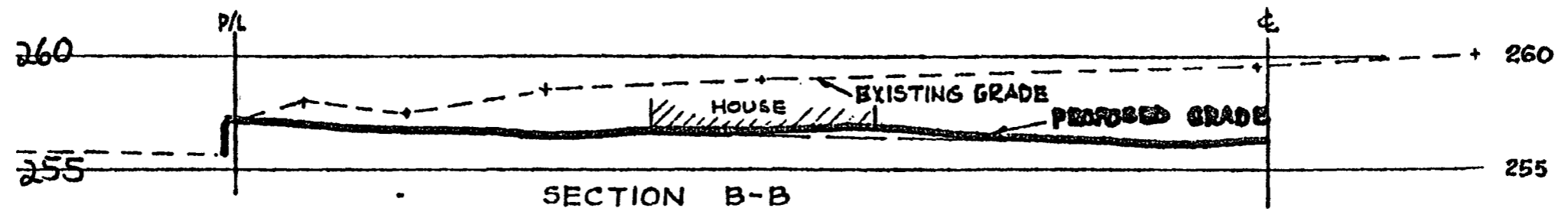
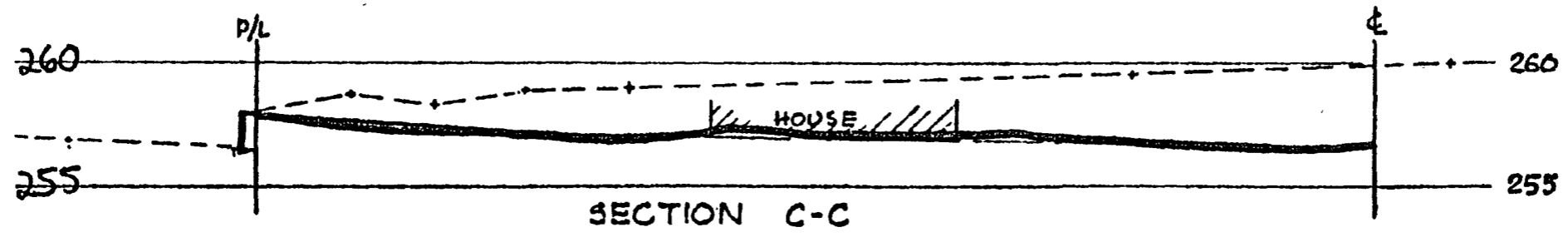
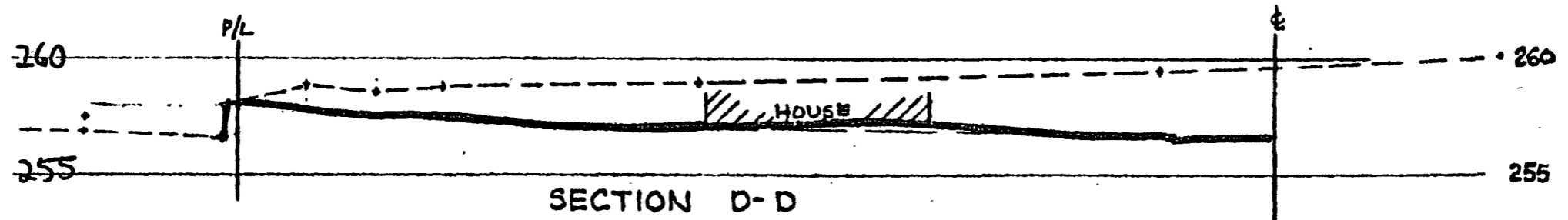
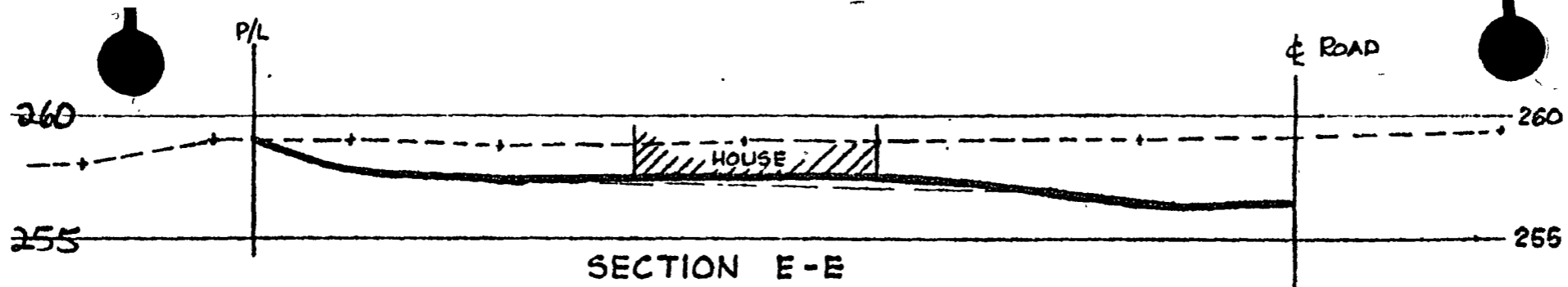
DI-12 SANDALWOOD PARKWAY

# Section of Grading Plan



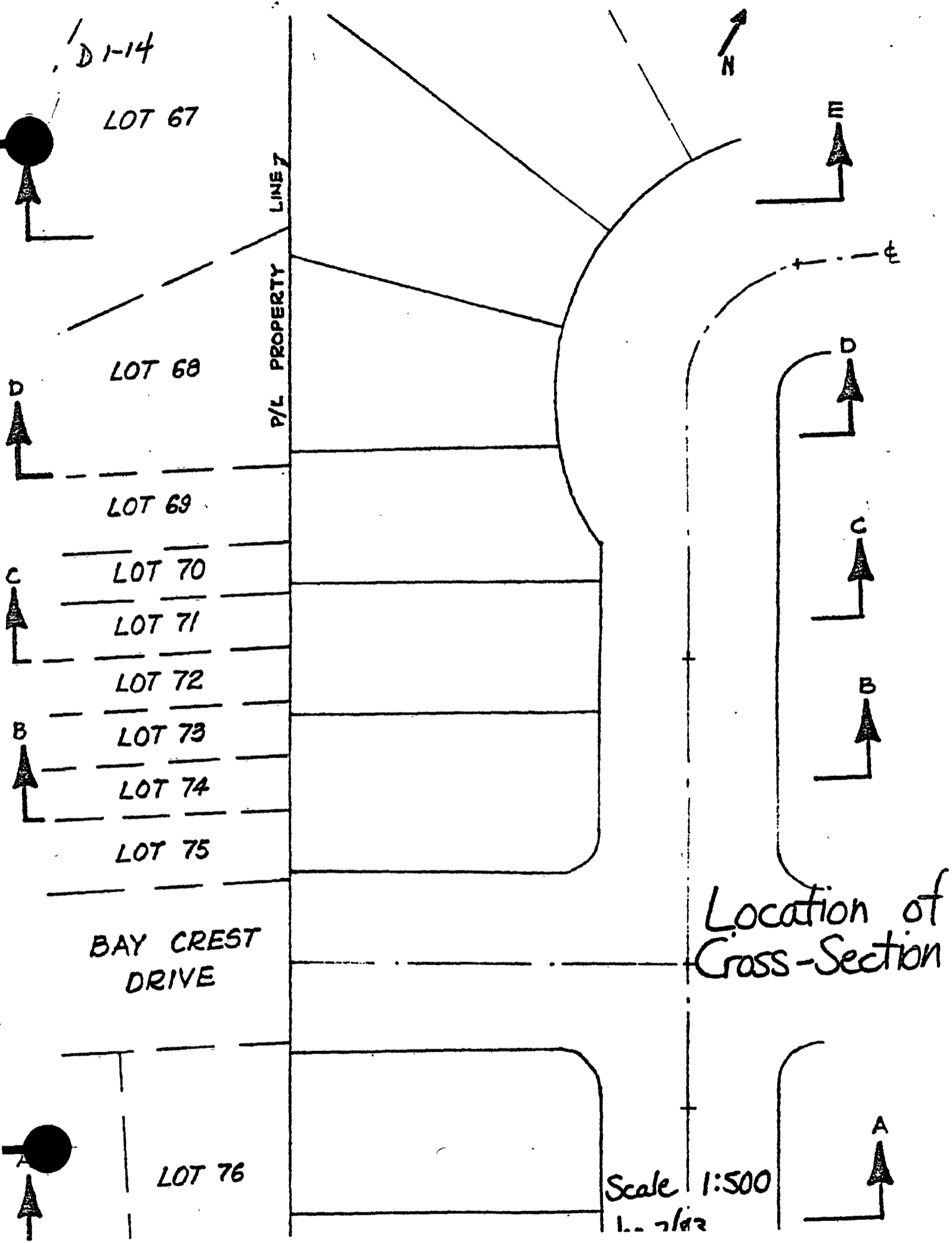
Scale 1" = 40'

FOR FUTURE ROAD GRADE SEE DWG NO 7209-A 252



SCALE 1:2000

D-1-1



Location of Cross-Section

Scale 1:500  
1-7/82

PUBLIC MEETING

D1-15

A Special Meeting of Planning Committee was held on Wednesday, January 5th, 1983, 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 ARMBRO MATERIALS AND CONSTRUCTION LIMITED (File: C2E13.10, Ward 2) to amend both the Official Plan and Restricted Area (Zoning) By-law to permit the development of the lands into 157 single-family residential lots 2 park blocks with areas of about 3.64 and 1.55 hectares (8.996 and 3.822 acres), and an open space block of about 1.23 hectares (3.038 acres).

