



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 151-91

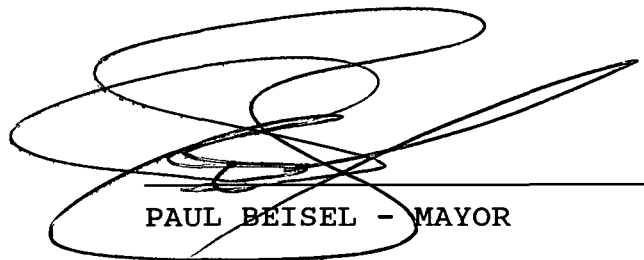
To adopt Amendment Number 205  
and Amendment Number 205 A to  
the Official Plan of the City  
of Brampton Planning Area

The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 205 and Amendment Number 205 A to the Official Plan of the City of Brampton Planning Area, are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 205 and Amendment Number 205A to the Official Plan of the City of Brampton Planning Area.

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

this 15th day of July 1991.

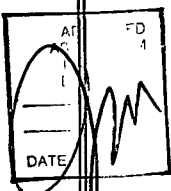


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PAUL BEISEL - MAYOR



\_\_\_\_\_  
LEONARD J. MIKULICH - CLERK

APR	FD
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DATE	



AMENDMENT NO. 205 and 205A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON

This Amendment No. 205 AND 205A to the Official Plan for the City of Brampton which was adopted by the Council of the Corporation of the City of Brampton is hereby modified as follows:

1. Page 6, Section 3.2 (5), the second sentence of the second paragraph is modified by deleting the words "in excess of 100 dwelling units" so that sentence now reads:

"To this end, proponents of development projects shall demonstrate to the City that a reasonable attempt has been made to supply a minimum 25 percent of the total number of dwelling units within the project as affordable housing as defined and in accordance with the Province of Ontario's Housing Policy Statement."

2. Page 9, Section 3.2 (10), is modified by adding a new sentence to the end of Section 9.1.30:

"The limit of the valley lands will be determined in the field to the satisfaction of the Credit Valley Conservation Authority and the City of Brampton."

3. Page 12, Section (12), is modified by replacing "11.1.6" with "11.1.7".

As thus modified, this amendment is hereby approved pursuant to Sections 17 and 21 of the Planning Act, 1983.

Date: 1992-03-13

Diana Jardine  
Diana L. Jardine, M.C.I.P.  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs

DUPLICATE ORIGINAL

AMENDMENT NUMBER 205  
to the Official Plan of the  
City of Brampton Planning Area  
and

AMENDMENT NUMBER 205 A  
to the Consolidated Official Plan of the  
City of Brampton Planning Area



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 151-91

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

this 15th day of July 1991.



PAUL BEISEL - MAYOR



LEONARD J. MIKULICH - CLERK



AMENDMENT NUMBER 205  
and  
AMENDMENT NUMBER 205 A  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to redefine the development concept contained within the Fletchers Creek South Secondary Plan for certain properties within the southwest quadrant of Steeles Avenue and Hurontario Street. This amendment will also adjust the housing mix and density targets for dwelling units within the Fletchers Creek South Secondary Planning Area. Section 5.4 of the Secondary Plan, which identifies site specific high density residential developments approved by previous official plan amendments, is being reorganized as a housekeeping matter in this amendment to The Fletchers Creek South Secondary Plan.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 26.8 hectares (66.2 acres) located in the southwest quadrant of Steeles Avenue and Hurontario Street, being part of Lot 15, Concession 1, W.H.S., in the geographic Township of Toronto, now in the City of Brampton. The lands subject to this amendment may be more specifically described as Lots 3 to 18, both inclusive, of Registered Plan 347, Block 6 of Plan 43M-762 and part of the west half of Lot 15, Concession 1, W.H.S. in the geographic Township of Toronto.

3.0 AMENDMENTS AND POLICIES RELATIVE THERETO

3.1 Amendment Number 205 :

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

- (1) by changing, on Schedule 'A' GENERAL LAND USE DESIGNATIONS thereto, the land use designations of the lands shown outlined on Schedule A to this amendment from RESIDENTIAL to COMMERCIAL and from INSTITUTIONAL to RESIDENTIAL;

- (2) by adding, to Schedule 'F' COMMERCIAL thereto, a HIGHWAY and SERVICE COMMERCIAL designation and a SPECIALTY OFFICE and SERVICE COMMERCIAL designation in the locations shown on Schedule B to this amendment;
- (3) by deleting from Table 1 in Section 2.1.1.4 thereof, the column entitled Area 13, HOUSING MIX AND DENSITY FOR NEW RESIDENTIAL DEVELOPMENT AREAS, and substituting therefor the following column entitled Area 13:

<u>"Housing Types Mix</u>	<u>Area 13</u>
Percent "Single Family Density" Types	20-30%
Percent "Semi-Detached Density" Types	10-20%
Percent "Townhouse Density" Types	10-20%
Percent "Cluster Housing and Apartment Density" Types	40-50%
Maximum Gross Residential Density	
Units per hectare	32.1
(Units per acre)	(13.0)"

- (4) by adding, to the list of amendments pertaining to Secondary Plan Area Number 24 and set out in the first paragraph of Section 7.2.7.24 thereof, Amendment Number 205 A.

3.2 Amendment Number 205 A:

The document known as The Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers Creek South Secondary Plan (being Amendment Number 61 to the Consolidated Official Plan, as amended), is hereby further amended:

- (1) by changing on Plate 43 (being Schedule A to Amendment Number 61 to the Consolidated Official Plan) thereto, the land use designations on the lands shown outlined on Schedule C to this amendment and numbered 1 through 8 inclusive, from the existing land use designations set out in the centre column (Existing Designation) of Table 3.2 to the new land use designation indicated in the right-hand column (New Designation) of Table 3.2:

TABLE 3.2

Number Reference on Schedule C	Existing Designation	New Designation
1	Residential - High Density	Commercial - Specialty Office and Service Commercial
2	Residential - Low and Medium Density and/or Parkette	Residential - High Density
3	Residential - Low and Medium Density Neighbourhood Park	Neighbourhood Park
4	Neighbourhood Park	Residential - Low and Medium Density
5	Institutional	Residential - High Density
6	Institutional	Residential - Low and Medium Density
7	Institutional	Parkette
8	Parkette	Residential - Low and Medium Density

- (2) by deleting therefrom, TABLE 1 in Section 5.2 thereof, and substituting therefor the following:

TABLE 1

<u>Housing Type</u>	<u>% of Total Dwellings</u>
Single Family Density Types	20-30%
Semi-Detached Density Types	10-20%
Townhouse and Medium Density Types	10-20%
Cluster Housing and Apartment Density Types	40-50%

- (3) by deleting, Section 5.3, as amended thereof and substituting therefor the following new subsection:

"5.3 The maximum gross residential density for the Fletchers Creek South Area is 32.1 units per gross residential hectare (13.0 units per gross residential acre)."

- (4) by deleting, Section 5.4, as amended and Section 5.4.1 thereof and substituting therefor the following new subsection:

"5.4 The net density (dwelling units per net residential area as defined in Section 3.0) for Apartment - High Density development shall not exceed 100 units per hectare (40.5 units per acre) except in the following instances:

5.4.1 The residential high density designation located on the east side of Highway Number 10 (Hurontario Street) bounded by collector roads on three sides and a neighbourhood park to the south, may have a maximum net residential density of 113.2 units per hectare (45.8 units per acre) provided that the total number of dwelling units within the subject development does not exceed 198 units.



- 5.4.2 The residential high density designation located on the north side of Sir Lou Drive, approximately 180 metres (590 feet) west of Highway Number 10 (Huronario Street) and bounded on the west and north by institutional designations, may have a maximum net residential density of 170.5 units per hectare (69.0 units per acre) provided that the total number of dwelling units within the subject development does not exceed 106 units.
- 5.4.3 The residential high density designation located west of Highway Number 10 (Huronario Street) at the northwest corner of the McMurchy Street Extension (Malta Avenue) and the collector road (Ray Lawson Boulevard) which crosses the Fletchers Creek, bordered on the west by Hazard Lands and on the north by a senior public school site, may have a maximum net residential density of 154.8 units per hectare (62.6 units per acre) provided that the total number of dwelling units within the subject development does not exceed 870 units.
- 5.4.4 The residential high density designations in the area bounded by Steeles Avenue, Highway Number 10 (Huronario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, with the exception of the Peel Non-Profit high density residential site as described in Section 5.4.2 above, may be developed at maximum net residential densities of 160.6 units per hectare (65.0 units per acre) provided that proponents of development projects submit for the approval of the City, development concepts illustrating how such projects will incorporate superior architectural design and elements resulting in an attractive, built urban form."

