



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 131-81

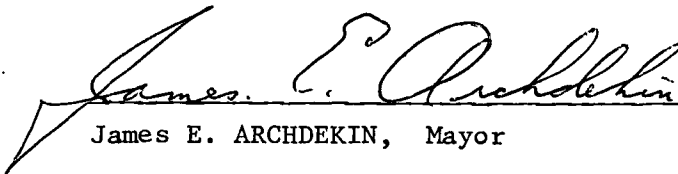
To adopt Amendment Number 71 to the  
Consolidated Official Plan of the  
City of Brampton Planning Area

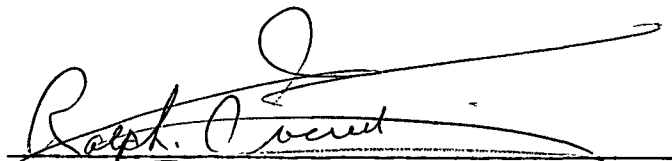
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The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 71 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 71 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 8th day of June, 1981.

  
James E. ARCHDEKIN, Mayor

  
Ralph A. EVERETT, City Clerk

PASSED June 8th, 1981

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# BY-LAW

No. 131-81

To adopt Amendment Number 71 to  
the Consolidated Official Plan  
of the City of Brampton Planning  
Area.

ORIGINAL

**21 - OP - 0006 - 71**

-1

AMENDMENT NUMBER: 71  
to the Consolidated Official Plan  
of the City of Brampton Planning Area

Amendment No. 71  
to the Official Plan for the  
City of Brampton Planning Area

I hereby approve, in accordance with sections 17 and 52 of the Planning Act, this amendment 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, subject to the following modification:

1. Section 4.2.1, page 4, is hereby modified by adding the word "attenuated" in the fourth line between the words "the" and "outdoor".

As thus modified, this amendment to the Official Plan for the City of Brampton Planning Area is hereby approved pursuant to section 17 and 52 of the Planning Act.

..... July 8, 1983

  
Minister of Municipal Affairs and Housing



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 131-81


To adopt Amendment Number 71 to the  
Consolidated Official Plan of the  
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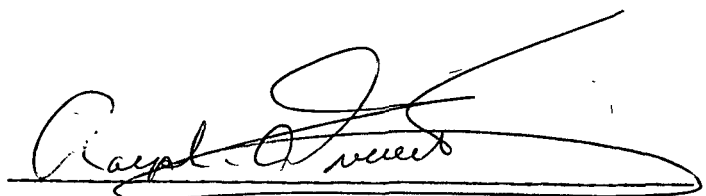
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Ralph A. EVERETT, City Clerk

AMENDMENT NUMBER 71

1. Purpose

The purpose of this Amendment is to specify development principles for the lands shown on the attached Schedule A, in order to achieve their orderly, efficient and aesthetic development for residential and open space purposes.

2. Location

The lands subject to this Amendment comprise a total area of 16.72 hectares (41.32 acres) and are located in the south-west quadrant of the intersection of Highway Number 7 By-pass (Bovaird Drive) and Kennedy Road, being part of Lot 10 in Concession 1, E.H.S., in the City of Brampton and shown as "New Development Area 7" on Schedule A attached hereto.

3. Details of the Amendment and Policies relative thereto

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

- (1) by changing, on Plate No. 1, the chapter reference of lands subject to this Amendment, as shown on Schedule A, from Chapter C2 to Chapter C60;
- (2) by changing, on Plate No. 2, the land use designations of the lands subject to this Amendment, as shown on Schedule A, to the land use designations shown on Schedule A;
- (3) by outlining, on Plate No. 2, the lands subject to this Amendment, and adding thereto the label "See Plate No. 56";
- (4) by outlining, on Plate No. 27, the lands subject to this Amendment and adding inside that outline the label "See Chapter C 60";
- (5) by adding thereto, as Plate No. 56, Schedule A to this Amendment;
- (6) by adding the following text to the Consolidated Official Plan as Chapter C 60:

"Chapter C 60

1.0 Purpose

The purpose of this Chapter, is to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly residential development within the area covered by Chapter C60 which area will henceforth be referred to as "New Development Area 7 Secondary Plan Area."

2.0 Location

The New Development Area 7 Secondary Plan Area comprises a total area of approximately 16.72 hectares (41.32 acres) located in the south-west quadrant of the intersection of Highway Number 7 By-pass (Bovaird Drive) and Kennedy Road, being part of Lot 10 in Concession 1, E.H.S., in the City of Brampton as outlined on Plate No. 56.

3.0 Definition

"Group Home" means a dwelling unit occupied by three to ten persons, inclusive of staff or receiving family, used for the accommodation of persons, who by reason of their emotional, mental, social or physical condition, or legal status, require a supervised group living arrangement for their well being. "Group Home" shall not include a crisis care facility or a facility for inmates, adult male parolees or probationers, transients and addicts.

"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 Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"Net 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.

"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.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, "block" townhouse or street townhouse housing types.

#### Development Principles

#### 4.0 General Provisions:

#### 4.1 Energy Conservation:

4.1.2 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.

4.1.3 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.

4.1.4 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 outdoor noise levels are forecast to exceed the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Plannings, Ontario Ministry of the Environment (see Appendix A, Table II) as amended or replaced to the date development takes place.

MODIFICATION

NO. 1  
UNDER SECTION 14(1) OF  
THE PLANNING ACT



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 Plannings, Ontario Ministry of the Environment (see Appendix A, Table I to this Chapter) as amended or replaced to the date development takes place.

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 HAZARD LANDS

##### 4.3.1 Definition

Hazard Lands associated with the Etobicoke Creek Valley, as designated on Plate No. 56, are those which have inherent physical hazards such as flood or erosion susceptibility, steep slopes or other physical limitations to development. These Hazard Lands shall become part of the Open Space system to be used for walking and cycling trails and other recreational pursuits, and as an amenity in association with nearby development. Boundaries of the designated Hazard Lands will be established on a site specific basis in consultation with the Metropolitan Toronto and Region Conservation Authority.

4.3.2 Any alteration to a watercourse or valley, including the placement of buildings, structure or fill, whether originating on the site or elsewhere; or removal of fill or the provision of access to a valley or bridges over a creek is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act and to the approval of the City of Brampton.

4.3.3 Where a development proposal involves land which is designated Hazard Lands, such lands shall not necessarily be acceptable as part of the conveyance for park purposes required under The Planning Act.

4.3.4 Building and property line setbacks shall be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, in conjunction with the responsible Conservation Authority, on a site specific basis.