**Members Present:** Councillor D. Sutter - Chairman  
Mayor K. Whillans  
Alderman M. Anecchini  
Alderman R. Callahan  
Alderman H. Chadwick  
Alderman R. Crowley  
Alderman C. Gibson  
Alderman F. Kee  
Alderman T. Piane  
Councillor N. Porteous  
Councillor P. Robertson  
Councillor F. Russell

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

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Approximately 43 members of the public were in attendance. The Chairman enquired if notices to the property owners within 400 feet of the subject site were sent and whether notification of the public meeting was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

Mrs. Robinson outlined the proposal and explained the intent of

- cont'd. -

D1-16

the application. After the close of the presentation the Chairman invited questions and comments from the public. Mr. John Hymers, 36 Chambers Court, spoke at length on a number of objections and recommendations (see attached letter) and complained about the notification of the public meeting and the lack of maps of the proposal, customarily attached to the notice.

Mr. R. Webb, Solicitor for the applicant, responded to Mr. Hymers, noting that:

- . comments on Mr. Hymer's concerns would be made at the Planning Committee meeting of Jan. 17th;
- . conditions would not be final until after draft plan approval was given;
- . grading of the subject lands would have no negative effect on the surrounding neighbours;
- . the height of the houses would have to be taken into consideration;
- . approval would have to be obtained from the Architectural Control Committee;
- . clean fill would be used, and
- . location of the sales office would be no concern and concerns could be accommodated;

Mr. Hymers asked if the noise study would include the surrounding area outside the proposed plan.

It was noted that it was not incumbent upon the developer to include existing housing.

Mr. Ralph Stein, speaking also for his parents, complained of lack of proper notification and Mr. Dalzell noted that he had spoken to Mr. Stein's parents about the subject proposal. Mr. Stein wanted to know what was proposed for the water level (overflow from Heart Lake) in connection with the Stein property at the north-east corner of Sandalwood Parkway and Heart Lake Road. He expressed concern relating to the septic tank system, and wanted to know if the installation of a sewer system was being proposed.



Mr. Dalzell noted that a swale to the east of the plan, travelling through City owned lands was provided and that the Engineering Department, in building Sandalwood Parkway, would take care of this issue, because the development would have no effect but the construction of Sandalwood Parkway may. He said that this concern had been discussed with Mr. Stein's parents and the present alternative for Sandalwood Parkway was the most beneficial for the residents.

Mr. McQuigan, 9284 Dixie Road, asked what indication there was for proceeding with this development ahead of the Brampton Esker and Bovaird/Kennedy Studies (see attached).

Robin Stein asked if the noise study was for future housing only - not to include existing housing.

Mr. Dalzell noted that the Stein house was included in the study because the City is responsible for that portion of Sandalwood Parkway.

Karen Stoodley, 38 Chambers Court, agreed with Mr. Hymer's comments and recommendations. She submitted photos of the retaining wall in her backyard, and said that without the retaining wall she would have no backyard, due to the present grading of the adjoining property.

Mr. Paul Doughty, 60 Rushmore Crescent, asked what effect the development would have on the Brampton Esker Study, and said he understood that there would be parkland through this area.

It was explained that the Brampton Esker Study was done to determine future land use and was not affected by this development - parkland to the east of the subject proposal will provide continuous parkland through the Esker area.

Mr. Doughty asked about walkways to the park and suggested that the plan appeared to show a self-contained park for the proposed homes.

Mrs. Robinson illustrated the proposed walkways on the plan and noted that the park was accessible through a park corridor to the east of the subject development. It was noted that it would be a passive park, not geared to sports, etc..

D7-18

- 4 -

Mr. Robert Clarke, 39 Baycrest Drive, was concerned mainly about the drainage ditch along side his house and the elevation of the adjacent property being 15 to 20 feet above the level of his land causing flooding. Also, he expressed concern about the potential loss of privacy, a walkway and access to the parkland.

Mr. David Megoffin, 22 Rhine Court, asked for the dates of development and specifically he asked if the construction of Sandalwood Parkway would precede the construction of houses.

Also, he expressed concern relating to the traffic potential at the corner of Sandalwood Parkway and Royal Palm Drive.

Mr. Dalzell responded that it was expected that Sandalwood parkway would be built this year and would coincide with final registration and development of the plan.

Chairman Sutter noted that a decision would be made at the Planning Committee meeting on January 17th as to whether or not to hold another public meeting, and that questions or comments should be directed to the Planning and Development Department.

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


D1-19

26 Rhine Court  
Brampton, Ontario  
L6Z 1N9

January 2, 1983

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

City of Brampton PLANNING DEPT.	
Date	Rec'd
File No.	C2E13.10



Attention: Mrs. Janice Robinson

Dear Mrs. Robinson:

Re: File No. C2E13.10  
Armbro Materials and Construction Limited

I sincerely regret not being able to attend this evenings meeting, unfortunately circumstances prevent me from coming.

As an assessed owner of property at 26 Rhine Court within the vicinity of Lot 13, Concession 2, E.H.S., south of Sandalwood Parkway, I wish to submit in writing, my objection to continued construction in the above-mentioned area. My objection is based on concerns regarding future overload of existing access/exit routes in the Heart Lake area during peak hours as well as the non-development of highway 410, noise and air pollution with relation to same (not to mention the inconvenience to those people backing onto that area who shall have to put up with many months of noise and dirt), and the lack of existing agricultural property (please leave some wide open spaces for our children to view with appreciation). I would also like to point out at this time that Regional Councillor, Peter Robertson, recently circulated a similar document raising the probability of extremely heavy traffic flow resulting from the development of land in the Kennedy/Bovaird/Heart Lake corridor for residential use. Perhaps an insignificant point to take into consideration is that there is a rather large canine population in this area, and this particular section of property is used for exercising the larger members. It is the only large section of property in the immediate area where dogs can run free and not be required to be restrained.

.../2

D1-20

.../2

In my opinion, I would much rather see this area developed into a tree farm, which would still coincide with the existing zoning of agricultural, extend the present Heart Lake Conservation Area to include this piece of property, or leave it as is to be rented to one of the few-remaining farmers of the area to be used as it had been zoned some time ago.

This area has been under development for over six years and as a resident of this area for several years, I think it is about time we all had a break from the constant mud, dust, road repairs, etc. Please give us a chance to enjoy the area as it is, peaceful.

Yours sincerely,

*M. Bowes Henry*  
(Mrs.) Marilyn Bowes-Henry

Numerous people I have spoken to did not receive notice of the public meeting. Those that did receive the notice only received it several days before the meeting, yet the recommendation to hold this meeting is included in the Commissioner of Planning and Development's report of Dec 16/82. This in my opinion, is unfair to those homeowners who will be directly affected. This matter has been perceived by a number of people to be an attempt to lessen public pressure against the proposal.

I would therefore ask how the City proposes to go about obtaining the views of those individuals that were not notified and in many cases still are unaware of this meeting?

In addition could the city advise as to why the plan was not included with the letter

2) On the east side of Chambers Court there is a major difference in land elevation on existing properties ~~both~~ <sup>shutting</sup> the land on the proposed property.

My particular property (Lot 69, plan M112) is approximately 10 feet below the level of the land on which the proposed houses are to be built. A railway-tie retaining wall exists on the property line behind these houses. This wall is approx  $5\frac{1}{2}$  feet in height behind my home and above this wall there is a grade extending approx 4 feet in height.

Obviously I am <sup>now</sup> concerned about this situation particularly from the standpoint of the strength of the wall, drainage, and the height of the proposed lots and houses in relation to my own. Our privacy and exposure to sunlight would be adversely affected if no alterations were made to the wall and the new lots.

I note in the previously mentioned plan that a stipulation has been made by the City that

no retaining walls or may exceed 1 metre in height. I assume however that this refers to new walls to be constructed and not to existing walls.

I would like to mention at this point that I was very surprised that this situation was not noted in your report.

I would request that the City place a further stipulation that the land level on the proposed property abutting on the northeast side of Chambers Court and the retaining wall be lowered to a maximum of 1 metre. However, due to the fact that there is another retaining wall running at right angles to the previously mentioned wall at the same height dividing lots 68 and 69, there could be a major problem in reducing the grade...

Therefore I would request that the City examine this property and develop a recommendation which will be presented to the affected homeowners prior to approval of the proposal. I also request that this proposal not receive approval

until the homeowners have been entirely satisfied <sup>in writing</sup> as to exactly how this problem is to be resolved and that assurances are given that construction <sup>& grading</sup> will be to our total satisfaction.