- (5) by deleting Section 5.5 thereof and substituting therefor the following new subsection:

"5.5 Affordable Housing

City Council 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."

Within the area bounded by Steeles Avenue, Highway Number 10 (Huronario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, City Council shall provide the opportunity for the provision of 25 percent affordable housing in accordance with the intent of Provincial Policy Statement, Land Use Planning for Housing. To this end , proponents of development projects in excess of 100 dwelling units shall demonstrate to the City that a reasonable attempt has been made to supply a minimum 25 percent of the total number of dwelling units within the project as affordable housing as defined, and in accordance with the Province of Ontario's Housing Policy Statement. Not all development projects will necessarily need to provide an affordable housing component as the desired 25 percent proportion will be evaluated on the basis of all dwelling units constructed within the area described above.

- (6) by adding, to section 5.0 RESIDENTIAL POLICIES thereof, the following new subsection:

"5.16 The low and medium density residential designation on the east side of the McMurphy Avenue Extension (Malta Avenue) in Registered Plan 347, south of the east/west collector road, between the McMurphy Street Extension and Highway Number 10 (Huronario Street), shall be developed for medium density housing types only."

- (7) by adding, to section 6.8 SPECIALTY OFFICE - SERVICE COMMERCIAL thereof, the following new subsections:

"6.8.5 The Specialty Office - Service Commercial designation on the west side of Highway Number 10 (Hurontario Street), just south of Steeles Avenue and located on the north and south side of the east/west collector road shall be developed primarily for office purposes, subject to the following development principles:

- (i) total office space will be permitted at a maximum floor space index of 1.0 times the lot area;
- (ii) ancillary (retail) commercial uses shall not exceed 10 percent of the total gross floor area;
- (iii) shall not be permitted access to Hurontario Street; access will be obtained via the east/west collector street which will only have a right-in/right-out intersection with Hurontario Street;
- (iv) development of the office commercial blocks shall be phased relative to the completion of the internal road network, particularly the road sections comprised of the north/south internal gate off Steeles Avenue opposite the entrance to Shoppers World and the east/west collector road that terminates in a right-in/right-out intersection with Hurontario Street; and
- (v) the City has the option to review, approve and refuse development applications or phase the construction of office commercial blocks relative to the extent of land assembly, parcel size and relationship to abutting properties in the interests of comprehensive redevelopment.

6.8.6 The development of the Specialty Office - Service Commercial designations in the Fletchers Creek South Area, east of McLaughlin Road, shall be limited to the construction of a maximum 83610 square metres (900,000 square feet) of new additional office space (after January 1 of 1991) until the McMurchy Street Extension (Malta Avenue) is completed north to Steeles Avenue. Once the McMurchy Street Extension (Malta Avenue) is completed through to Steeles Avenue, new office construction in the Fletchers Creek South Secondary Plan Area east of McLaughlin Road may exceed the maximum 83610 square metres of office space. This limitation of office space shall be recognized in further development agreements involving developments with an office component in the Fletchers Creek South Secondary Plan Area, east of McLaughlin Road."

(8) by adding, to section 7.0 HIGHWAY NUMBER 10 POLICIES thereof, the following new subsections:

"7.6 The intersection of the east/west collector road with Highway Number 10 (Huronario Street) immediately south of Steeles Avenue and west of Highway Number 10, shall be restricted to right-in and right-out turns only. Left-hand turning movements shall not be permitted at this intersection and direct access to Highway Number 10 for the office commercial blocks abutting the subject east/west collector road shall not be permitted.

7.7 All properties within the area bounded by Steeles Avenue, Highway Number 10 (Huronario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and Fletchers Creek Valley shall, as a condition of development approval, contribute on a fair share, equitable basis to the total costs for streetscape improvements and landscaping undertaken through the City's gateway improvement program for Huronario Street south of Steeles Avenue."

- (9) by deleting, Section 8.2 as amended thereof and substituting therefor the following new subsection:

"8.2 The Institutional designation on the west side of Highway Number 10 (Hurontario Street) is intended primarily for community service facilities.

Development access to the collector ring road will be strictly controlled by the site plan approval process."

- (10) by adding to Section 9.1 PUBLIC OPEN SPACE POLICIES thereof, the following new subsections:

"9.1.30 As a condition of development approval for the lands situated east of the Fletchers Creek Valley in Part of the West Half of Lot 15, Concession 1, W.H.S. (Sheridan College) in the geographic Township of Toronto, the valleylands associated with Fletchers Creek shall either be conveyed to the City in accordance with City policy or made available for public access through a long term lease agreement between the City and Sheridan College, in a form satisfactory to the City. The acquisition of these lands will substantially complete the City's linear park system associated with the Fletchers Creek Valley.

9.1.31 As a condition of development approval for lands situated within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, land owners shall contribute to the total costs for the construction of a future grade separated pedestrian walkway at Steeles Avenue and the Fletchers Creek Valley.

9.1.32 The neighbourhood park designated in the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of

Highway Number 10 and the Fletchers Creek Valley will be approximately 2.0 hectares (5.0 acres) in size and the designated parkette within the same area will be approximately 0.8 hectares (2.0 acres) in size.

9.1.33 The City shall consider the necessity of providing on-site recreational and/or day care facilities in medium and high density residential developments and may require proponents of development projects to provide such facilities to ensure that community needs are fulfilled."

(11) by adding, to section 10.0 TRANSPORTATION POLICIES thereof, the following new subsection:

"10.6 Conditions of Development Approval Pertaining to Transportation Matters

10.6.1 As conditions of development approval for lands situated within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, land owners shall construct or financially contribute to the following transportation related matters:

- (i) road improvements necessary as a result of development including the installation of traffic signals at the intersections of Steeles Avenue/McMurphy Street Extension (Malta Avenue) and Steeles Avenue/north-south internal gate (opposite south entrance to Shoppers World);
- (ii) a raised centre median on Hurontario Street to enforce right-in/right-out traffic movements for the proposed east/west collector road, south of Steeles Avenue;

- (iii) future pedestrian grade separation at Steeles Avenue and the Fletchers Creek Valley;
- (iv) streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue; and
- (v) the cost of a traffic study entitled Traffic Impact Analysis of Secondary Plan Area 24, Southwest Quadrant Steeles and Hurontario conducted by BA Consulting Group in Fall 1989 - Spring 1990 for the City of Brampton. The appropriate land owners within the subject area will reimburse the City at a rate of \$310.00 per acre, excluding any low density residential, parkette and neighbourhood park designations. The funds collected by the City will be returned to the land owners (Tupperville Holdings Inc., Tri-green Developments and Steeles and Highway 10 Associates) that assumed the initial cost of the relevant traffic study in the appropriate proportional allocations.

10.6.2

For the lands situated within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, the following transportation related conditions of development approval will be imposed and implemented by the means of development agreements and site plan approvals:

- (i) that any development project may be phased relative to the completion of the internal road network and the ability of both Steeles Avenue and Highway Number 10 (Hurontario Street) to adequately accommodate the traffic generated by any development.

- (ii) that no direct access to Highway Number 10 (Hurontario Street) will be provided to the office commercial blocks on the west side of Hurontario Street south of Steeles Avenue within the study area. These office blocks will be serviced by the internal east/west collector road which has only a right-in/right-out access with Hurontario Street, just south of Steeles Avenue. The developers of the office blocks will be required to financially contribute to or construct a raised centre median on Hurontario Street to enforce the right-in/right-out movements."