5.0 Residential Policies

5.1 The housing mix target is indicated in Table 1 and shall apply to the whole of the New Development Area 7 Secondary Plan area:

Table 1

<u>Housing Type</u>	<u>Percentage of Dwelling Units</u>
Single Family Density	16%
Semi-Detached Density	52%
Medium Density	32%

5.2 The density target for the New Development Area 7 is 24.2 units per hectare (9.8 units per acre) of gross residential area.

5.3 In areas designated Low Density Residential on Plate Number 56, permitted uses include those residential uses within the Low Density range defined in Section 3.0, subject to policies 5.1 and 5.2 above.

5.4 In areas designated Medium Density Residential on Plate Number 56, permitted uses include those residential uses within the Medium Density range defined in Section 3.0, and subject to policies 5.1 and 5.2.

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

5.6 The City shall consider the advisability of including on-site recreational facilities in medium density residential development commensurate with the anticipated family composition and incomes of future residents.

5.7 In approving new residential developments, the City shall take into consideration an appropriate mixture of housing for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.

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

5.9 The City shall endeavour to ensure the orderly provision of community services in conjunction with new residential development.

5.10 Day Care Centres, be they public, commercial or private may be located in any part of the Amendment area provided that the following conditions are met:

(i) accessible by public transit,

(ii) adequate ingress/egress and parking so as to minimize conflict with other traffic,

(iii) siting and landscaping to minimize adverse impact on adjacent residential uses, and

(iv) minimal air and noise pollution.

6.0 Open Space:

6.1 Definition:

Lands designated Open Space on Plate 56 will be used for public outdoor and indoor 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 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. 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 will not be credited as part of this public open space tableland requirement or as part of the conveyance of land required under the The Planning Act.
- 6.5 Notwithstanding policy 6.4 it is recognized that connecting walkways and pedestrian grade separations, channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential 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.
- 6.6 The City may accept cash in lieu of the land conveyance requirement, or the City may accept park lands other than those contained in the particular subdivision or development plan.
- 6.7 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.
- 6.8 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.
- 6.9 It is Council's intent to satisfy part of the demand for neighbourhood and community recreation facilities by requesting that developers of medium density residential development provide on-site recreation facilities.
- 6.10 Park Hierarchy: The requirement and development of a public park and associated recreation facilities on the lands designated Open Space on Plate 56 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 6.4), 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 1.1 hectares (2.7 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 7 shall be conveyed in the amount required to satisfy policy 6.11 and in the general location indicated on Plate No. 56 , 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 7 are intended to function in accordance with the following guidelines and classifications:

(a) Provincial Highways are intended to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At-grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.

(b) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.

- (c) Minor Arterials are intended 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 intersections 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.
- (d) 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.
- (e) Minor Collectors are intended to accommodate light to moderate volumes of short distance traffic 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.
- (f) Local roadways are intended 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.
- (g) Minor Local roadways are intended 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 Provincial Highways, Minor Arterials, and Minor Collectors in accordance with the classification in policy 7.1.1 are shown on Plate 56. The minor road network is not shown on Plate No. 56 and will be subject to approval as part of the subdivision approval process.
- 7.1.3 The right-of-way requirement for Highway Number 7 (Bovaird Drive) will be the responsibility of the Ministry of Transportation and Communications.
- 7.1.4 Lands adjacent to Highway Number 7 (Bovaird Drive) right-of-way shall only be considered for development if it does not prejudice the right-of-way requirement of the Ministry of Transportation and Communications respecting the said highway.
- 7.1.5 The number and location of access points onto Highway Number 7 (Bovaird Drive) shall be subject to approval by the Ministry of Transportation and Communications.
- 7.1.6 The right-of-way width requirements for Kennedy Road within the New Development Area 7 shall be 36 metres (118.11 feet). The minimum right-of-way for the Minor Collector Road shall be 23 metres (76 feet). Right-of-way width requirements will typically be 20 metres (65.6 feet) and 17 metres (55.77 feet) for Local Roads and Minor Local Roads respectively. The minor road network is not shown on Plate No. 56 and will be subject to approval as part of the subdivision approval process.
- 7.1.7 The required right-of-way width specified in Section 7.1.6 denotes only the basic requirement for the section of the road. Additional width of rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 7.1.8 The traffic carrying function of the arterial and collector systems will be protected and improved by:
- (a) discouraging intersections of local streets with arterials in the design of subdivisions; and
  - (b) controlling the number of collector road intersections with arterial roads through subdivision design.



7.1.9 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.

7.1.10 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-sac in subdivision design where feasible;
- (b) using street designs which discourage excessive speeds;
- (c) encouraging off-street private parking (ie. 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.

7.1.11 The provision of roads shall incorporate elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

7.1.12 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 Pedestrians

7.2.1 Pedestrian walkways should generally be provided in subdivisions to reduce the walking distance from a number of dwelling units to transit, school, shopping and park facilities and between residential neighbourhoods.

## 7.3 Public Transit

7.3.1 Council will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.

7.3.2 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are unable to use standard public transit vehicles.

7.4 Transportation Facilities Impact

7.4.1 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.

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 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 7 and will be subject to the approval of the responsible Conservation Authority 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:

- (i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.
- (ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

8.3 Water Supply:

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:

- (i) Water purification supply facilities and distribution works will be installed and maintained to adequately serve the City's developed, as well as developing areas.
- (ii) The design of water supply and distribution facilities will be based on ultimate development within the South Peel Servicing Scheme area.

8.4 Cabled Services:

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

8.4.2 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 56 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 35 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 agreed to by the City and a developer of medium density residential uses 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 33 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 Council prior to the final approval of any plans of subdivision in the New Development Area 7.

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 35a 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.

9.6 Financial and Phasing:

9.6.1 The phasing of residential developments or portions thereof shall be based on the following criteria:

- (i) No building permits shall be issued for lands within a 150 metre radius of the industrial plant existing in the easterly portion of the New Development Area 7 until such time as the City has been satisfied that the said industrial plant will have ceased to be in operation prior to the occupancy of any dwelling unit within the said radius.
- (ii) Financial: Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (iii) Support to Existing Infrastructure: Favors those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iv) Piped Services (Sewer and Water): Favors those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
- (v) Transportation Services (Road and Transit): Favors those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (vi) Parkland and Community Services: Favors those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vii) Consistency with Housing Needs: Favors those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton.

- (viii) Environmental Concerns (Noise, etc.): Favors those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
  
- (ix) Social Concerns: Favors those developments and areas which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
  
- (x) Consistency with other Official Plan Policies: Favors those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
  
- (xi) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favors the earliest development application in official circulation by the Region or the Province.