3) Presently there is a large drainage ditch in existence on the proposed property running parallel to the retaining wall. This ditch was dug after numerous discussions with your engineering department as a result of near flooding conditions which existed on several occasions on my property. These conditions were brought about due to drainage from the proposed property.

I would request that the affected homeowners or Chambers Court receive assurances <sup>in writing</sup> that adequate drainage will be provided <sup>as in</sup> the development and that no drainage will be permitted on to existing properties.



4) is a result of <sup>any</sup> alterations to the retaining wall, necessary grading on existing properties, drainage alterations, fencing etc., I would request that the builder be held totally liable for any damage whatsoever on private property and that any failures to such things as retaining walls for <sup>during</sup> a period of 7 years <sup>after alteration</sup> also become his total responsibility.

5) I note in your report that the builder is required to install fencing in certain areas of the property such as where the property abuts city owned land. I would request that this stipulation also apply to adjoining private properties such as those on the east side of Chambers Court.

6) I would request assurance that the houses along the north <sup>west</sup> ~~east~~ perimeter of the lands not be unduly tall such as 2 1/2 to 3 stories. permit reasonable privacy for existing homeowners.

D1-26

F 452 11-4-6.

7) Due to the fact that a considerable disruption will be caused to the residents on Chambers Court and Baycrest, I would request that <sup>all</sup> the houses to be ~~built~~ built abutting to and in close proximity to the above areas <sup>specifically Chambers Court and Baycrest</sup> be built <sup>&</sup> and completed first before further development commences. This request includes the immediate sodding of these properties. In this way the inconvenience and disruption to existing residents will hopefully be minimized. These houses will <sup>help</sup> block some of the noise and dust from the balance of <sup>the</sup> development.

8) I have very serious reservations about the extension of Baycrest into the new development. Due to the fact that extension of this street feeds onto other <sup>proposed</sup> streets which lead out onto Sandalwood Parkway and eventually which feeds into Heart Lake Road, I feel very strongly that the traffic level on Baycrest will <sup>be</sup> excessive and dangerous. In addition further contribution

to the excessive traffic <sup>level</sup> will be due to the fact that this entrance, (Baycrest) is one of only two leading into the <sup>new</sup> development.

Presently Baycrest becomes very congested with the existing traffic and the proposal will lead to an extremely dangerous situation for the numerous children that presently live in the area. It is highly likely in my opinion that if the street is extended as proposed, a "drag strip" type of situation will result.

As a father of two small children this is <sup>totally</sup> unacceptable.

I would advise that the city give very careful consideration to this matter and in my opinion a stipulation should be placed that Baycrest not be extended but that only a pedestrian walkway be provided.

While I recognize that this is a major request, I feel very strongly about it and I must oppose this proposed extension.

- 9) If my opposition to this extension fails I would request that the extension not be put through until the final completion of all construction in order to prevent access to the area for construction equipment. In addition if the city is in favour of extending Baycrest, I would ask that a complete study be conducted in determining how this thoroughfare ~~could~~<sup>can</sup> be made safe for residents. I would request feedback from the city in future on this item.
- 10) I would ask for assurance that any fill used in the new development will be clean and uncontaminated and that no garbage will be used.
- 11) I would ask for assurance that ~~and~~ any sales offices and models for the development be completely away from the Chambers Court, Baycrest area. recommend Sandalwood.

A note in your report (page 14) that in referring to traffic levels ~~and~~ on Sandalwood Parkway quote "it is expected that there will be an adverse noise impact resulting from traffic volumes." unquote.

Concern has been expressed in your report as to the impact that this will have on the new residents.

I would ask that the same consideration be extended to existing residents and that the applicant be required to include in his noise study recommendations for features to minimize noise levels for existing residents, particularly in the Chambers Court area.

13) I note mention of the request for expansion of the gun club facilities and I would like to take this opportunity to oppose this proposal totally.

D1-30

F 452 114-11

20) In addition I have been asked to convey to you on behalf of six homeowners on Chambers Court who were not notified of this meeting and who could not attend, these notices of opposition and/or concern.

Thank you and I look forward to your response to each of the items. I also trust that you will keep the homeowners here this evening and those that have registered their concerns in writing, informed in the future as to the status of our concerns, and negotiations with the applicant.

DI-31

NAME(S)

Mr. Wm. A. [unclear]

ADDRESS

30 Bay Street  
Brampton Ont

TO THE CORPORATION OF THE CITY OF BRAMPTON

SUBJECT- ARMBRO MATERIALS AND CONSTRUCTION LTD. (C2E13.10)  
DEVELOPMENT OF PART OF LOT 13 CONCESSION 2 EHS

(DELETE EITHER ITEM BELOW AS NECESSARY.)

1. THIS IS TO ADVISE YOU THAT ~~X~~/WE ARE IN OPPOSITION TO THE ABOVE PROPOSAL,

AND/OR

2. ~~X~~WE HAVE THE FOLLOWING QUESTIONS AND/OR CONCERNS WITH RESPECT TO THE ABOVE PROPOSAL-

We would like to see more  
Portland for the children and for  
fishing.

DATE

5/1/85

SIGNATURE

[Signature]

DI-32

NAME(S) David L. ...  
ADDRESS 36 Channing Court  
Brampton Ont  
L6Z 1J1

TO: THE CORPORATION OF THE CITY OF BRAMPTON

SUBJECT: ARMBRO MATERIALS AND CONSTRUCTION LTD. (C2E13.10)  
DEVELOPMENT OF PART OF LOT 13 CONCESSION 2 EHS

(DELETE EITHER ITEM BELOW AS NECESSARY.)

1. THIS IS TO ADVISE YOU THAT I/WE ARE IN OPPOSITION TO THE ABOVE PROPOSAL.

AND/OR

2. I/WE HAVE THE FOLLOWING QUESTIONS AND/OR CONCERNS WITH RESPECT TO THE ABOVE PROPOSAL -

1) we wish assurance that grades will not be changed such that a ready means drainage from the subject area across our property is increased  
2) we wish assurance that the structures to be constructed in the subject area will not be unduly tall (ie 2 1/2 to 3 stories above grade) such that natural light is cut off from the easterly direction.

DATE

Jan 3 1983

SIGNATURE

[Signature]  
D. ...



NAME(S) Ron & Sylvianne Young

ADDRESS 26 Chambers Cr.  
Brampton, Ont.

TO- THE CORPORATION OF THE CITY OF BRAMPTON

SUBJECT- ARMBRO MATERIALS AND CONSTRUCTION LTD. (C2E13.10)  
DEVELOPMENT OF PART OF LOT 13 CONCESSION 2 EHS

(DELETE EITHER ITEM BELOW AS NECESSARY.)

1. THIS IS TO ADVISE YOU THAT I/WE ARE IN OPPOSITION TO THE ABOVE PROPOSAL,

*AND/OR*

2. I/WE HAVE THE FOLLOWING QUESTIONS AND/OR CONCERNS WITH RESPECT TO THE ABOVE PROPOSAL.

DATE Jan. 4/83

SIGNATURE [Signature]

DI-34

NAME(S) Mr. and Mrs. Fisher  
 ADDRESS 41 Chambers St  
Brampton Ontario N6A 2E1

TO- THE CORPORATION OF THE CITY OF BRAMPTON

SUBJECT- ARMBRO MATERIALS AND CONSTRUCTION LTD. (C2E13.10)  
DEVELOPMENT OF PART OF LOT 13 CONCESSION 2 EHS

(DELETE EITHER ITEM BELOW AS NECESSARY.)