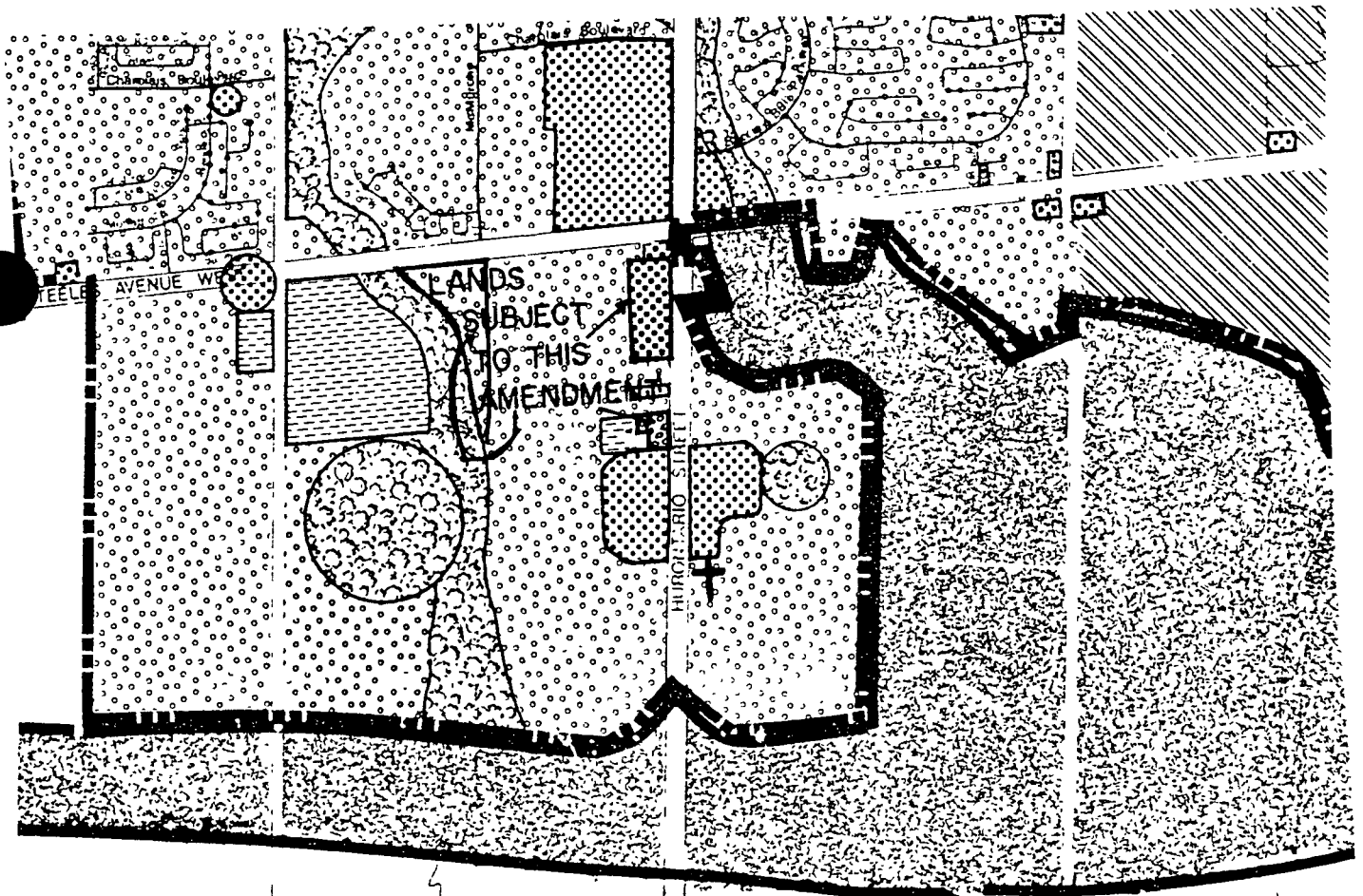
(12) by adding to Section 11.0 MAJOR PUBLIC UTILITIES POLICIES thereof, the following new subsection:

"11.1.6 To further ensure that best management practices are implemented in conjunction with any stormwater management plan, the City may require an individual proponent or group of development proponents to submit for the approval of the City, in consultation with the appropriate Conservation Authority, a site and/or area specific stormwater management report detailing existing and future drainage conditions and management practices. Such site or area specific stormwater management reports may be required as a condition of development approval."

#### 4.0 IMPLEMENTATION AND INTERPRETATION




















The provisions and policies of Chapter A21 to the Consolidated Official Plan and Chapter 7 to the City of Brampton Official Plan shall apply to the implementation and interpretation of this amendment.





# GENERAL LAND USE DESIGNATIONS

## SCHEDULE 'A'

- |   |   |
|---|---|
|  URBAN BOUNDARY                |  RURAL SETTLEMENTS (MAINTENANCE) |
|  RESIDENTIAL                   |  PARKWAY BELT WEST               |
|  OPEN SPACE                    |  PROVINCIAL FREEWAY (HWY. 410)   |
|  COMMERCIAL                    |  RURAL ESTATE                    |
|  INDUSTRIAL                    |  RURAL ESTATE EXPANSION          |
|  INSTITUTIONAL                 |  RURAL-COMMERCIAL                |
|  PRIVATE COMMERCIAL RECREATION |  OPEN SPACE - CEMETERIES         |
|  AGRICULTURAL                  |  SPECIAL STUDY AREA              |
|  RURAL SETTLEMENTS (EXPANSION) |  SPECIALTY AGRICULTURAL          |
|  RURAL SETTLEMENTS (INFILLING) |   |

SCHEDULE A TO THE CITY OF BRAMPTON  
OFFICIAL PLAN

GENERAL LAND USE DESIGNATIONS

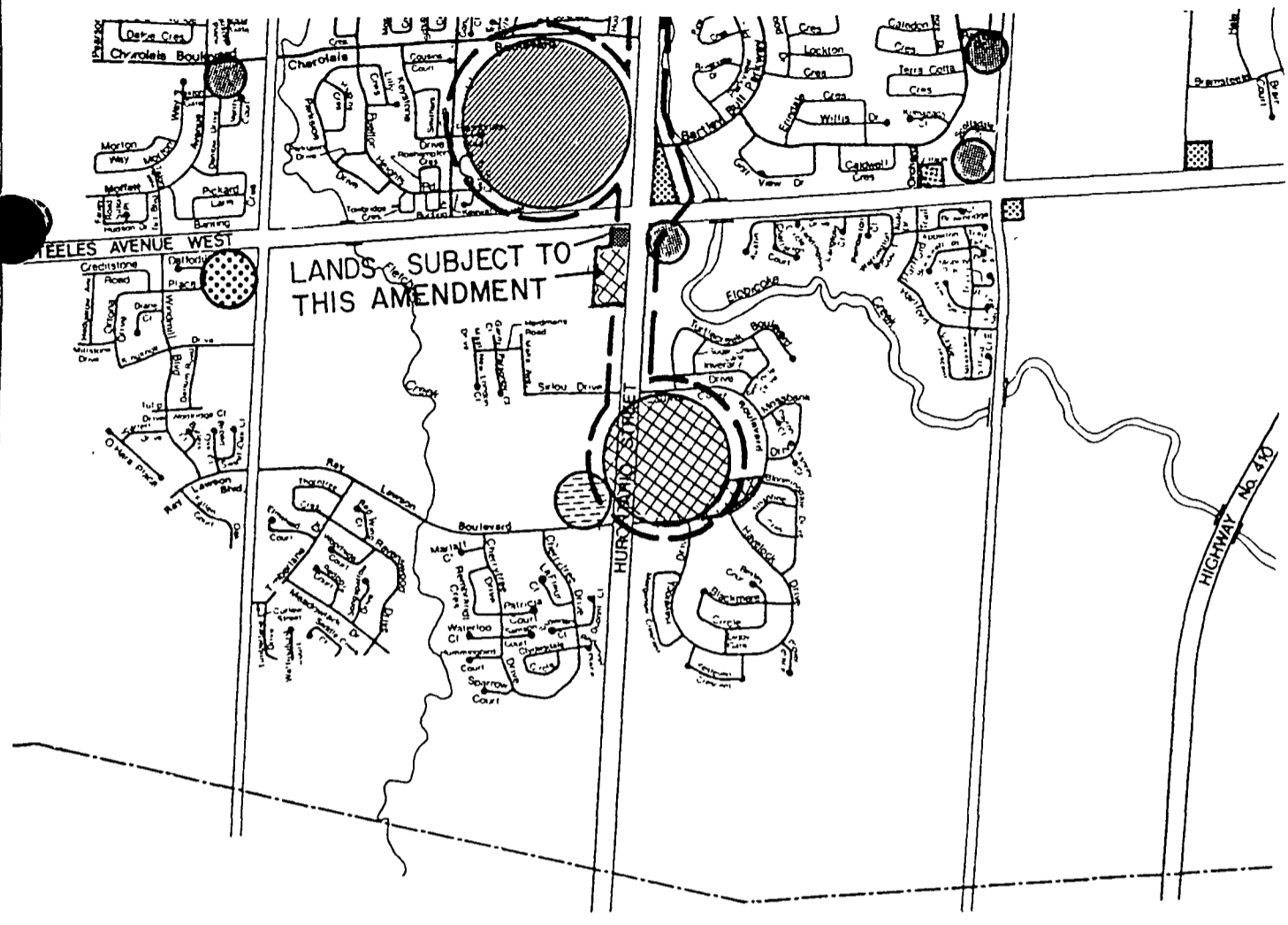
AMENDMENT No. 205 and

SCHEDULE A By-Law 151-91



**CITY OF BRAMPTON**  
Planning and Development

Date: 90 11 20      Drawn by: CJK  
File no. SP24      Map no.