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	
	$L_{eq}$	$L_{50}$
07:00 hours to 23:00 hours	55*	52
23:00 hours to 07:00 hours	50*	47

$L_{eq}$  - "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.

$L_{50}$  - "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.

APPENDIX A

TABLE III AREAS REQUIRING NOISE ANALYSIS

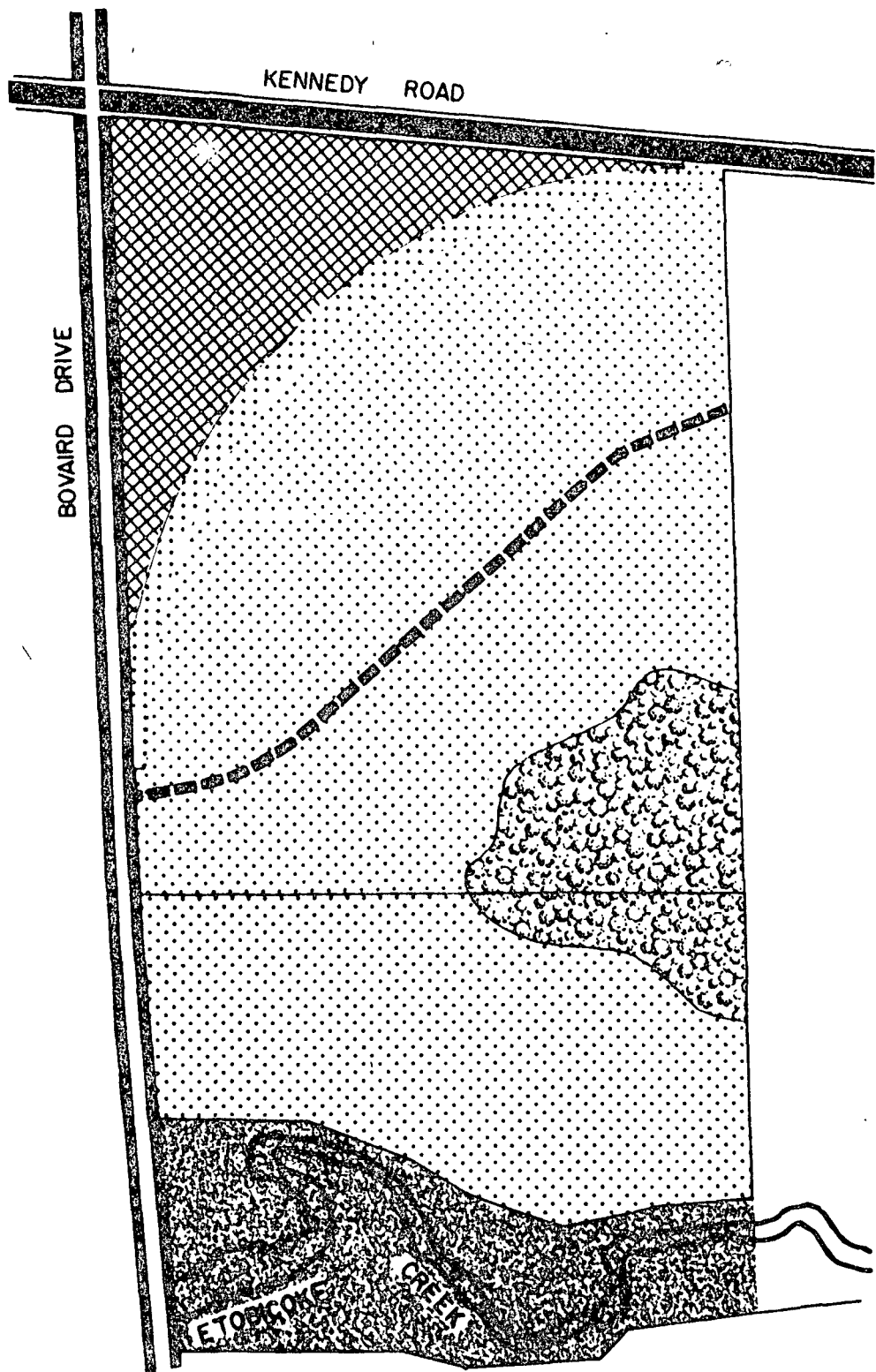
Areas requiring noise analysis are considered to be those lying within 150 metres (492.13 feet) of medium industrial uses and also those lying within the following distances of the various roadway types projected to have the following characteristics

Road Classification	Operating Speed	Projected Number of Lanes	Projected Traffic-Volumes		Assumed Percent Trucks	Area Requiring Analysis Distances from Edge of Pavement (Deop)*	
			AAADT	Average Hourly**		(metres)	(ft.)
Provincial							
Highway	50	6	78,000	4,700	15%	492	1,614
		4	35,000	2,100	15%	273	897
		2	17,000	1,000	15%	159	522
Arterial (Major & Minor)	35	6	60,000	3,600	15%	241	792
		4	27,000	1,600	15%	134	438
		2	13,000	800	10%	72	236
Collector & Minor Collector	30	4	20,000	1,200	10%	81	267
		2	10,000	600	10%	49	161

\* 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 requiring 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 hours)."



LEDGEND








-  HAZARD LANDS
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  OPEN SPACE
-  PROVINCIAL HIGHWAY
-  MINOR ARTERIAL ROAD
-  MINOR COLLECTOR ROAD (Access Location On Hwy. 7 Is Subject To M.T.C. Approval)

PLATE NO.56

O.P. Amendment No. 71  
Schedule 'A'



**CITY OF BRAMPTON**  
Planning and Development

1:4000

Date: 81. 08 05 Drawn by: J.K.  
File no. CIE10.4 Map no. 43-37C

Background Material to Amendment Number 71

Attached are copies of a report of the Director of Planning and Development Services dated 1981 03 03 and notes of a public meeting of Planning Committee held April 1, 1981 subsequent to the publishing of notices in the local newspapers and the mailing of notices to the assessed owners of properties within 121 metres of the subject site.

# INTEL - OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

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1981 03 03

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan  
and Restricted Area By-law  
to permit Draft Plan of Subdivision  
21T-80033B  
Part Lot 10, Con. 1 E.H.S.  
370196 ONTARIO LTD. (VALLEY DOWN)-  
Our File: C1E10.4

---

## 1.0 Introduction

An application has been filed to amend the Official Plan and Restricted Area By-law to permit the low density residential development of a 12.44 hectares (30.75 acres) parcel.