1. THIS IS TO ADVISE YOU THAT I/WE ARE IN OPPOSITION TO THE ABOVE PROPOSAL,

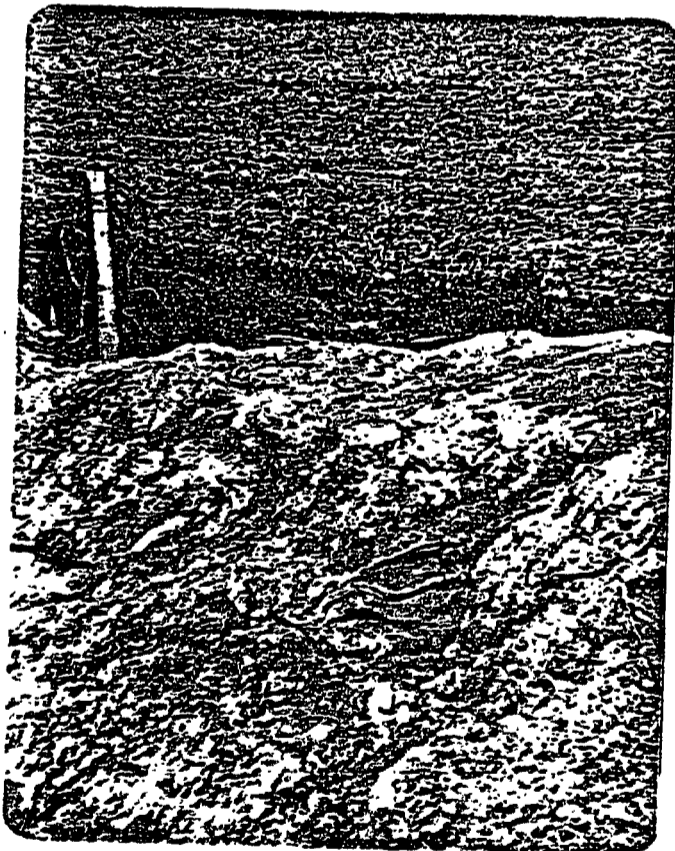
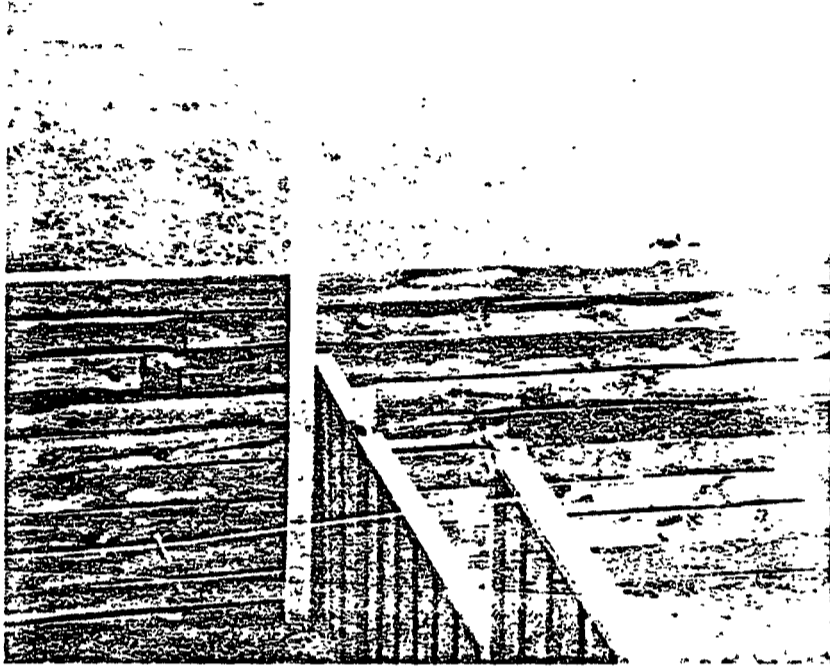
AND/OR

2. I/WE HAVE THE FOLLOWING QUESTIONS AND/OR CONCERNS WITH RESPECT TO THE ABOVE PROPOSAL.

we are both opposed to the above and have such  
 questions - a) property damage due to construction, level change  
 "change of water location - who is liable b) noise while  
 constructing c) property d) structural change to support wall  
 e) increasing traffic on Bayview These questions were discussed  
 with Councillor Peter Peterson last year when the first mention  
 of building was brought to our attention. He refused to  
 write a letter to the planning department.

DATE January 7 1983  
 SIGNATURE David Fisher

D1-35



D1-36

Since the Armbro subdivision plan was delayed pending the substantial completion of the Brampton Esker Special Study Area, and is not subject to development phasing indicated in the Bovaird/Kennedy Traffic Impact Study, is there any special reason or other circumstance to indicate that the Armbro plan should proceed ahead of other plans that were subject to the same delays.

D1-37

January 7, 1983

Jay A.C. Jackson  
56 Rushmore Crescent  
Brampton, Ontario  
L6Z 1R2

The Mayor of Brampton  
Brampton City Council  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

SEARCHED  
SERIALIZED  
INDEXED  
FILED  
JAN 10 1983  
C2E13.10

Dear Sir:

On January 5th I attended a public meeting with regard to the Ambro Construction proposal for the Donnelly Pit area of Heart Lake. As I was only informed of the meeting by a friend about one and a half hours before it was held, I was not prepared to make my views known at that time. Please accept this communication as my comments and objections relevant to this proposal.

I first became interested in this piece of land when we moved into the Heart Lake community. We bought our house backing on to the Parkway across the street from the pit. We were given to understand from Consolidated Building that this land was to be used as conservation-type parkland, with the long range objective to connect it with the conservation properties to the north and south. It was also indicated on city maps as a lake area.

Last year a large white sign was installed across the street from our property informing the public of a proposed new use for the land. Public comment was asked for so I contacted the phone number given and after several transfers I reached the person in charge. Her comments to my concerns were that it was at a very early stage and nothing would happen for at least a year, at which time I would receive a personal letter inviting me to attend any meetings that may be held for consideration of the re-identification of the property. She also made the comment that because of the Brampton Esker Committee, the land would be safe from development until a report was completed. No letter of invitation was ever received by me.

As far as I am concerned, all this procedural safeguard system has been bypassed or, at least, has been completed with no input from myself, contrary to the information I was given.

My questions and suggestions are as follows:

Can Council give consideration to the foregoing series of events?

Is this project at such a stage that it cannot be changed?

continued ...

D1-38

Page 2

The Mayor of Brampton

January 7, 1983

In the event that the project goes forward, will the woodlands on the southeast corner of the site stay in the natural setting they are now in?

The density of housing around the pit area is high, in my opinion. Can the developer change his plans to move the majority of housing to the remaining parcel of land to the east? They could use the pit area in its entirety along with the table land as a greenbelt park.

Will this project be in a single or phased release?

I feel there is insufficient access to the area from the northwest corner of the parcel of land for people to get into this section of Heart Lake in order to reach the pit park area. This is also true for the new pedestrian community - access is poor for trips to the store, school, etc. I propose having one or two lots left open and the space be used as a greenbelt access for pedestrians.

Do we really need this form of housing project in the Heart Lake community at this time and in this place?

Will the proposed type of single family homes in fact be the type of housing that is ultimately intended to be constructed on the site, or will it be rezoned again to allow semi-detached and townhouses to be built on less attractive parts of the site?

Has there been a study done relevant to the increase in school needs?

If Ambro needs the revenue from this type of project, why can they not build on another one of their properties that would require less major landscaping to the site.

Yours truly,

Jay Jackson 

D1-39

13 January 1983

TO: Chairman and Members of Planning Committee  
FROM: Donald M. Gordon, Commissioner of Parks and Recreation

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RE: DRAFT PLAN OF SUBDIVISION, PART LOT 13, CONC. 2 EHS  
ARMBRO MATERIALS AND CONSTRUCTION LIMITED  
PLANNING FILE C2E13.10

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As noted in the third paragraph on page 5 of the Planning Report a consensus has not been reached concerning the development of lots abutting City owned lands.

The lots in question, namely, lots 51, 52 and part of lot 53, are located on an indentation of land that contains a variety of high valued trees. The development of these particular lots due to the requirement for cutting and filling of the site will destroy most, if not all, of the trees. Additionally, the remaining lots that abut the City owned lands encroach considerably upon the existing vegetation and any lot grading or clearing will again have a severe impact upon the vegetation. We therefore have requested that 25' of the rear of these lots be retained in their natural state and not affected through grading and filling.

The Department requests Committee's consideration of not allowing development of the area indicated for lots 51, 52 and part of lot 53 in respect of the intent to preserve as much of our few existing tree stands as possible which is enunciated in our Official Plan and further elaborated on in the woodlot survey which was prepared for the City in connection with our Parks and Recreation plan.

In addition to the foregoing, a tree inventory and assessment relating to this proposed development was prepared for the applicant by Milus Bollenberghe Topps, Landscape Architects, who in their report state that this particular area is a "high preservation priority".

It is our opinion that the preservation of trees in the City of Brampton, recognizing that they are a rare commodity, has always been a high priority and to detract from this position for this particular development would be to set a precedent that will certainly affect any future negotiations or considerations relative to plans of subdivision.

I would also suggest that it would seem appropriate to consider at this time, for the City to negotiate with the intent of purchasing the wooded and pond area immediately to the east of this proposal which is owned by Armbro Materials and Construction Limited. The area is some 6.34 hectares or 15.686 acres and contains low lands and wooded areas along with a small pond of approximately 2.54 acres. By purchasing this particular site at this time we would eliminate the potential for future differences of opinion when the applicant decides to develop the balance of their properties to the east of the existing plan of subdivision.

#### RECOMMENDATION

It is recommended that Planning Committee consider the concerns expressed in this report and make a recommendation to Council.



Donald M. Gordon  
Commissioner  
Parks and Recreation

DMG/eb

c.c. F. Dalzell  
L. Laine  
L. Koehle  
J. Curran  
J. Metras  
R. Reid



# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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1982 12 16

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 Restricted Area (Zoning) By-law  
 Part of Lot 13, Concession 2, E.H.S.  
 (former Township of Chinguacousy)  
 Ward Number 2  
 ARMBRO MATERIALS AND CONSTRUCTION LIMITED  
 Region of Peel File Number 21T-81015B  
 Planning File Number C2E13.10

---

1.0 Introduction

A draft plan of subdivision 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 draft plan of subdivision has been filed with the City Clerk.