**COMMERCIAL**

**SCHEDULE 'F'**

- |  |                                     |  |                              |
|--|-------------------------------------|--|------------------------------|
|  | CENTRAL COMMERCIAL CORRIDOR         |  | HIGHWAY & SERVICE COMMERCIAL |
|  | FOUR CORNERS COMMERCIAL             |  | SITE SPECIFIC DESIGNATIONS   |
|  | SPECIALTY OFFICE SERVICE COMMERCIAL |  | RURAL COMMERCIAL             |
|  | REGIONAL COMMERCIAL                 |  |                              |
|  | DISTRICT COMMERCIAL                 |  |                              |
|  | NEIGHBOURHOOD COMMERCIAL            |  |                              |
|  | CONVENIENCE COMMERCIAL              |  |                              |

SCHEDULE F TO THE CITY OF BRAMPTON  
OFFICIAL PLAN  
COMMERCIAL

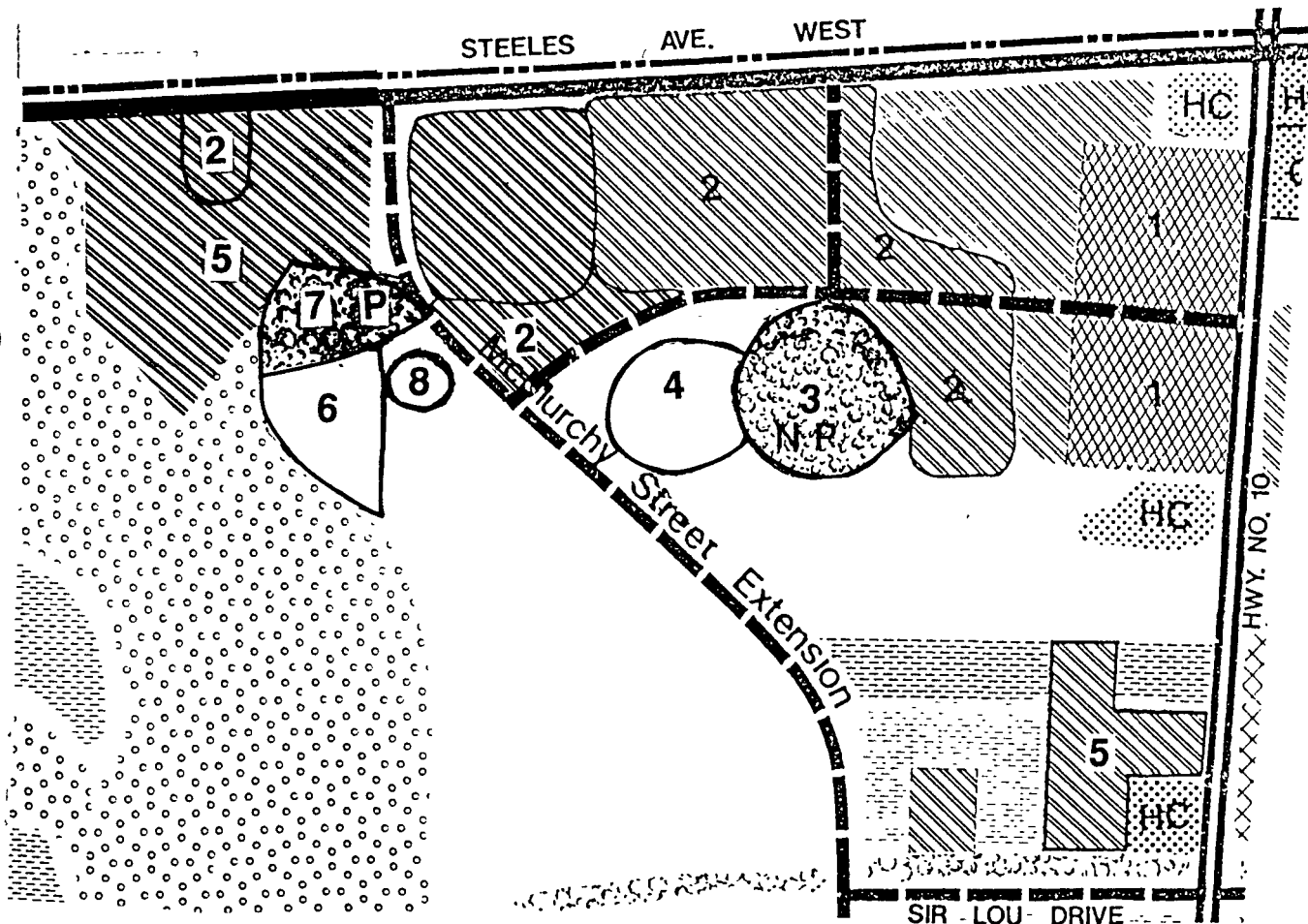
AMENDMENT No. 205

SCHEDULE B Bylaw 151-91



**CITY OF BRAMPTON**  
Planning and Development

Date: 90 11 20 Drawn by: CJK  
File no. SP24 Map no.



----- Secondary Plan Boundary

**RESIDENTIAL**

- Low and Medium Density
- High Density

**COMMERCIAL**

- HC Highway Commercial
- CC Convenience Commercial
- NC Neighbourhood Commercial
- Specialty Office - Service Commercial

**PUBLIC OPEN SPACE**

- Public Open Space
- District Park
- Community Park
- Neighbourhood Park
- Parkette
- Woodlot
- Cemetery
- Hazard Land

**INSTITUTIONAL**

- Institutional
- Secondary School
- Senior Public School
- Public School
- Separate School

**ROADS**

- Freeway
- Provincial Highway
- Arterial Road
- Collector Road

FLETCHERS CREEK SOUTH SECONDARY PLAN  
 PLATE 43 TO THE CONSOLIDATED  
 OFFICIAL PLAN

AMENDMENT No. 205 A



**CITY OF BRAMPTON**  
 Planning and Development

Date: 90 11 20 Drawn by: CJK  
 File no. SP24 Map no.

SCHEDULE C By-law 151-91

BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 205  
AND  
AMENDMENT NUMBER 205 A

Attached are copies of planning reports, dated February 16, 1989, February 28, 1989, May 18, 1989, June 5, 1990, June 22, 1990 and June 13, 1991 and the notes of Public Meetings held on April 5, 1989 and July 4, 1990 after notification in the local newspapers and the mailing of notices to assessed owners of property within 120 metres of the subject lands.

The following written submissions were also received with respect to this Official Plan Amendment:

Region of Peel Public Works	April 5, 1990 May 8, 1990
BA Consulting Group	June 27, 1990
Frankel and Associates	June 5, 1989 September 27, 1989
Gambin Associates	November 9, 1989
Glen Schnarr and Associates	September 10, 1990
City South Limited	October 29, 1990 December 20, 1990
Hugh Thompson Associates, Inc.	February 11, 1991 March 11, 1991 April 1, 1991
Sheridan College of Applied Arts and Technology	April 2, 1991

10/89/fletchersOPA

# INTER-OFFICE MEMORANDUM

PC-Sub 20

Office of the Commissioner of Planning & Development

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February 16, 1989

TO: The Chairman and Members of  
Planning Committee

FROM: Planning and Development Department

RE: Southwest Quadrant Steeles and Hurontario Street  
Part of Lot 15, Concession 1, W.H.S.  
(former Township of Toronto)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our File Number: SP24

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1.0 INTRODUCTION

The majority of the Fletchers Creek South Secondary Plan Area (SP24) has been developed or is currently under development. One portion of the secondary plan area which is an exception to this trend is the southwest quadrant (50 acres) of Steeles Avenue and Hurontario Street. This area was previously subdivided into 18 lots (8-5 acre lots, 10-1 acre lots) by Registered Plan 347 in October of 1947. Since the land ownership pattern on this 50 acres is highly fragmented and servicing has generally progressed from the south, it will be the last significant land mass to be developed in the Fletchers Creek South Secondary Plan Area.