## 2.0 Property Location and Characteristics

The approximate 12.44 hectares (30.75 acres) subject property is located in the south-west quadrant of the intersection of Highway Number 7 By-pass (Bovaird Drive) and Kennedy Road.

The property has a triangular shape with frontage onto the existing Highway Number 7 By-pass. It measures approximately 357 metres (1170 feet) along its westerly boundary and approximate 421 metres (1,381 feet) along its southerly boundary.

One mature deciduous tree exists in the south-westerly corner of the property. For the most part, the property is of a flat topography. However, an intermittent water course traverses the subject lands from north-east to south-west and forms steep valley banks in the very south westerly portion of the property.

Existing surrounding land uses are as follows:

West: Peel Block industrial plant.

South: a 30 metre wide open space - walkway system followed by an existing residential subdivision.

East: a residential subdivision presently under construction.

North: Vacant land with the exception of the existing Parkholm School on lands bounded by Bovaird Drive, Kennedy Road and the Highway Number 7 By-pass.

### 3.0 Official Plan and Zoning Status

The Consolidated Official Plan designates the property as "Residential" where, in accordance with the provisions for the North Brampton policy area, the gross residential density is not to exceed 24.4 persons per acre.

The new Official Plan designates the subject parcel "Residential" and identifies it together with the Peel Block lands to the west and the Parkholme School to the north-east as "New Development Area 7". Development in Area 7 is to be preceded by a Secondary Plan Amendment, and is not to exceed a gross residential density of 21.5 units per hectare (8.7 units per acre).

The housing mix target is to be as follows:

Single detached	35%
Semi-detached (including small lot singles)	25%
Townhouses	25%
Apartments	15%

By-law 861 zones the subject lands as "A" Agricultural Zone.

4.0 Proposal:

A plan of subdivision has been submitted to develop the 12.44 hectares (30.75 acres) subject property as follows:

Single family residential (min. lot area 457 m <sup>2</sup> Min. lot frontage 15.0 m)	49 lots	49 units
Semi-detached dwellings (min. lot area 558.0 m <sup>2</sup> min. lot frontage 18.3 m)	81 lots	162 units
Block 141 - Park	1.44 ha (3.57 acs.)	

Aside from the aforementioned 130 lots, Blocks 131 to 140 have been set aside for future residential development. These blocks are lots only partially located on the applicants lands and are to be developed in conjunction with future residential development on adjoining properties.

Excluding any Blocks slated for future development (total of 10 lots), the anticipated total population will be 802 people given a 3.8 per unit occupancy factor. The proposed gross residential density amounts to 19.8 units per hectare (7.9 units per acre).

Access to the subdivision is to be obtained from Bovaird Drive to the north, and from the south by way of extending Hinchley Wood Grove.

The proposed internal road system is designed to facilitate its extension to serve any future residential redevelopment on the Peel Block and Parkholme School lands.

The proposed 1.44 hectares (3.57 acres) park area in the south-west corner of the property adjoins the existing open space system to the south. The said park area is accessible from Street B and Street A and encompasses the steeper slopes of the intermittent stream. Approximately 65% of the proposed lots are within 20% orientation of true north.

5.0 Comments from other agencies and City departments

The Peel Board of Education has advised that to date the future of Parkholme School has not been determined. At present students generated by this subdivision would attend Kingswood Public School for elementary students, Agnes Taylor School for grade 7-8 students and Central Peel Secondary School for grades 9-13.

The Dufferin-Peel Roman Catholic Separate School Board staff have advised that approximately 66 junior separate school pupils will be yield from the proposed dwelling units and will attend Saint Joachim School on Rutherford Road. It is further noted that the Board wishes to be assured of the availability of an intermediate separate school site in the North Brampton area before approving the release for registration of any further plans of subdivision in the general area.

The City Public Works Department has advised as follows:

- all drainage facilities and grading plans shall be designed to the latest City standards and be subject to the approval of the Public Works Department;
- Lots 124 to 130 and Lots 39 to 49 will have to be frozen until Street "E" can be constructed;
- temporary turn-arounds at some of the dead-end roads will be required;
- a 1-foot reserve will be required along Bovaird Drive and Kennedy Road and along all dead-end and open road allowances.



The Regional Municipality of Peel has advised that sanitary sewers are available and that full lot levies will apply. Water is available on Highway Number 7 By-pass, Kennedy Road and Hinchley Wood Grove. Frontage charge applies on Highway Number 7 By-pass, and Kennedy Road. Road widening and a 0.3 metre reserve on Lot 106 (flanking on Kennedy Road) will be required as indicated on the proposed plan.

The Metropolitan Toronto and Region Conservation Authority has indicated that it has no objections to the plan provided that, prior to registration, a detailed engineering and drainage report be prepared by the applicant to the Authority's satisfaction, and that the owner obtain a permit from the Authority for any watercourse alterations.

The Ministry of the Environment has advised of its concerns with the presence of the Peel Block industrial plant on the abutting lands to the west, and has requested that there be a 150 metre separation distance between that plant (the existing building) and residences on the subject property. Also recommended is a visual separation designed to disrupt "sight lines". Further, the Ministry is concerned with potential adverse noise impact from traffic from Kennedy Road and the Bovaird Drive/Highway Number 7 By-pass, as well as noise from the nearby Peel Block Company. Thus the Ministry is requesting a report addressing all three noise sources and outlining how development of the site could proceed with the inclusion of noise control measures.

The Ministry of Transportation and Communications has requested that they be provided with a drainage plan and report outlining the developer's intended treatment of the calculated run-off, which plan must be cleared by the Ministry prior to final approval. Further, the Ministry has advised that reconstruction of Highway Number 7 at this location is planned to commence in 1984, to be completed within one construction season.

6.0 Discussion

(a) Proposed Housing Mix

The proposed housing mix compares with the provisions of the New Official Plan as follows:

<u>Density Type</u>	<u>New Official Plan</u>	<u>Proposal</u>
single detached	35%	23%
semi-detached	25%	77%
townhousing	25%	0%
apartments	15%	0%
	<u>100%</u>	<u>100%</u>
Gross Residential Density	21.5 u.p.ha (8.7 u.p.ac)	19.8 u.p.ha (7.9 u.p.ac)

In terms of gross residential density, the proposal approximates the requirements of the new Official Plan but departs significantly where the mix of density types is concerned.