2.0 Property Description

The subject lands are located in the east half of Lot 13, Concession 2, east of Hurontario Street in the former Township of Chinguacousy. The lands have an area of 19.407 hectares (47.95 acres), a frontage of 368.052 metres (1,207.5 feet) on the south side of Sandalwood Parkway, and an average depth of approximately 506 metres (1,660.0 feet).

The subject lands are located on a geological feature known as the Brampton Esker, which has historically been a productive source of aggregate materials. A large pit area known as the Donnelly Pit was created by the extraction of granular material in the centre

D1-2

- 2 -

portion of the site. The pit apparently was never excavated below the water table and the porous material has ensured that the bottom of the pit is generally dry.

The topographically depressed pit area is surrounded by tableland and ridges. A bog area is located on the south-west portion of the site. There are no buildings located on the site.

Vegetation on the interior of the site is of limited quality due to the disturbance created by aggregate extraction. A tree inventory and assessment study of the subject site indicates that higher quality vegetation is generally confined to the boundary areas where extraction has not occurred. The following vegetation units and specimens located on the property have been designated high priority for preservation:

- Along the west boundary of the lands there are vegetation units containing predominantly Manitoba Maple, Trembling Aspen, Ash and Poplar trees;
- On the east boundary of the property where it abuts the City-owned lands there is a vegetation unit on the slope and in the low lands which is comprised of Apple, Trembling Aspen, Ash, Basswood, Black Cherry, American Elm, Sumac and Birch trees, and

The land uses surrounding the subject lands are as follows:

- . The lands abutting the northerly portion of the west boundary are occupied by an existing residential subdivision and the lands abutting the southerly portion of the west boundary are occupied by a further bog area;
- . The site is bordered on the north by Sandalwood Parkway, and to the north of the road there is an existing residential subdivision;

- The site is bordered on the south by a TransCanada Pipeline easement and White Spruce Nature Park, and
- The lands abutting the northerly portion of the east boundary are owned by Ambro Materials and Construction Limited. They are vacant at present and it appears that limited aggregate extraction occurred in the past. The lands abutting the southerly portion of the east boundary are owned by the City of Brampton. The area is vacant and well-treed.

### 3.0 Official Plan and Zoning Status

The Consolidated Official Plan designates approximately half of the subject lands Residential and the remaining portion is designated Agriculture.

The new Official Plan designates the subject property Special Study Area. The subject lands are located within the Brampton Esker Special Study Area, for which a Secondary Plan is presently being formulated.

By-law 861, as amended, of the former Township of Chinguacousy zones the site A-Agricultural and A1-Agricultural Class One.

### 4.0 Proposal

The subject application proposes to subdivide the lands into 157 single family residential lots, a 3.64 hectare (8.996 acre) park in the central area, a 1.55 hectare (3.822 acre) park along the south portion of the lands, a 1.23 hectare (3.038 acre) area of open space which includes the bog area, and a buffer strip 6.1 metres (20 feet) in width extending along the Sandalwood Parkway frontage. A block located on the north-east corner of the property will be dedicated to the City as part of Sandalwood Parkway.

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5.0 Comments from Outside Agencies and City Departments

City Public Works Department

The City Public Works Department has provided the following comments:

Drainage

1. The details of the storm outfall should be specified in terms of easements.
2. The lots should be compatible with the grading of adjoining lands to preclude excessive grade differences.
3. All drainage facilities and grading plans shall be designed to the latest City Standards and subject to the approval of the Engineering Department.

Roads

1. A traffic island will be required on the cul-de-sac in the south-west corner of the plan. The details of the traffic island shall be established during engineering design.
2. Road right-of-ways should conform to City Standards.
3. The Sandalwood Parkway right-of-way should have a total width of 47 metres to allow for a 35 metre right-of-way and two 6 metre widenings on both sides (to accommodate embankments in the cut and fill sections). The Sandalwood Parkway right-of-way should follow the south limit of the existing residential property. In addition, a 10 metre by 10 metre daylight triangle is required at the south-west corner of the Sandalwood Parkway/Heart Lake Road intersection.

General

1. The Engineering Department will discuss details of Engineering requirements relating to roads, sidewalks, streetlighting, etc. after draft approval of the plan.

City Parks and Recreation Department

The Parks and Recreation Department has indicated that they have serious concerns relative to lots 47 to 56 inclusive in terms of the proposed grades, the virtual certainty of the elimination of mature and valuable trees, and the possible affect on the adjoining City-owned lands. With respect to these concerns, the Parks and Recreation Department recommends the following:

- (a) "That the rear lot lines of lots 51 to 55 inclusive and a small portion of lot 56 as shown on the attached plan be shifted westerly by a minimum of 25 feet and the lands conveyed to the City. This would reduce the lot depth in these particular lots to somewhere around 100 feet, however, with a slight shift westerly of the road some of this lost depth could be recovered;
- (b) That lots 48, 49 and 50 be conveyed to the City as public open space, and
- (c) That the rear lot line of lot 46 be shifted westerly by 25 feet from the northerly side yard line and brought down to zero at the southerly lot line of lot 46 as shown on the attached plan.

In order to replace the above noted three lots, it was suggested that the applicant could obtain lots on the north-westerly corner of street A in the south leg which is almost immediatedly opposite lots 48 to 50."

"With regard to the parkland dedication, there does not appear to be any useable "buildable" tableland within the plan except possibly for a portion of block 167 which, if graded property, and not in the manner being suggested on the draft plan which creates a "hole" effect, could be acceptable as part of the 5% conveyance.

D1-6

- 6 -

Block 166 will consist mainly of slopes from the surrounding rear yard lines which should not exceed 4 to 1 for maintenance purposes and then at the bottom of the pit there will be some flat area which, as the applicant's concept plan indicated, will only be appropriate for passive usage. This is due to the relationship of the pit to the surrounding houses and any active type of recreation would be offensive due to the effect noise from such activities would have on the residents. Block 166 therefore should be considered as valleyland.

Block 168 which is a treed and bog area should be considered as valleyland.

A small portion of block 167 between lot 37 and lots 38 and 39 up to the toe of slope may, if graded properly, be considered as tableland. Block 158 and 159 which is the buffer strip should be conveyed, landscaped and maintained by the City to be consistent with the balance of lands along Sandalwood Parkway to the west.

Rear and side yard fencing should be required for all lots that abut parkland, public open space or other lands owned by the applicant."

City Buildings and By-law Enforcement Department

No objections.

City Law Department

No comments.

Fire Chief

The Fire Chief has indicated that fire hydrants should be located on the north-easterly cul-de-sac and the south-westerly street corner.

Regional Public Works Department

Sewer: The proposed draft plan will utilize the existing sanitary sewer system on Sandalwood Parkway and Baycrest Drive. Frontage charges apply on Sandalwood Parkway.

Water: Water is available on Sandalwood Parkway. Frontage charges apply on Sandalwood Parkway and full lot levies apply.

Roads: Regional roads are not directly affected.

Regional Social Services

No comments.

Regional Transportation Planning

The Transportation Planning Division has reviewed this plan of subdivision and finds that the development of this subdivision will improve the traffic capacity of the road system in the Heart Lake Area, provided that:

1. Sandalwood Parkway is extended to Heart Lake Road;
2. The Sandalwood Parkway/Heart Lake Road intersection is channelized to provide a left turn lane for the northbound movement and a right turn lane for the eastbound approach, and
3. Provision is made for traffic signals at the Sandalwood Parkway/Heart Lake Road intersection.

Peel Regional Police

No adverse impacts are anticipated.

Metropolitan Toronto and Region Conservation Authority

The Authority has no objections to draft approval subject to the following conditions:

D1-8

- 8 -

1. Prior to the initiation of 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 Regional Conservation Authority the following:
  - (a) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
  
2. 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(s) as required in Condition (1).

In order to expedite the clearance of Condition 2, it is recommended that a copy of the executed subdivision agreement be forwarded to the Authority.

Ministry of Natural Resources

The Ministry of Natural Resources has no objection to the rehabilitation of the pit to form a residential subdivision, subject to the conditions requested by the Metropolitan Toronto and Region Conservation Authority.

Ministry of Municipal Affairs and Housing

No objections.



Ministry of Transportation and Communications

This proposal is not affected by any plans of the Ministry. The Ministry wishes to be advised of the registration date and plan number.

Ministry of the Environment

The Ministry of the Environment has indicated that noise impact and the possible extractive industrial use of the property are two areas of potential concern.

Ministry staff noted the existence of an unused sand extraction pit near the centre of the subject property. If any industrial operations will continue, the Ministry would not be in a position to offer favourable comment until the industry has completely ceased.