The City is in receipt of, and processing, three development applications in the vicinity of Hurontario Street and Steeles Avenue. These include:

1. Tri-Green Developments (M. Finer) - T1W15.11 for 783 high density residential units on Lots 11, 12 and 13, Plan 347;

2. 756277 Ontario Limited - T1W15.18 for 240 high density residential units on Block 6, Plan 43M-762; and,
3. Tupperville Holdings Limited - T1W15.19 for 56,500 square feet of office uses including ancillary, ground floor retail on Lots 4, 5 and 6, Plan 347.

Figure 1 attached illustrates the location of the above three development applications.

For a variety of reasons, it has been very difficult to establish a firm development pattern for this area. Specifically, the following observations indicate the difficulties encountered relative to pending development in the area:

1. at their meeting of July 18, 1988, City Council referred the Tri-Green (Finer) application back to staff for further consideration subsequent to the presentation of a negative report;
2. 756277 Ontario Limited is an application for residential condominiums on a site designated and zoned for office uses;
3. Tupperville Holdings Limited is an application for office uses on a site designated for high density residential uses;
4. lack of an appropriate and functional internal road pattern to service development of the area with related issues of access to Hurontario Street and Steeles Avenue;
5. the definition of a suitable site for a neighbourhood park designated in the Fletchers Creek South Secondary Plan; and,

6. a continuing trend towards a percentage of high density dwelling units which is disproportionate with the housing mix specified in the Fletchers Creek South Secondary Plan.

The purpose of this report is to attempt a resolution of these difficulties and to arrive at a suitable development concept for the southwest quadrant of Steeles Avenue and Hurontario Street. Staff are seeking Planning Committee's reaction to, and endorsement of this concept.

## 2.0 Existing Official Plan

Figure 2 attached illustrates the current official plan designations for the southwest quadrant of Steeles Avenue and Hurontario Street. Designations include:

- o highway commercial - gas bar at Steeles/Hurontario;
- o low and medium density residential - approximately 300 units;
- o high density residential - approximately 750 units;
- o neighbourhood park - 3 to 4 acres;
- o 2 parkettes - 1 to 2 acres - Tri-Green property and west side of McMurphy Avenue Extension; and,
- o collector road - McMurphy Avenue Extension (Malta Avenue).

Other policies in the Fletchers Creek South Secondary Plan also relate to development in the area of the southwest quadrant of Hurontario Street and Steeles Avenue including:

- o net density for high density residential development shall not exceed 40 units per acre;
- o designated lands in the southwest quadrant which are presently in small holdings will be assembled into parcels which will ensure comprehensive redevelopment;

- o lands abutting Highway Number 10 (Hurontario) shall be developed to create a high quality, harmonious and attractive "Gateway to Brampton"; and,
- o where possible, existing accesses onto the Highway will be replaced by alternate accesses from internal roads in the process of development or redevelopment.

### 3.0 Discussion

In examining long term development for the subject area, this section will proceed through discussions relating to the proposed road pattern for the area, housing mix in the secondary plan area and the proposed land use concept for the southwest quadrant of Steeles Avenue and Hurontario Street.

#### 3.1 Proposed Road Pattern

An internal road pattern to provide access for development within the subject area was discussed at length with the Public Works Department. The desired road pattern indicated on Figure 3 attached is the result of these discussions. The internal road would possess a right-of-way width of 23 metres (75 feet) curving between Hurontario Street and the McMurchy Avenue Extension (Malta Avenue). A gate street with a 30 metre (90 foot) right-of-way width would extend north from the 23 metre right-of-way, primarily through Lot 13 of Plan 347 (Tri-Green parcel), to intersect with Steeles Avenue approximately 330 metres (1080 feet) west of Hurontario Street, opposite an entrance to Shoppers World. The internal road would intersect with Hurontario Street at Lots 6 and 7 of Plan 347 approximately 210 metres (690 feet) south of Steeles Avenue and curve west to intersect at approximately the mid-point of a reverse curve on the McMurchy Avenue Extension (Malta



Avenue). The gate intersection with Steeles Avenue at the Shoppers World entrance would be a full movement, signalized intersection while the Hurontario Street intersection would be restricted to right in/right out turns only.

Although a full movement intersection was considered on Hurontario Street, a number of elements favoured the desired road pattern as indicated on Figure 3 attached. These elements include the following considerations:

- o the reverse curve on the McMurchy Avenue Extension (Malta Avenue) limited potential intersection points because of the lack of appropriate sighting arrangements;
- o the most logical and appropriate intersecting point with Steeles Avenue was opposite the entrance to Shoppers World at the mid-point between intersections at Hurontario Street and McMurchy Avenue. This gate intersection would be adequately spaced (1100 feet) from both the Hurontario and McMurchy intersections and permit a signalized, full-turning movement intersection. The 30 metre right-of-way width for the gate will accommodate left turn storage lanes.
- o a full movement intersection at Hurontario Street was considered in the vicinity of Lot 10, Plan 347. Even though signal spacing (1100 feet) would be sufficient in relation to Hurontario Street and Sir Lou Drive, a traffic light in this location would add yet another traffic light on Hurontario Street south of Steeles Avenue. This traffic light would have no easterly opposing street/driveway and only benefit traffic movement west of Hurontario.

- o a full movement intersection with Hurontario would generate the need for at least 4 lanes of traffic on the internal road as opposed to 3 lanes for a right in/right out access only to Hurontario Street.
- o a full movement intersection at Hurontario Street would create a by-pass for the Steeles/Hurontario intersection along the internal road when the McMurchy Avenue Extension (Malta Avenue) was intended to serve this function.
- o no particular advantage is perceived in another full by-pass of the Steeles/Hurontario Street intersection while additional left turn storage would be required at the gate to Steeles Avenue, opposite the entrance to Shoppers World, if such a by-pass was created.
- o any islands required to control and channel traffic at a full movement intersection on Hurontario Street at Lot 10, Plan 347 would interfere with the existing full movement accesses enjoyed by Penny Fuels and Grantis Texaco on the west side of Hurontario Street, just south of Lot 10, Plan 347. The traffic island to control left turns at the desired intersection (Lots 6 and 7, Plan 347) with Hurontario Street will only interfere (right in/out only) with the southerly access to a church on the east side of Hurontario while the northerly access to the church could remain fully operational.
- o if a full movement intersection with Hurontario Street was established for the internal road in the vicinity of Lot 10, Plan 347, an additional internal access road would be required to provide Lots 3 to 9 along the west side of Hurontario Street with an alternate

access to Hurontario Street. This development would permit Lots 3 to 9 to develop independently of each other in a non-comprehensive manner uncomplimentary to the "Brampton Gateway Concept" for Hurontario Street.

o the desired internal road pattern with a right in/out on Hurontario Street in the vicinity of Lots 6 and 7, Plan 347 will dictate two adequate size development parcels (approximately 3.5 acres each) north and south of the internal road which could be developed in a comprehensive manner with opposing access points to the internal road. To this end, Lots 3 to 6 of Plan 347 could form the development parcel on the north side of the internal road and Lots 7 to 10, Plan 347 could form the development parcel on the south side of the internal road.

Given the above situation and available alternatives, City staff view the internal road pattern, as illustrated on Figure 3 attached, the most desirable street arrangement for the southwest quadrant of Hurontario Street and Steeles Avenue. Although right in/out only access may be viewed as a hardship to landowners on the west side of Hurontario Street (particularly if Tupperville is permitted to develop for commercial purposes), it is still viewed as the superior traffic solution to a full movement, signalized intersection in the vicinity of Lot 10, Plan 347. The desired road pattern will also encourage and permit comprehensive redevelopment of the small, fragmented land holdings on the west side of Hurontario Street by defining appropriate size development parcels.