With respect to the latter, reference is made to the plan of subdivision for the Brampton Brick lands immediately west of the Etobicoke Creek valley, which plan provides for 56% more high density development (i.e. apartments) than envisaged by the new Official Plan. As such, the Brampton Brick plan of subdivision may be expected to satisfy the need for higher density dwelling units in this general location and justify the lack of higher density type development in the subject plan of subdivision.

(b) Phasing related to Transportation and Environmental concerns

The plan acknowledges the need for phasing in light of uncertainties pertaining to the final alignment and timing of construction of Highway #7 as well as the timing of potential future redevelopment on the adjacent Peel Block and Parkholme School lands.

Accordingly, it is proposed as follows:

- 1) Lots which are partially or wholly within a 150 metre distance radius of the existing Peel Block industrial buildings, are to be withheld from development until the industrial operations have ceased and residential redevelopment is eminent.
  
- ii) Lots 123 to 130 and Lots 39 to 49 which abut the proposed "E" Street will be withheld from development until Highway #7 has been realigned and "E" Street has been constructed and dedicated as a public roadway.
  
- iii) Lots B131 to B140 inclusive are to be reserved for future development as they are only partially located on the applicant's lands and should be developed in conjunction with adjoining properties (i.e. Parkholme School and Peel Block lands).

The above would result in a total of 80 lots (i.e. 56 semi detached lots and 24 single detached lots) to be permitted for development in phase 1 and a total of 60 lots and blocks to be developed at a later stage.

As a substantial area will be reserved for future development, the so frozen lands will require a higher level of interim landscaping than has been normal development practice. Also, the developer should be aware, that a higher than normal misuse of these vacant lands by others may result and he should thus be prepared to take appropriate measures.

So as to ensure that two alternative access points are available for phase 1, it is recommended that no building permits be issued for any part of the plan until such time as Hinchley Wood Grove has been extended to Highway Number 7 (Bovaird Drive) and been dedicated as a public roadway.

Furthermore, the phasing of the installation of the remaining local streets and services, particularly those serving the future development, should be subject to a phasing program satisfactory to the City and the Region of Peel.

Finally, to afford the municipality the appropriate control respecting the future use of the reserved lots, same should be placed under a Holding Zone category in the amending by-law.

(c) Noise Impact

The Ministry of the Environment have advised of their concern respecting noise impacts from the industrial operation to the west and Bovaird Drive and Kennedy Road.

In order to ensure that any future residents on the subject lands will not be exposed to unacceptable noise levels, the applicant should be required to undertake a noise feasibility study dealing with present and ultimate future noise levels, including recommendations regarding noise control features to be approved by the Ministry of the Environment and the City of Brampton prior to the plan being released for registration.

(d) Parkland

The Commissioner of Parks and Recreation has expressed concerns about the physical condition and shape of the proposed Park-Block 141 and its future use for field sports. Consequently he has requested that the shape and physical condition of Block 141 be such that it provides for a sufficient usable area to accommodate a variety of recreation activities. Therefore, the plan ought to be revised to provide for a more uniform shape and more usable park area.

7.0 Recommendation

It is recommended

- (a) that a public meeting be held respecting the proposed official plan amendment and rezoning of the lands to be subdivided;
- (b) That prior to the holding of a public meeting and prior to submission of the conditions for draft plan approval to the Region, the issue of the park configuration and location be resolved to the satisfaction of City Staff.
- (c) that subject to the results of the public meeting, Planning Committee recommend to Council that the application by 370196 Ontario Limited (Our File: C1E10.4) be endorsed in principle and staff be directed to proceed with the preparation of the appropriate Official Plan Amendment and Restricted Area By-law amendment.
- (d) that subject to the approval by the Ministry of Housing of an Official Plan Amendment for the subject property, that the following conditions be imposed upon the approval of the Plan of Subdivision:
  - 1. The applicant by agreement shall agree to satisfy all financial, landscaping, engineering, fencing and other requirements of the City of Brampton and the Regional Municipality of Peel with respect to the subdivision.
  - 2. Approval be based on the attached plan, drawing No.2, dated February 4, 1981 prepared by Fred Schaeffer and Associates Limited.

3. The applicant by agreement shall agree to grant easements as required for the installation of utilities and municipal services to the appropriate authorities.
4. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
5. The applicant agree that a 0.3 metre reserve between the widened limit of Highway Number 7 and the property limits except for the road entrance off Hinchley Wood Grove, be conveyed by deed to the Queen, in the right of the Province of Ontario as represented by the Ministry of Transportation and Communications.
6. The applicant agree that lands required for the widening of Highway Number 7 be dedicated to the Ministry of Transportation and Communication.
7. That the final approval of the plan by the Regional Municipality of Peel be preceded by the Ministry of Transportation and Communication approval of the plan.
8. That the applicant agree by agreement to bear the financial responsibility of intersection improvements at the new street entrance to Highway Number 7.
9. That no building permits shall be issued for any of the lots until such time as Finchley Wood Grove has been extended to Highway Number 7 (Bovaird Drive) and been dedicated as a public roadway.
10. The applicant agree, by agreement that an Architectural Control Committee be established to review and approve the external design of buildings within the subdivision.

11. That prior to the release of the plan for registration, the City has advised the Regional Municipality of Peel that it is satisfied that Block 141 will be dedicated to the City as Park with a shape and in a condition satisfactory to the City.
12. That streets shall be named to the satisfaction of the City of Brampton.
13. That prior to the release of the Plan or any part thereof for registration, the Dufferin-Peel Separate School Board advise the Regional Municipality of Peel and the City of Brampton that satisfactory arrangements have been made respecting the acquisition of a school site in the North Brampton area.
14. That the applicant agree to submit to the City of Brampton a geotechnical engineering report identifying, to the City's satisfaction, any special requirements necessary for building foundations in the vicinity of the water course, said report to be approved by the City of Brampton prior to the issuance of any building permits for the subject area.
15. That the applicant agree that any special building foundation requirements recommended in the geotechnical engineering report shall be implemented by requirements of the subdivision agreement.
16. That prior to final registration of the plan, a detailed engineering and drainage report be prepared by the developer and submitted to and approved by the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City of Brampton, which report will describe:

- (a) the water management techniques which may be required to minimize the amount of storm water directed into the Etobicoke Creek
  - (b) the development and construction techniques and safeguards, which may be required to control and minimize the effects of erosion and siltation on the site prior to, during and after the construction period.
17. That the owner agree in the subdivider's agreement, to obtain agreement from the City and a permit from the Metropolitan Toronto and Region Conservation Authority for any and all proposed watercourse alterations prior to the commencement of watercourse alterations.
  18. That the applicant agree that a 0.3 metre reserve between the widened limit of Kennedy Road and the property limits be conveyed to the Regional Municipality of Peel.
  19. That the applicant agree to install temporary turn arounds where required by and to the specifications and satisfaction of the City of Brampton Public Works Department and, further, to convey to the City of Brampton a 0.3 m reserve across all dead-end and open road allowances.
  20. That lots 123 to 130 inclusive and lots 39 to 49 inclusive not be permitted for development until such time as the construction of Street 'E' has been completed and Street 'E' has been dedicated as a public roadway with a right-of-way width acceptable to the City.