With regard to noise, Ministry staff indicate that the potential for noise impact is brought about because of the proximity of certain lots to Sandalwood Parkway and also by aircraft arrivals and departure movements at Toronto International Airport. Although the site is outside the 28 NEF contour, the Ministry of Transport has received numerous complaints from residents of the Heart Lake area regarding noise associated with aircraft operations. The Ministry recommended therefore that a warning clause be registered on title of all lots to inform prospective tenants of this nuisance factor.

Subject to the above requirement being adequately resolved, draft approval could be issued with a condition requiring registration of a warning clause on title and in all offers of sale and purchase for the entire 157 lots:

"Due to vehicular and/or aircraft traffic movements, noise levels on this property may occasionally be of concern to dwelling occupants".

Subsequent to forwarding the above noted comments, Ministry staff indicated that they have an additional concern regarding the gun club operation located to the south of White Spruce Park. Upon completion of their review of the potential impact arising from the gun club, Ministry staff verbally advised that the existing operation does not produce a level of noise which would cause a serious problem. The gun club has submitted an application to the City to permit the expansion of their operation. Ministry staff indicated that the expanded facility is expected to produce higher levels of noise, however, the gun club will be required to abate additional noise arising from the expanded facility at the source.

The Peel Board of Education

No objections.

The Dufferin-Peel Roman Catholic Separate School Board

Any separate school pupils resulting from this proposal will be accommodated at Sacred Heart School located on Kerwood Place. Approximately 35 JK-8 pupils are estimated from the 157 single-family units proposed in the plan.

TransCanada Pipelines

"TransCanada has no objection to the proposed subdivision provided that no structures or excavations are allowed within 10 metres of the pipe line right-of-way. The sub-divider should be advised of the existence of the high pressure pipelines south of the proposed development. No heavy equipment is allowed on the pipeline right-of-way."

Ontario Hydro

No objections.

Consumer's Gas

No comments.

Bell Canada

No comments.

6.0

Discussion

The subject lands are located within the Brampton Esker Study Area. During the formulation of the Basic Plan in the first stage of the Brampton Esker Hydrology study, it was concluded that it is not economically feasible to extract further aggregate from the Donnelly Pit due to the cost and difficulty of altering the existing TransCanada pipe line. At its meeting held on 1982 04 26, Council adopted a recommendation that the proposed draft plan of subdivision for the Armbro Donnelly property be processed in accordance with established procedures.

Subsequent to this resolution, Council received a report prepared by the Transportation Policy Division of the Planning Department of the Region of Peel entitled the Bovaird/Kennedy Traffic Impact Study. The report recommended that the further release of residential developments beyond those already committed (draft approved) be deferred until such time that Highway Number 410 is constructed and opened to Bovaird Drive.

In the Regional Planning Department's transmittal letter of 1982 05 18, it was noted that the extension of Sandalwood Parkway to Heart Lake Road was included in the road network utilized for the analysis. Vehicle capacity was assigned to Sandalwood Parkway, which in turn reduced operational impacts at other intersections to the south. Since the extension of Sandalwood Parkway can only be achieved if part of the Armbro lands are released, it was recommended that the subject draft plan of subdivision be classified as committed within the context of the above noted recommendation.

In concurrence with this recommendation, City Council adopted a resolution on 1982 06 21 which included the following:

"That the draft approval and registration of the Ambro plan of subdivision not be subject to development phasing related to the road capacity constraints identified in the Bovaird-Kennedy Traffic Impact Study in order to secure the connection of Sandalwood Parkway to Heart Lake Road."

As a condition of approval, the applicant will be required to convey the lands to comprise a 47 metre wide right-of-way extending from the present terminus of Sandalwood Parkway to Heart Lake Road.

The design of the subject proposed draft plan has been largely determined by the existing features on the property which include the gravel pit, the bog area and treed areas. The gravel pit will be rehabilitated through extensive cutting and filling in order to level the elevations. The tableland and ridges surrounding the pit will be cut to lower elevations and the pit will be filled with several metres of fill to create recreation areas. The pit is not being entirely rehabilitated to accommodate residential development. The proposed plan shows residential lots surrounding the former pit area, with the exception of the undeveloped open areas on the south and south-east edges of the proposed park.

The proposed subdivision is serviced by a "gateway" street which has access off Sandalwood Parkway and is aligned with Royal Palm Drive to the north of Sandalwood Parkway and a main road which extends around the outer area of the plan in a ring-road manner. Short cul-de-sacs are connected to the main road in the north-east, south-east, and south-west corners of the plan. In addition, there is a cul-de-sac in the north-west portion of the plan which is an extension of Bay Crest Drive located on the abutting lands to the west.

The residential lots in the proposed plan are predominantly 15.0 metres (49.2 feet) in width and range from 35 metres (114.8 feet) to 48 metres (157.5 feet) in depth.

The proposed residential lots will be situated on lands that have been extensively graded. Therefore staff are of the opinion that measures should be taken to ensure the usability of rear yard outdoor amenity space. Reasonable minimum requirements would include a minimum of rear yard depth of 7.6 metres (25 feet); the provision of a flat area which has a depth of 6 metres (19.7 feet) and a slope not exceeding 2%; a provision that in the yard beyond the flat area, no slopes may be steeper than 3 to 1; and that any retaining walls erected cannot exceed 1 metre in height.

Many of the residential lots back onto park space, open space and vacant lands. The applicant will be required to ensure that there are no excessive grade differences and steep slopes. Along the east boundary of the subject lands there is a relatively high cliff-like feature which was formed many years ago when gravel was being extracted from the abutting lands to the east. Since the applicant does own these lands (lying immediately north of the small parcel of City-owned lands), they will be required to grade the slope to a maximum of 4 to 1. This same maximum should also apply to the grading of parkland being conveyed to the City. These requirements should be reflected in the grading plans which are subject to the approval of the Public Works Department.

The proposed plan shows open space located in the centre area of the plan and at the most southerly edge of the plan. The open space will form part of the open space network in the Brampton Esker and connect with White Spruce Park, the "nub" of City-owned lands, and the TransCanada PipeLine pedestrian corridor. The open space will be used for passive recreational activities. In addition, the bog area which is located on the south-westerly portion of the plan as defined by the geotechnical investigation conducted by the applicant will be retained in its natural state as open space.

01-14

- 14 -

The proposed plan shows a buffer strip along the entire Sandalwood Parkway frontage. The applicant will be required to landscape the buffer and convey it to the City. The applicant will also be required to convey Block 160 which will form part of Sandalwood Parkway in addition to the lands required for the extension of Sandalwood Parkway.

Sandalwood Parkway is classified as a Minor Arterial Road by Schedule "H" of the new Official Plan, therefore, it is expected that there will be a adverse noise impact resulting from traffic volumes. The proposed interchange with Highway Number 410 to the east of the subject property may further contribute to the noise levels. In accordance with Official Plan policies, the applicant will be required to submit a noise study recommending noise control features which must be implemented in order to attenuate the traffic noise to an acceptable level. The noise study should be submitted prior to registration, with the final plans reflecting the measures recommended in the study.

The lots which have reverse frontage onto Sandalwood Parkway have the greatest potential for noise impact. The proposed draft plan of subdivision shows these lots having a depth of 35 metres (114.8 feet). In order that the lots can have sufficient depth to accommodate the noise control features and meet the aforementioned rear yard requirements (minimum rear yard depth of 7.6 metres, minimum "flat area" depth of 6.1 metres, no slopes may be steeper than 3 to 1), it may be necessary to revise the final plan where there are lots abutting Blocks 158 and 159, namely lots 1 to 11 inclusive and 77 to 84 inclusive. As a condition of draft approval, the applicant will be required to implement the recommendations of the noise study; if any berms are required on residential lots, the depth of those lots should be increased by the depth of the berms at the final plan stage.

With regard to the extension of Sandalwood Parkway, its alignment shifts to the south in order to avoid a single family residence at

Heart Lake Road. Although this alignment has been endorsed by the Public Works Department, the applicant and the residents of the single family home, the alignment results in the creation of two parcels of lands that have limited usability. One parcel which is triangular shaped and located at the present terminus of Sandalwood Parkway is owned by the City of Brampton. The parcel is small and irregular in shape, and of limited use.

The other residual parcel is also located on the north side of the proposed extension of Sandalwood Parkway and it abuts the southerly limit of the Heart Lake Conservation Area and the residential property owned by Mr. and Mrs. Stein. The parcel has an irregular shape and difficult location, which restricts its use. If the City of Brampton does not wish to obtain ownership of the parcel, the applicant could arrange to convey the parcel to the Conservation Authority or Mr. and Mrs. Stein. The applicant will be required to convey to the City 0.3 metre reserves along the north and south limits of the proposed Sandalwood Parkway extension.

With regard to the future use of the lands owned by the applicant which are located east of the subject draft plan of subdivision, the applicant submitted a conceptual plan during the first stage of the Brampton Esker Hydrology Study which indicated proposed land uses. The proposal showed medium and high density residential units located adjacent to Heart Lake Road on a block which is approximately 10.0 hectares (24.7 acres) in size and open space on a block which is approximately 6.9 hectares (17.0 acres) in size. The open space block would connect with the City-owned lands to the south in order to achieve a portion of the continuous open space through the Brampton Esker.