3.2 Housing Mix in the Secondary Plan Area

The Official Plan, via Secondary Plan policies, normally sets out certain housing mix and development density targets for new development areas. The Fletchers Creek South Secondary Plan, as amended by Official Plan Amendment Number 36, sets out the mix and density parameters for the Secondary Plan Area south of Steeles Avenue. The following table indicates the current housing mix and density trends in Secondary Plan Area Number 24, as well as the guidelines established by Official Plan Amendment Number 36.

Table 1: Secondary Plan Area 24 - Housing Mix by Percentage of Dwelling Units and Gross Residential Density<sup>1</sup>

	<u>Density Types</u>				<u>Density<sup>1</sup></u>
	<u>VLow</u>	<u>Low</u>	<u>Med.</u>	<u>High</u>	
Approved Development <sup>2</sup> & Designated Lands <sup>3</sup>	2046 30.5%	1328 19.8%	1140 17.0%	2184 32.6%	9.8
OPA 36 range	25-35%	15-25%	15-25%	20-30%	10.5 max.
Approved Development & Submitted Proposals <sup>4</sup>	2046 28.5%	1328 18.5%	1050 14.6%	2747 38.3%	10.35

1. units per gross residential acre.
2. committed development minus institutional zones (Holland Christian, Southbrook, Sir Lou 2).
3. estimated dwelling unit yield from undeveloped lands designated for residential development.
4. includes, as submitted, Tri-Green Developments (Finer), Tupperville Holdings, 756277 Ontario Limited.

Under the category of approved development plus the development of vacant lands as they are designated, Table 1 indicates that the housing mix is acceptable in relationship to the housing mix ranges set out by Official Plan Amendment Number 36. Even though high density type

dwelling units will exceed the upper range limit of 30 percent by 2.6 percentage points (32.6%), this is acceptable assuming a permitted variance of 3.0 percentage points on either side of a density range (e.g. a 20-30% mix range would permit a mix of 17 to 33%) in accordance with Official Plan interpretation policies.

Table 1 indicates that if submitted proposals (i.e. Tri-Green, Tupperville and 756277 Ontario Limited) were approved and added to development already committed then the dominance of high density dwelling types in the Fletchers Creek South Secondary Plan Area would become even more pronounced. High density dwelling types would exceed the 30 percent upper range by 8.3 percentage points (38.3%) while the medium density housing types would underachieve their 15 percent lower range by 0.4 percentage points (14.6%).

In all scenarios under Table 1, the gross residential density is acceptable as the overall density resulting from development in the Fletchers Creek South Secondary Area is under the maximum of 10.5 units per gross residential acre. If the remainder of the Secondary Plan Area is developed as designated, then no official plan amendment would be necessary to adjust the housing mix. However, if additional high density development is permitted relative to what is designated for high density residential development in the Secondary Plan (i.e. Finer at 783 units and 756277 Ontario Limited at 240 units) then the housing mix range for high density dwelling types should be adjusted by amendment to the Secondary Plan.

3.3 Proposed Land Use And Development Pattern

As previously noted, the three applications which spurred this review of the Fletchers Creek South Secondary Plan are Tupperville Holdings, Tri-Green Developments (Finer) and 756277 Ontario Limited.

Tupperville Holdings

Tupperville Holdings has applied for office uses and ground floor retail totalling approximately 56500 square feet of floor area on Lots 4, 5 and 6 of Plan 347, as indicated on Figure 1 attached. Even though the subject property is currently designated for high density residential uses, City staff have no objections to the Tupperville Holdings application provided the following three matters are resolved:

1. Lot 3, Plan 347, abutting the south limit of the Petro Canada gas bar, is incorporated into and developed with the Tupperville Holdings property;
2. no retail commercial uses are permitted except for only minor commercial uses clearly accessory to the office use; and,
3. Tupperville are willing to accept the right in/out situation for the internal road intersecting with Hurontario Street immediately south of the Tupperville property.

Office uses along the Hurontario Street frontage of Plan 347 are acceptable and would be in keeping with the gateway concept and secondary office employment centre on Hurontario Street south of Steeles Avenue, as envisaged by

the Fletchers Creek South Secondary Plan. Assuming two development blocks of 4 acres each on the north and south side of the internal road will necessitate that Tupperville Holdings incorporate Lot 3, Plan 347 into their development scheme. The City cannot leave Lot 3 without any development alternatives and access to Hurontario Street only. The redesignation of two 4 acre development blocks from high density residential to office development will also assist in the reduction of the housing mix percentage for high density housing types by deleting 8 acres (320 units) of that housing type from the mix totals. In addition, the presumably shorter office buildings versus high density residential buildings will have less of a shadowing and overlook effect on any lower density residential uses to the south and west.

Staff cannot support any freestanding retail commercial uses on the ground floor of any office development on Lots 3 to 10 of Plan 347. Recent market studies and commercial occupancy trends in this area of Brampton suggest that the commercial market potential in the area is at or near a saturation point. The only supportable use for any office development would be a small restaurant or cafeteria to service employees in the building or a pharmacy to serve medical offices. The right in/out only situation for the internal road intersection with Hurontario Street may also be seen as a hardship for an office commercial use but Tupperville even applied to the City with this access arrangement understood. As a no left turn in arrangement from Hurontario Street is adequate for the Tupperville proposal, then the same should hold true for any office development on the southerly development block on Lots 7 to 10, Plan 347. Regardless, the City is not prepared to permit left hand turns across southbound Hurontario Street

traffic to access the west side of the road for any type of use established by redevelopment.

Tri-Green Development (Finer)

The Tri-Green Development application currently proposes 783 high density dwelling units on 15 acres (Lots 11, 12, 13, Plan 647) at a gross residential density of 52.2 units per gross residential acre. This is excessive considering that the Secondary Plan permits 40 units per net residential acre and that the property is currently designated for approximately 50 percent high density and 50 percent low and medium density residential development. This could conceivably generate a dwelling unit yield of approximately 280 high density dwelling units and 120 medium density units at permitted densities.

Under the development concept proposed on Figure 4 attached, the Tri-Green property would be limited to high density development north of the internal road and medium density types south of the internal road. Tri-Green would also be obliged, in all likelihood, to contribute lands to the neighbourhood park on the south side of the internal road (the neighbourhood park designation is conceptual and there is a parkette designation on the Tri-Green property). As Tri-Green would be losing a portion of an existing high density residential designation south of the internal road, staff would recommend that the difference in density between the high and medium categories be transferred to the high density designation north of the internal road. In addition, if Lot 2 of Plan 347 (west of the existing Petro Canada gas bar) which is currently vacant and designated for high density residential purposes could be added to the Tri-Green property, this would bring another .75 acres of density to the Tri-Green proposal. Lot 2,



Plan 347 should not be left isolated and would most logically be developed with the Tri-Green property or the gas bar development (Lot 1, Plan 347) to the east. The following is an estimate of the dwelling unit yield possible for the Tri-Green property under the concept illustrated in Figure 4.

High Density Residential

o 5.5 acres @ 40 upa	220 units
o transfer designation - 2.0 acres @ 20 upa	40 units
o plus lot 2 Plan 347 - .75 acres @ 40 upa	<u>30 units</u>
(app 46.4 upa)	290 units

Medium Density Residential

o 5.0 acres @ 17.5 upa	90 units
------------------------	----------

Neighbourhood Park

- o 2.5 acres

Staff would prefer to specify that the south half of the Tri-Green property (south of the internal road) be developed for medium density dwelling types only (as opposed to the low density option under the Secondary Plan) in order to help elevate the medium density housing types in relationship to the overall housing mix in the Secondary Plan.

Lots 14, 15 and 16, Plan 347

These three lots, identified on Figure 4 immediately west of the Tri-Green Developments property, are currently designated for low and medium density residential and for neighbourhood park. With the north half of these lots defined by the internal road on the south and high density designations to the east (Tri-Green) and west, it would be appropriate and logical to redesignate the north half of Lots 14, 15 and 16 in Plan 347 for high density residential

purposes as indicated on Figure 4 attached. The internal roadway would clearly define the transition from high to medium density dwelling types and a consistent development theme would be maintained along the south side of Steeles Avenue between McMurchy Avenue and Hurontario Street. This spatial arrangement would also ensure a nominal amount of shadowing by the high density development on the low density housing forms to the south. The redesignation of the north half of Lots 14, 15 and 16 in Plan 347 would add 6 to 7 acres of high density residential designation to the Fletchers Creek South Secondary Plan and thus offset the redesignation for offices on Lots 3 to 10, Plan 347 along the west side of Hurontario Street.