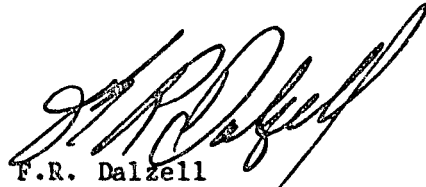
21. That development of lots B131 to B140 inclusive not be permitted until such time as the City of Brampton is satisfied that the applicant has made appropriate arrangement for the development of the said lots and until the said lots have frontage on a dedicated public roadway of a width acceptable to the City.
22. No building permits shall be issued for lots 1 to 8, lots 33 to 38, lots 50 to 59, lots 80 to 86, all inclusive, until such time as the City has been advised in writing that all industrial operations on the lands abutting the subject property to the west have ceased and that all such industrial operations shall be removed within 3 months from the date of building permit issuance.
23. Prior to final approval, the owner shall complete a noise study respecting existing and ultimate future noise levels and recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton, and further that the owner agree by way of subdivider's agreement that the noise control features recommended by the acoustical report, approved by the Ministry of the Environment and the City of Brampton, shall be implemented by requirement of the said agreement.
24. That areas reserved for future development shall be placed under a Holding Zone.

25. The development of streets and the installation of services within areas reserved for future development shall be subject to a phasing program satisfactory to the City and the Region of Peel.

AGREED:



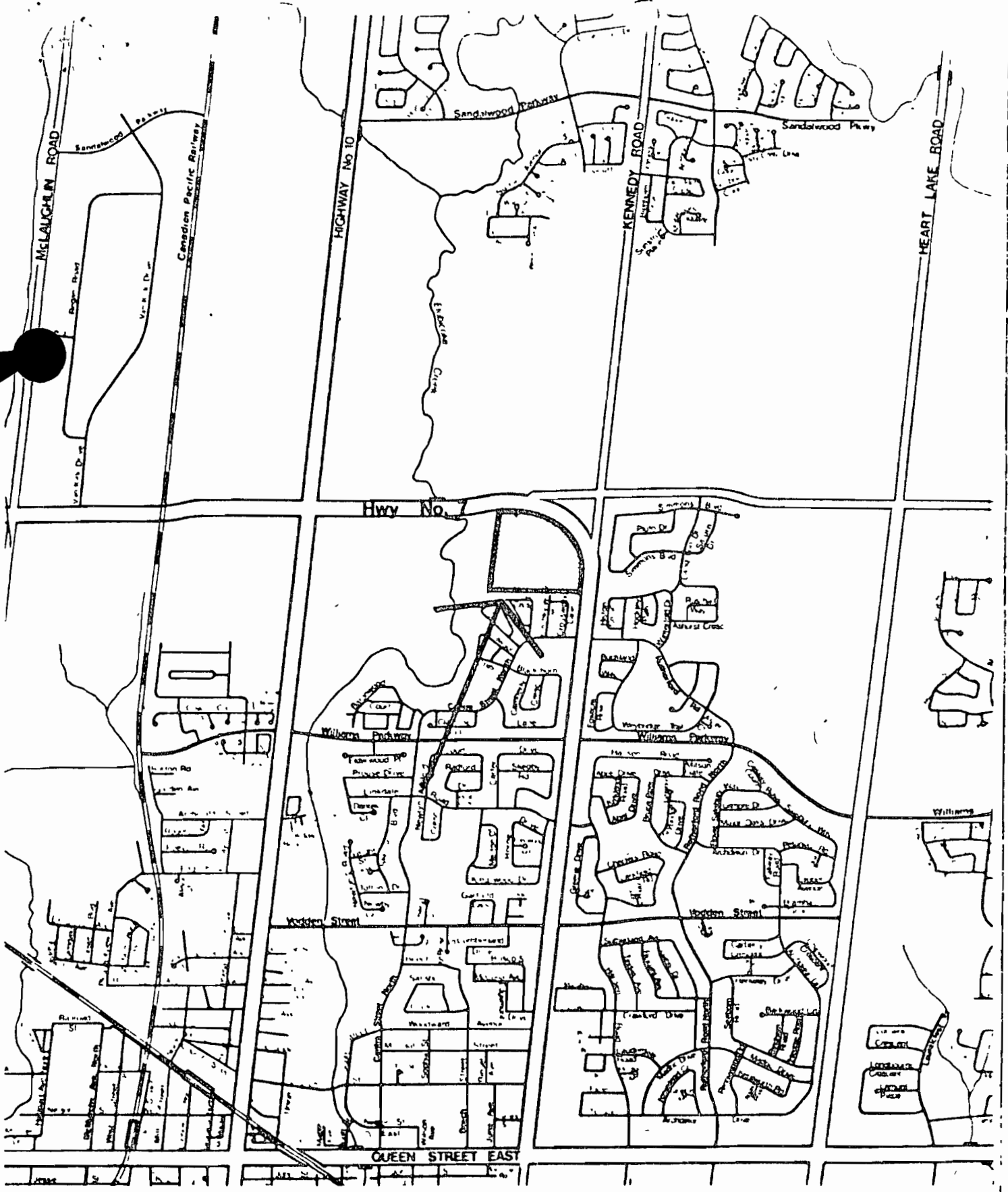
L.W.H. Laine  
Director, Planning and  
Development Services



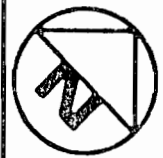
F.R. Dalzell  
Commissioner of Planning  
and Development

LWHL/FY/dh

Attachments: (1) Location Map  
(2) Proposed Plan of Subdivision



©1986 ONTARIO LTD.  
 (Valley Down)