The proposed medium and high density residential development would be serviced by a local road which loops and has two intersections with Heart Lake Road. This appears to be an appropriate location with respect to the Official Plan policy which provides criteria

for the location of high density development because the location will be adjacent to open space and will have primary access to Heart Lake Road and proposed Highway Number 410 (there will be an interchange at Sandalwood Parkway). At the present time, the proposal is conceptual and has not been formally submitted. Upon submission of an application, the proposal will be processed in accordance with normal procedures.

It is noted that there are two matters concerning the subject proposed draft plan which must still be resolved. The first matter to be resolved is related to the grading of the rear yards of lots 46 to 55 inclusive. If the lots are graded in accordance with the recommended standards of 3 to 1 slopes, some high quality trees will be lost. This area requires further study for resolution of the matter prior to the public meeting.

The second matter to be resolved is concerning the amount of lands to be dedicated to the City for parkland and open space purposes. The required 5% dedication would amount to a park with an area of 0.97 hectares (2.4 acres), however the applicant is proposing parks with a total area of 5.19 hectares (12.818 acres). It is the opinion of staff that the rehabilitated pit area which comprises most of this park area is not buildable tableland. Further discussions will be necessary to reach the agreement of all parties involved regarding compensation for lands dedicated for parkland and open space purposes.

#### 7.0

##### Recommendation

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

- A. A Public Meeting be held in accordance with City Council procedures, and that
- B. Subject to the results of the Public Meeting, and subject to the resolution of lot grading and park dedication



matters, draft approval of the proposed draft plan of subdivision be subject to the following conditions:

1. The draft approval be based upon the draft plan dated October 12, 1982 by The Planning Management Group Limited.
2. The applicant shall agree by agreement to convey 0.97 hectares (2.4 acres) of tableland to the City for park purposes in a condition satisfactory to the City. No further parkland dedication or cash-in-lieu of parkland dedication is required. Block 168 and the remaining portions of Blocks 166 and 167 shall be conveyed to the City for Open Space purposes in accordance with City Policy.
3. The applicant shall agree by agreement that Blocks 158 and 159, which serve as buffer strips, shall be conveyed to the City and landscaped according to City standards.
4. The applicant shall agree by agreement that all walkways, namely Blocks 161, 162, 163, 164 and 165 as shown on the draft plan, shall be a minimum of 3 metres in width and conveyed to the City.
5. The applicant shall agree by agreement to erect fencing along lot lines which abut parkland and public open space in accordance with the City's fencing policy.
6. The applicant shall agree by agreement to convey Block 160 and all other lands as required by the

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- 18 -

City and the Region for the purposes of extending Sandalwood Parkway from its present terminus to Heart Lake Road. In addition, the applicant shall agree by agreement to convey a 0.3 metre reserves along both sides of the Sandalwood Parkway extension.

7. The applicant shall agree by agreement that rear yards:
  - (a) shall be graded such that there is a minimum depth of 6 metres with the slopes not exceeding 2%; and
  - (b) shall have no slopes which are steeper than 3 to 1.
8. The maximum height of retaining walls shall be 1 metre.
9. The applicant shall agree by agreement to grade the lands abutting the easterly boundary of lots 56 to 77 inclusive so that the slope is not steeper than 4 to 1.
10. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
11. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
12. The applicant shall agree by agreement to grant all necessary easements for the installation of

utilities and municipal services as may be required to the appropriate authorities.

13. 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 with respect to the subdivision.
14. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external design of buildings.
15. The applicant shall agree by agreement to support appropriate amendments to the Official Plan and Restricted Area (Zoning) By-law to permit the proposed development.
16. The applicant agree by agreement that no structures or excavations will occur within 10 metres of the high pressure pipeline right-of-way and that no heavy equipment will be allowed on the right-of-way.
17. The applicant shall agree by agreement that:
  - (a) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the Metropolitan Toronto and Region Conservation Authority the following:

(i) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

(b) The owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:

(i) 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(s) as required in Condition (1).

In order to expedite the clearance of Condition 2, the Authority recommends that a copy of the executed subdivision agreement be forwarded to the Authority.

18. The applicant shall agree by agreement to the following:

(a) no fill of any kind shall be placed or removed, whether originating on the site or elsewhere, or any vegetation disturbed

on the City-owned lands abutting lots 43 to 55 inclusive, on the lands abutting the rear of lots 28 to 35 inclusive, and on Block 168.

(b) in order to ensure compliance with (a) above, a snow fence or other suitable barrier shall be erected along the boundary of Block 168 and along the rear lot lines of lots 28 to 35 inclusive and lots 43 to 55 inclusive. These barriers shall remain in place until all grading, construction and resodding is completed.

(c) no buildings or structures shall be erected within 25 feet of all the rear lot lines.

19. 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 City of Brampton.


20. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in 19 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:

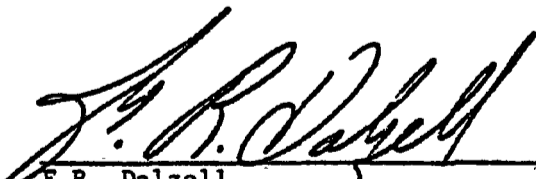
- (a) Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants.
- (b) A map shall be displayed 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.
- (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.

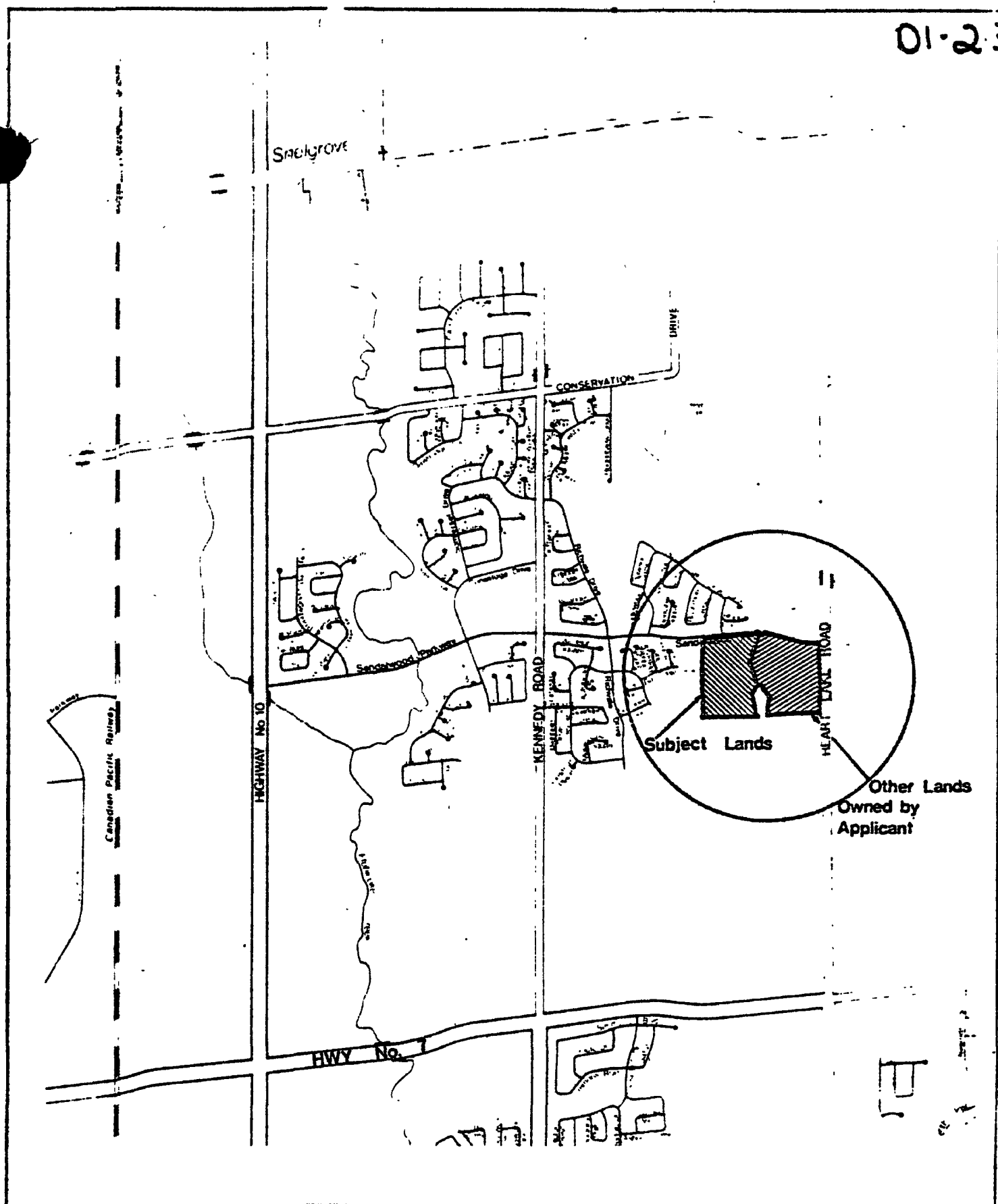
21. All land titles and offers of purchase and sale agreements shall contain the following warning clause:

"Due to vehicular and/or aircraft traffic movements, noise levels on this property may occasionally be of concern to dwelling occupants.

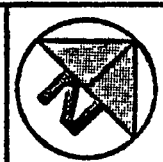
AGREED:

  
\_\_\_\_\_  
L.W.H. Laine  
Director, Planning and  
Development Services

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



ARMBRO MATERIALS and CONSTRUCTION LIMITED



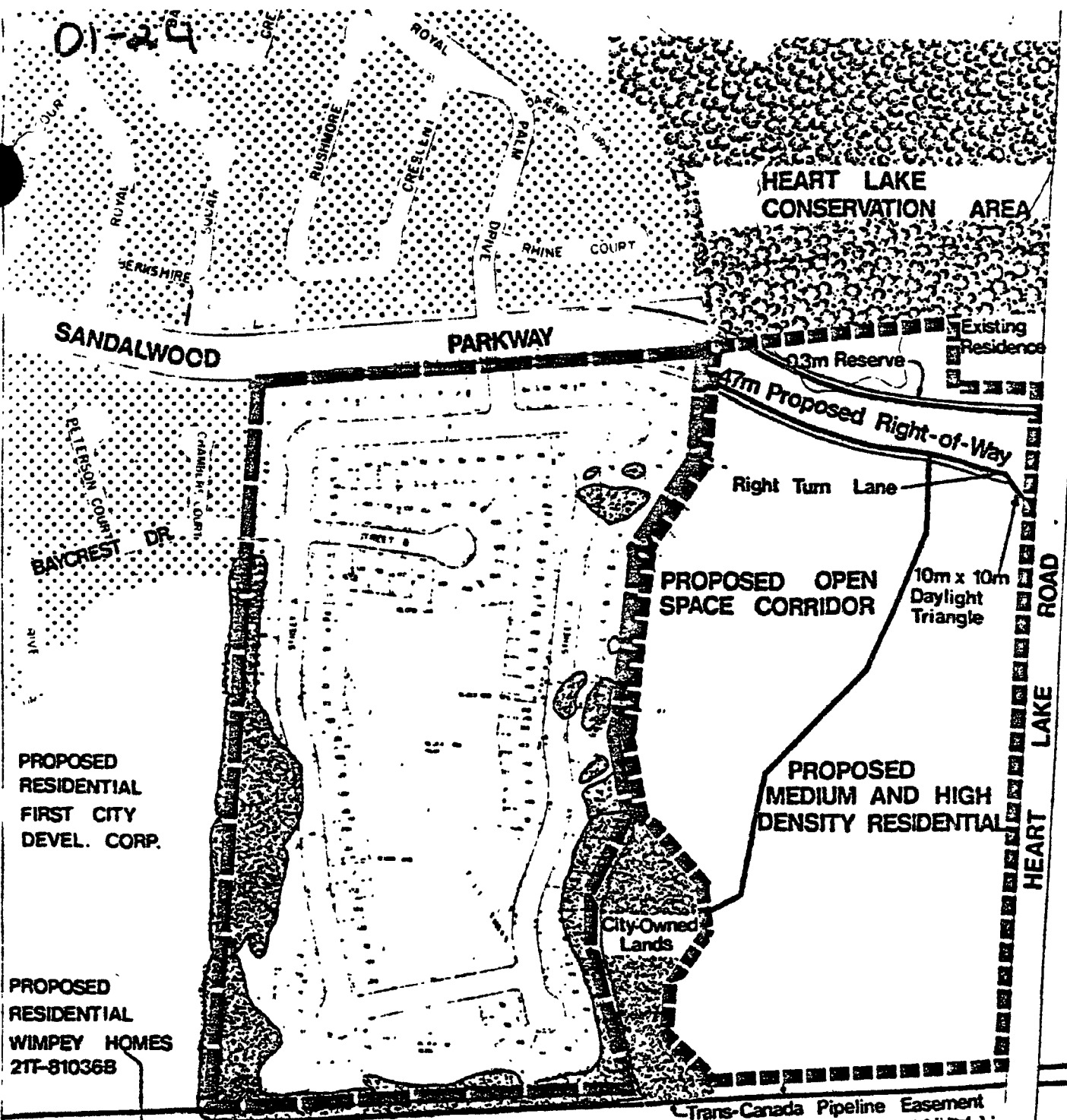
CITY OF BRAMPTON Planning and Development

Location Map

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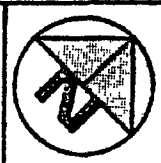


**LEGEND**

SUBJECT PROPERTY	
OTHER LANDS OWNED BY APPLICANT	
RESIDENTIAL	
OPEN SPACE	
WOODED AREA	

**ARMBRO MATERIALS and CONSTRUCTION LIMITED**

Land Use



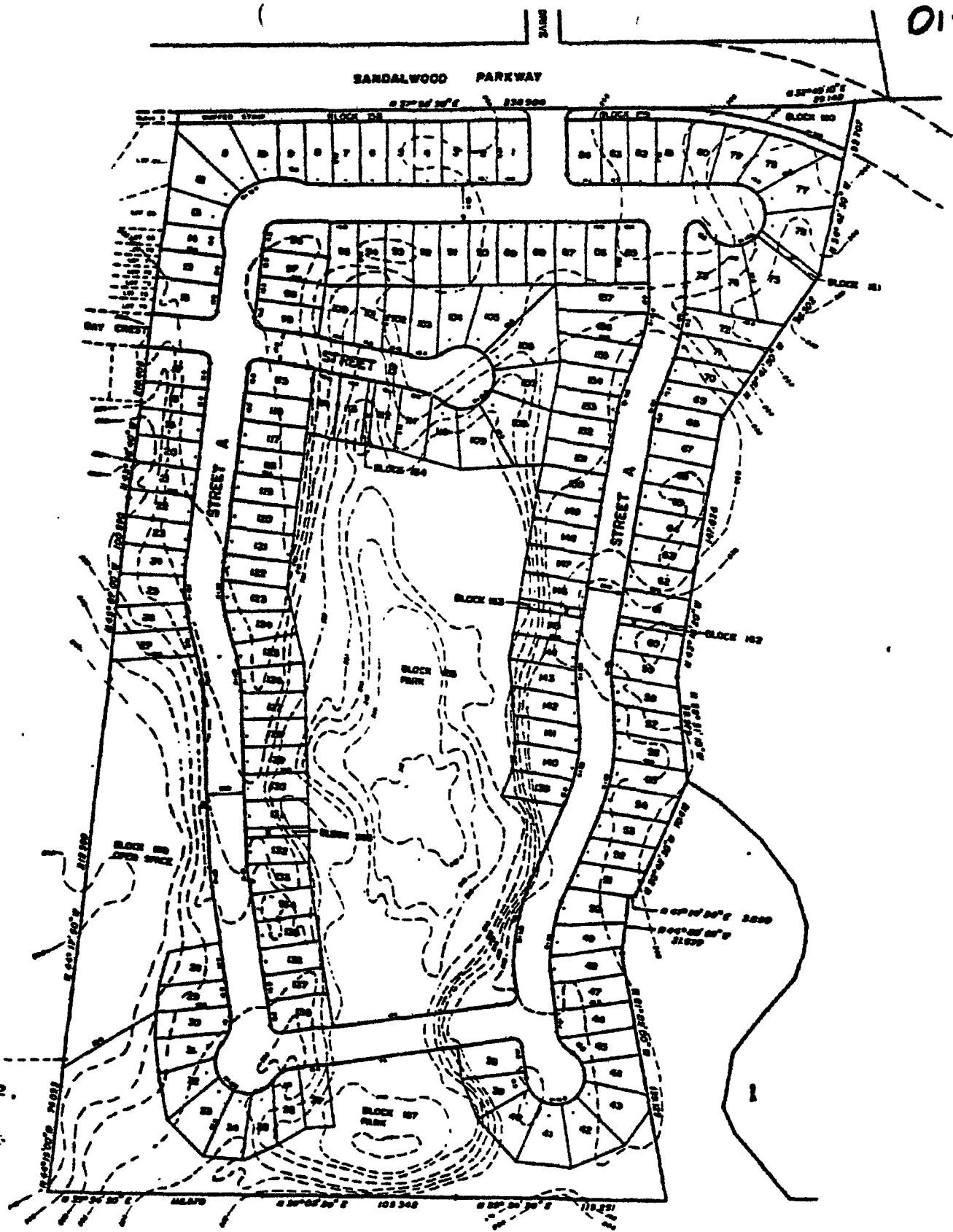
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Planning and Development

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LOT 12.

EAST HALF LOT 12.

CONCESSION 2.

**ARMBRO MATERIALS and CONSTRUCTION LIMITED**

*Proposed Subdivision*



1:3000

**CITY OF BRAMPTON**  
Planning and Development

Date: 21 11 19

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