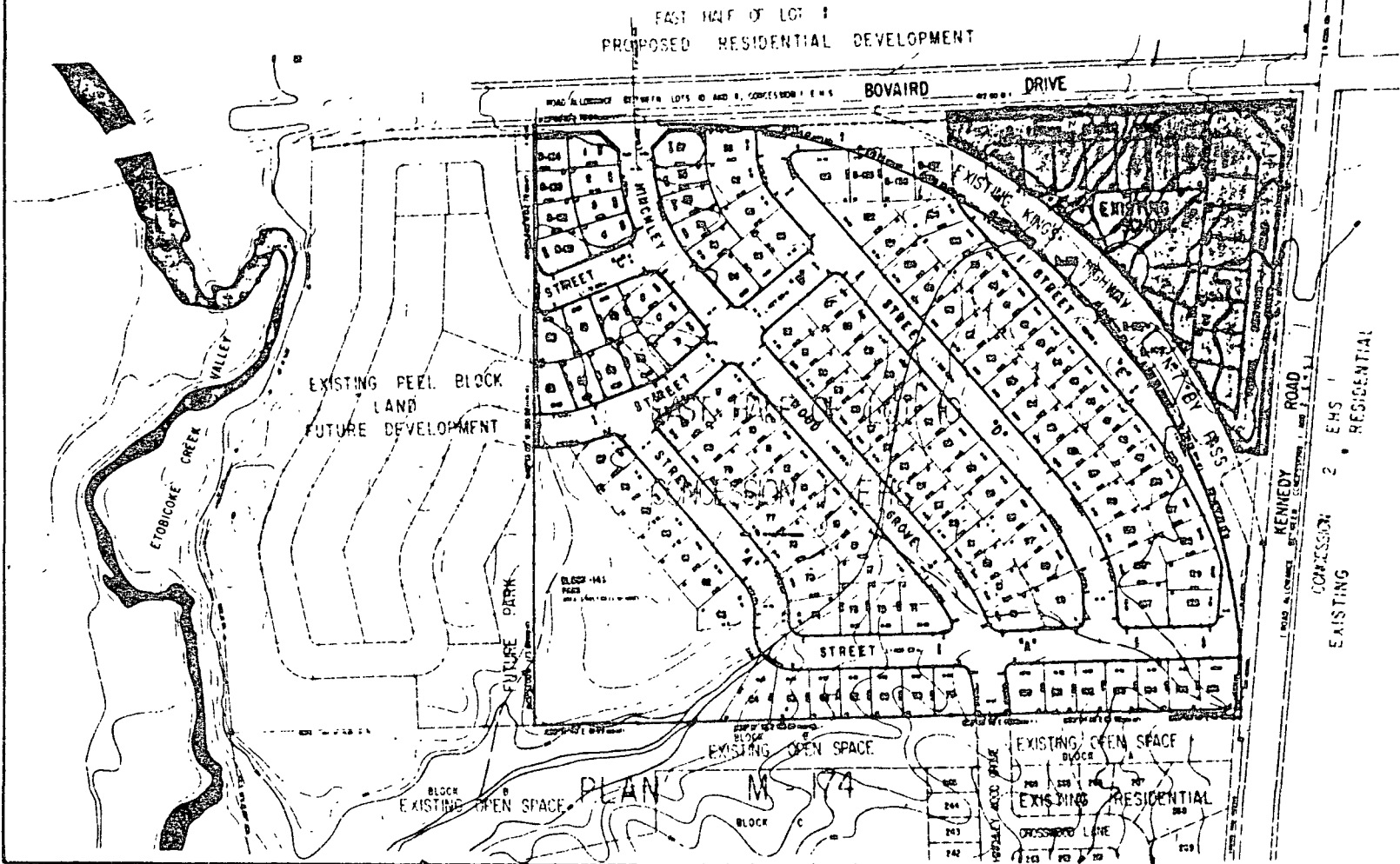
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**CITY OF BRAMPTON**  
 Planning and Development

Date: 1981 02 05  
 File no. C1E0 4

Drawn by: P.S.  
 Map no. 43-37A

DRAFT PLAN OF SUBDIVISION OF  
 PART OF LOT 10 CONCESSION 1 EHS  
 CITY OF BRAMPTON  
 REGIONAL MUNICIPALITY OF PEEL



370196 ONTARIO LIMITED  
 PROPOSED PLAN OF SUBDIVISION



1:4000

CITY OF BRAMPTON  
 Planning and Development  
 Date: 81 02 10 Drawn by: RS  
 File no. CIE 10.4 Map no. 43-37B

KENNEDY ROAD  
 CONCESSION 2 EHS  
 EXISTING RESIDENTIAL

PLAN M 104  
 BLOCK C

# INTER-OFFICE MEMORANDUM

*File*

Office of the Commissioner of Planning and Development

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1981 04 03

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan  
and Restricted Area By-law  
Part Lot 10, Concession 1, E.H.S.  
370196 ONTARIO LIMITED, (VALLEY DOWN)  
Our File: C1E10.4

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Attached are the notes of the Public Meeting held on Wednesday, April 1, 1981, with respect to the above referenced application.

Two members of the public were in attendance, one of whom expressed concerns regarding the timing of development of the subject lands, i.e. the expectation being that these lands would remain undeveloped for many years to come.

It is noted however, that the lands have been vacant for a number of years, and the owner, by filing the application for approval of the draft plan and the amendment to the zoning by-law, has indicated an interest to develop in the foreseeable future.

Staff has the following additional comments respecting this application:

a) PARKLAND:

In accordance with Council's direction, the issue of park configuration and location was resolved to staff's satisfaction prior to the public meeting. The plan has been red-lined accordingly, which should be reflected in the conditions for draft approval;

b) OFFERS TO PURCHASE AND SALE:

On March 16, 1981, Council established a policy to ensure that prospective homebuyers are aware of any noise or environmental problems associated with any particular lot. Council's policy in this regard should be reflected in the conditions for draft approval.

RECOMMENDATION

It is recommended to Planning Committee:

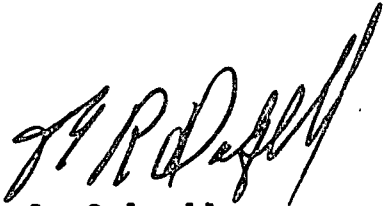
- 1) That the results of the Public Meeting of April 1, 1981, be recorded;
- 2) That the application by 370196 Ontario Limited (Valley Down) be endorsed in principle and staff be directed to proceed with preparing the appropriate Official Plan Amendment, Restricted Area By-law and Subdivision Agreement, to be forwarded to Council for consideration in accordance with established procedure;
- 3) That the Draft Plan of Subdivision be recommended for approval by the Region of Peel, subject to the conditions contained in the staff report dated 1981 03 03, but that the following changes and additions be made to the said conditions:
  - a) Condition 22 be reworded to read as follows:

22. No building permits shall be issued for lots lying wholly or partially within a 150 metre radius from the Peel Block industrial buildings until such time as the City has been advised in writing that all industrial operations on the lands abutting the subject property to the west have ceased and that all such industrial operations shall be removed within 3 months from the date of building permit issuance.

b) The following conditions be added:

26. The Plan be red-lined to eliminate the intersection between Streets 'A' and 'B', to terminate Street 'A' in a cul-de-sac and to re-lot the thus affected lots, in accordance with attachment 1 to this Staff Report, dated April 3, 1981.
27. That offers to purchase and sales agreements contain a clause relating to noise and environmental problems.
28. A map shall be displayed in the sales office and shown to all prospective purchasers, showing those lots or blocks in a colour coded form, that have potential noise environmental problems as defined by the Ministry of the Environment.
29. That the maps be approved prior to registration by the Planning and Development Department, and further, that staff monitor the sales office to ensure compliance.

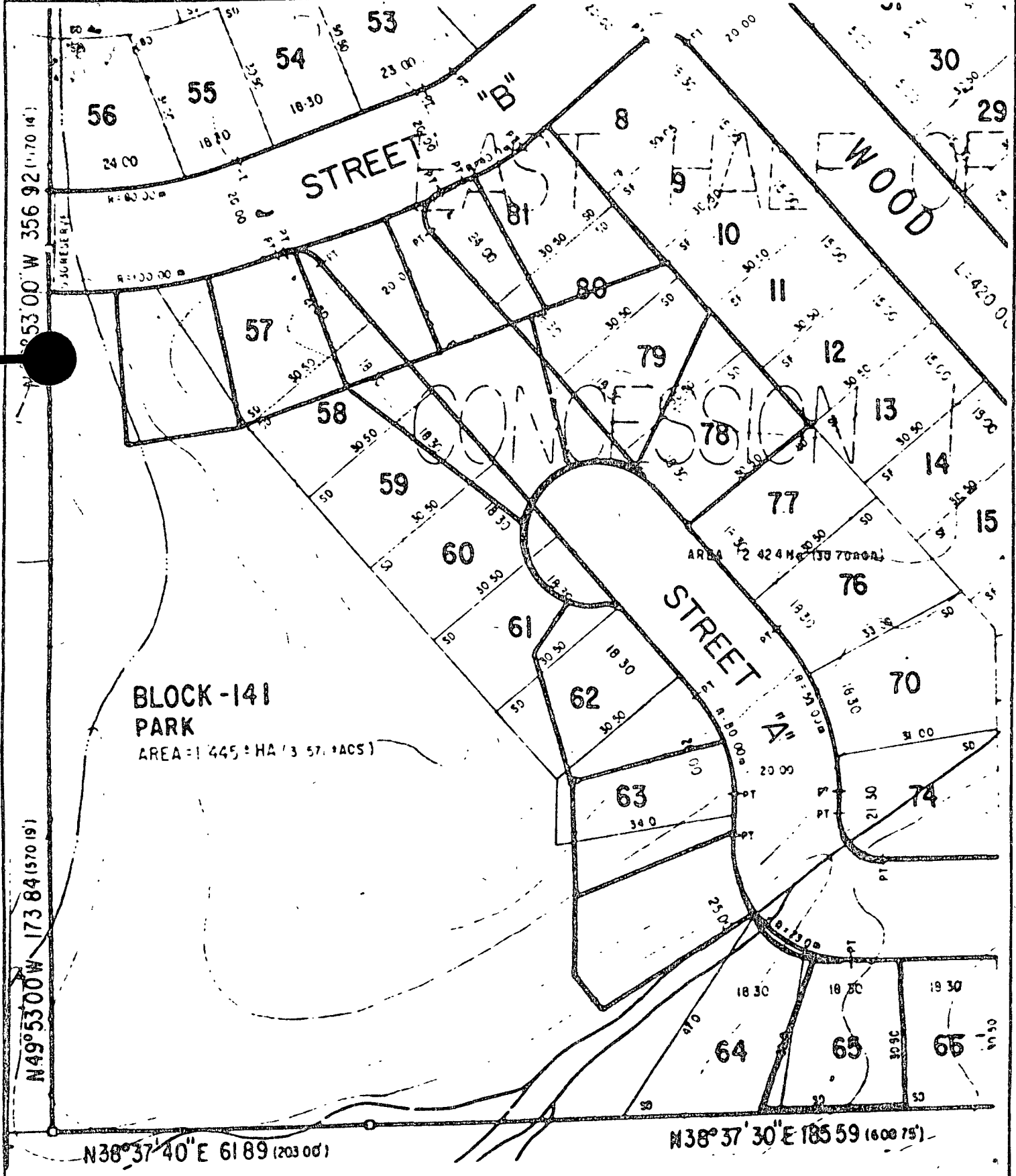
AGREED

  
F. R. Dalzell,  
Commissioner of Planning  
and Development

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

FRD/FY/ec

attachments: 1) Redline to Plan 21T-80033B, revised February 4, 1981,  
2) Notes of the Public Meeting.

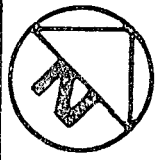


**BLOCK -141  
PARK**  
AREA = 1.445 HA (357.1 ACS)

AREA = 2.424 Ha (597.0 ACS)

**VALLEY DOWN**

*Attachment 1 to Staff Report  
dated April 3, 1981.*



1:950

**CITY OF BRAMPTON**  
Planning and Development

Date: 81 04 03 Drawn by: RS  
File no. CIE 10.4 Map no. 78-2K



PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, April 1, 1981, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:30 p.m., with respect to an application by 370196 Ontario Limited (Valley Down) (C1E10.4) to amend the Official Plan and Restricted Area (Zoning) By-law to permit development of the site for single family residential and semi-detached lots and a 1.44 hectare (3.57 acre) park.

Members Present: Councillor D. Sutter - Chairman  
Mayor Archdekin  
Alderman F. Russell  
Councillor P. Robertson  
Alderman T. Piane  
Alderman C. Gibson  
Alderman R. Callahan  
Councillor K. Whillans  
Alderman F. Kee

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

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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.

There were two persons in attendance with an interest in the proposal.

Ms. Yao outlined the proposal and explained the intent of the application.

- cont'd. -

Mrs. M. Mitchell, 53 Crosswood Lane, voiced objection to the proposal. She stated that her reason for buying her present home was the understanding that there would be no homes built on the subject site for the next twenty-five years. Mrs. Mitchell noted that she would be forwarding a written letter of objection.

There were no further comments or questions and the meeting adjourned at 8:40 p.m.