756277 Ontario Limited

This application at the intersection of Hurontario Street and Sir Lou Drive, as indicated on Figure 1 attached, proposes 240 high density residential units. On a net site area of approximately 4.2 acres, this translates to development density of 57.5 units per net residential acre. Staff can see no compelling reason to support the application by 756277 Ontario Limited.

The subdivision in which the subject property (Block 6, Plan M-762) is situated was just registered in May of 1987. The property is zoned and designated for office uses and would permit 140200 square feet of gross commercial floor area, 10 percent of which is eligible for restricted (retail) commercial uses. The City should not abandon its long term goals for the Hurontario Street corridor south of Steeles Avenue as a secondary office employment centre. Just because a recent purchaser of the property wants to develop the subject lands for high density residential purposes immediately does not justify abandoning this site

when the development of offices on it may be more feasible or viable in a few years time. The applicant has not demonstrated that office development is not practical on this site over the long term and the subject site should be preserved for future office development.

#### 4.0 Conclusion

Figure 4 attached illustrates a proposed development concept for the southwest quadrant (50 acres) of Steeles Avenue and Hurontario Street. The following points highlight the main elements of the proposed concept:

1. maintain internal road pattern as approved by Public Works with:
  - o right in/out access only to Hurontario Street at Lots 6 and 7 Plan 347;
  - o full movement, signalized access at Steeles Avenue opposite entrance to Shoppers World at mid-lot location; and,
  - o full movement access at McMurchy Avenue Extension (Malta Avenue) in the mid-point area of the reverse curve.
2. redesignate Lots 3 to 10, Plan 347 for office development with no retail commercial space except to serve the immediate needs of the building's employees and tenants;
3. Lot 3, Plan 347 must be consolidated with the Tupperville Holdings development application;
4. redesignate Lots 14, 15 and 16, Plan 347 north of the internal road for high density residential purposes;

5. restrict Tri-Green Developments property to high density residential north of the internal road and consolidate Lot 2, Plan 347 with this property - estimated dwelling unit yield of 290 high density residential units and 90 medium density units;
6. restrict Lots 11, 12 and 13 (Tri-Green) and Lots 14, 15 and 16, Plan 347, south of the internal road, to medium density residential development to help fortify the mix percentage for that housing type in the overall Secondary Plan Area;
7. a neighbourhood park of approximately 4.0 acres in size will be obtained in the vicinity of Lots 13 and 14, Plan 347;
8. attempt to provide walkway access to the neighbourhood park from the south and/or west;
9. application by 756277 Ontario Limited for high density residential uses not be supported and preserve the subject site (Block 6, Plan M-762) for office development;
10. it is anticipated that the following housing mix would result from this concept:

Fletchers Creek Secondary Plan Area - Capacity Housing Mix

	Density Types				Density <sup>1</sup>
	VLow	Low	Med.	High	
Central Area (units) <sup>1</sup>	508	443	505	1796	3252
Overall (units)	1981	1258	1090	2194	6523
(percent)	30.4%	19.3%	16.7%	33.6%	100%
OPA 36 (percent)	25-35%	15-25%	15-25%	20-30%	
Approved Range					

1.
  - o Lots 3-10, Plan 347 designated for office.
  - o 756277 Ontario Limited (Sanfour office site) stays as office.

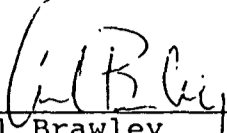
- o north half Lots 14-16, Plan 347 developed for 480 high density units.
  - o Tri-Green developed for 290 high density units, 90 medium density units.
  - o 15 very low density units attributed to Lots 16, 17, 18, Plan 347 west of Malta Avenue.
11. the relevant applications in the southwest quadrant of Hurontario Street and Steeles Avenue be amended to conform to the road pattern and development concept set out above and on Figure 4 to this report; and,
  12. the necessary adjustments to the Official Plan/Secondary Plan be made as part of the official plan amendments necessary for individual applications in the subject area.

#### 5.0 Recommendation

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

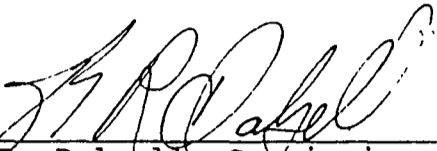
1. this report be received and the principles in section 4.0 Conclusions and Figure 4 attached be endorsed as the development concept for the southwest quadrant of Hurontario Street and Steeles Avenue;
2. the development applications by Tri-Green Developments (Finer) T1W15.11, 756277 Ontario Limited - T1W15.18 and Tupperville Holdings - T1W15.19 be amended to conform to the development concept; and,
3. staff evaluate all future applications in the southwest quadrant of Hurontario Street and Steeles Avenue relative to the approved development concept.

Respectfully submitted,



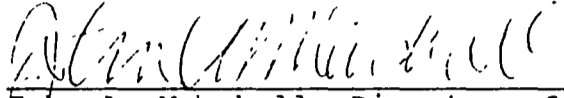
Carl Brawley  
Policy Planner

AGREED:

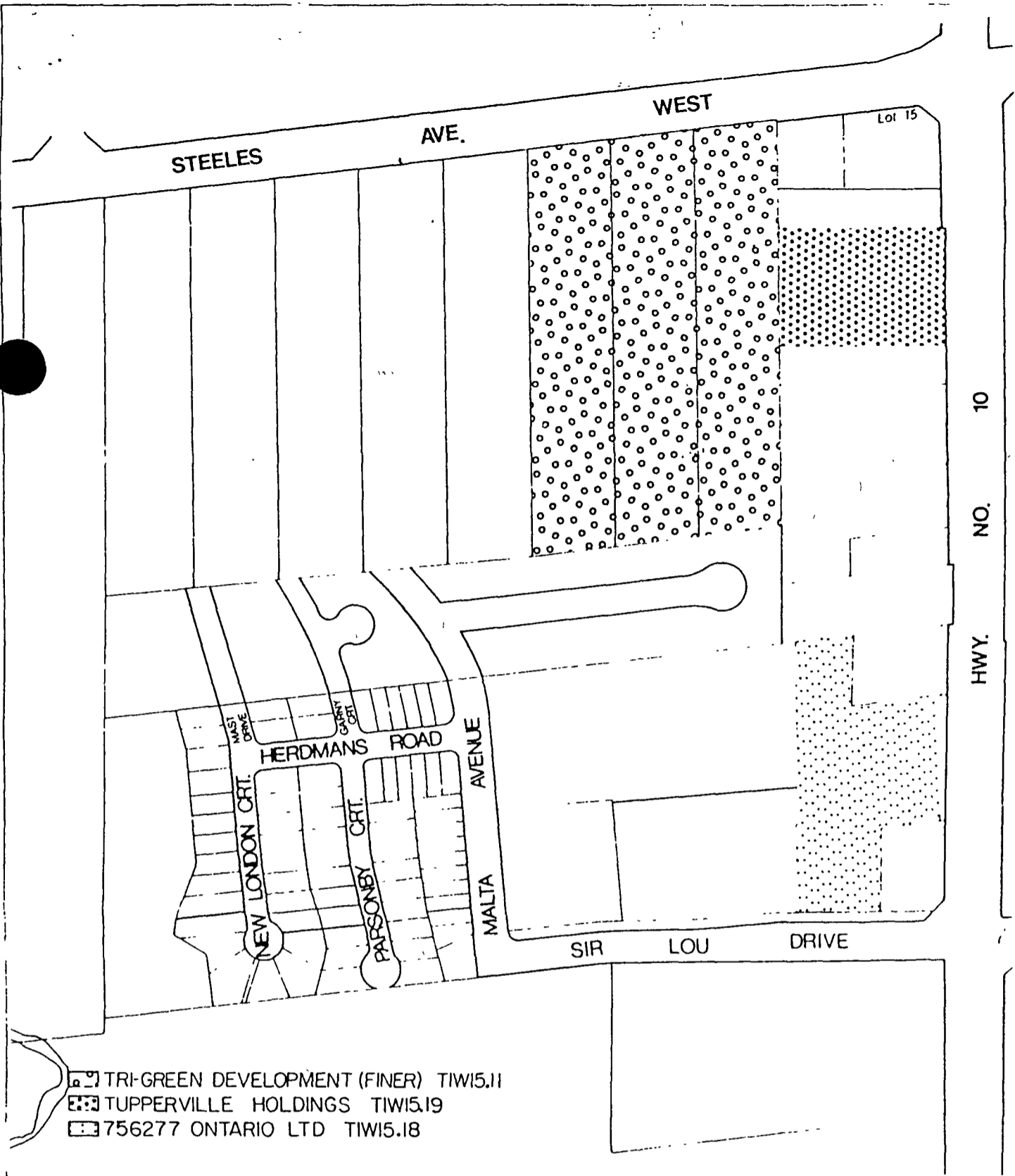


F.R. Dalzell, Commissioner of  
Planning and Development

CB/hg/icl



John A. Marshall, Director of  
Planning Policy and Research



HWY. NO. 10

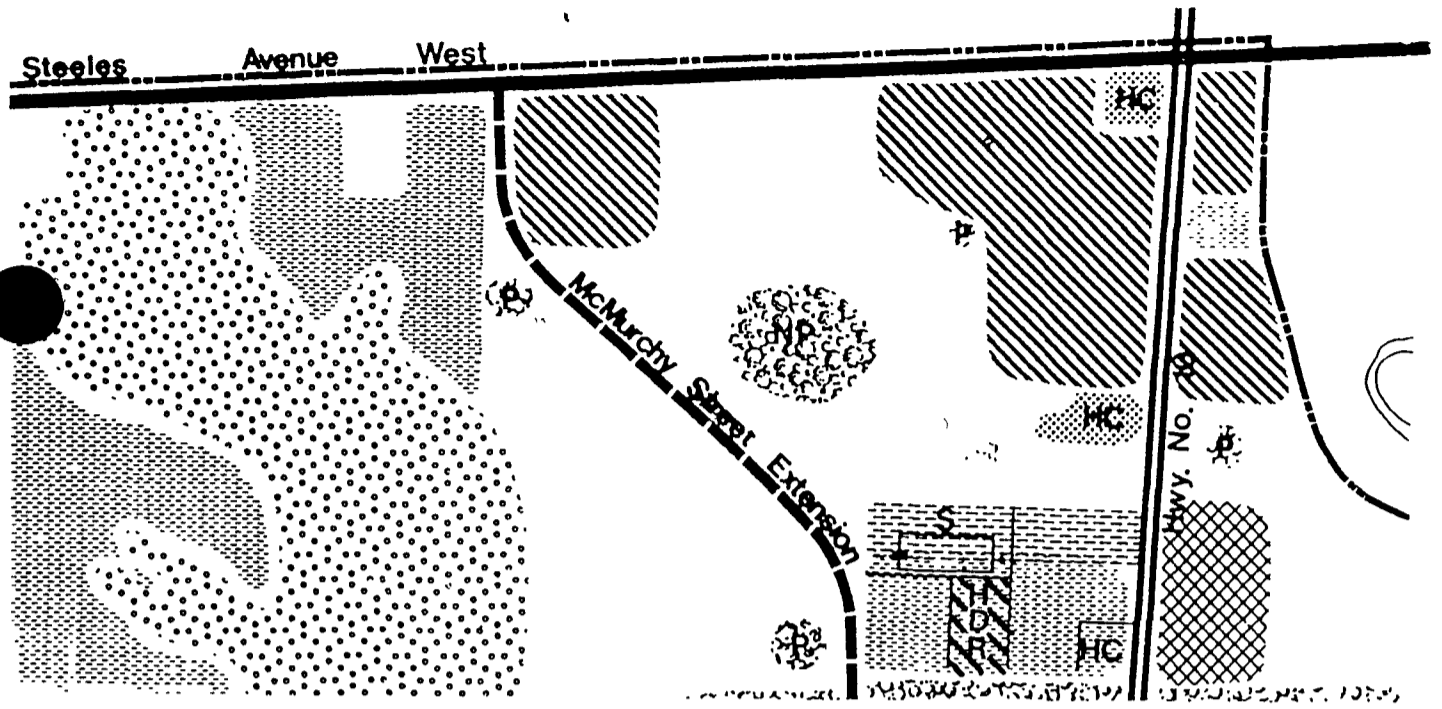
- TRI-GREEN DEVELOPMENT (FINER) TIW15.11
- TUPPERVILLE HOLDINGS TIW15.19
- 756277 ONTARIO LTD TIW15.18

FIGURE 1  
DEVELOPMENT APPLICATION  
LOCATIONS



**CITY OF BRAMPTON**  
Planning and Development

Date: \_\_\_\_\_ Drawn by QK  
File no. \_\_\_\_\_ Map no. \_\_\_\_\_



— Secondary Plan Boundary

**RESIDENTIAL**

- Low and Medium Density
- High Density

**COMMERCIAL**

- Highway Commercial
- Convenience Commercial
- Neighbourhood Commercial
- Specialty Office - Service Commercial

**PUBLIC OPEN SPACE**

- Public Open Space
- District Park
- Community Park
- Neighbourhood Park
- Parkette
- Woodlot
- Cemetery
- Hazard Land

**INSTITUTIONAL**

- Institutional
- Secondary School
- Senior Public School
- Public School
- Separate School

**ROADS**

- Freeway
- Provincial Highway
- Arterial Road
- Collector Road

FIGURE 2

EXISTING SECONDARY PLAN DESIGNATIONS



**CITY OF BRAMPTON**

Planning and Development

Date:

Drawn by QK

File no.

Map no.



# INTER-OFFICE MEMORANDUM

PC-Mar. 6

Office of the Commissioner of Planning & Development

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February 28, 1989

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Southwest Quadrant Steeles and Hurontario Street  
Part of Lot 15, Concession 1, W.H.S.  
(former Township of Toronto)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our File Number: SP24

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## 1.0 INTRODUCTION

At their meeting of February 20, 1989, Planning Committee received and reviewed a staff report dated February 16, 1989 dealing with land use designations in the southwest quadrant of Steeles Avenue and Hurontario Street. At that meeting, Planning Committee deferred any action on the February 16 report. At the subsequent meeting of City Council on February 27, 1989, the following motion relating to land use designations in the Fletchers Creek South Secondary Plan Area was tabled but did not carry as a resolution:

"That the Fletchers Creek South Secondary Plan be amended by changing the land use designations as follows:

- Southeast corner of Malta Avenue and Steeles Avenue: from High Density Residential to Low and Medium Density residential.
- North portion of Lots 14, 15 and 16, Plan 347: from Low and Medium Density Residential to High Density Residential.

- South portion of Lots 11 and 12, Plan 347: from Low and Medium Density Residential to High Density Residential.
- Lots 3, 4, 5, 6, 7, 8, 9 and 10, Plan 347: from High Density Residential to Office Commercial.
- Block 6, Plan M-762: from Institutional to High Density Residential.
- Locate Neighbourhood Park designation in the vicinity of south parts of Lots 13 and 14, Plan 347."

This report will first examine the current issues relating to proposed land uses in the southwesterly quadrant of Steeles Avenue and Hurontario Street, defining the City's concerns for development in this area. The report will also compare the development concepts proposed for the area in both the February 16, 1989 report to Planning Committee and the motion tabled at the February 27, 1989 Council Meeting. The recommendation seeks the direction of Council as to the preferred development concept for the subject area.

## 2.0 BACKGROUND

The majority of the Fletchers Creek South Secondary Plan Area (SP24) has been developed or is currently under development. An exception to this trend in the Secondary Planning Area is the southwest quadrant (50 acres) of Steeles Avenue and Hurontario Street. This area was previously subdivided into 18 lots (8-5 acre lots, 10-1 acre lots) by Registered Plan 347 in October of 1947. Since the land ownership pattern on this 50 acres is highly fragmented and servicing has generally progressed from the south, it will be the last significant land mass to be developed in the Fletchers Creek South Secondary Plan Area.



- P - Parkette
- LMDR - Low & Medium Density Residential
- NP - Neighbourhood Park
- HDR - High Density Residential
- MDR - Medium Density

FIGURE 4  
 PROPOSED SECONDARY PLAN  
 DESIGNATIONS



**CITY OF BRAMPTON**  
 Planning and Development

Date: \_\_\_\_\_ Drawn by: GK  
 File no: \_\_\_\_\_ Map no: \_\_\_\_\_

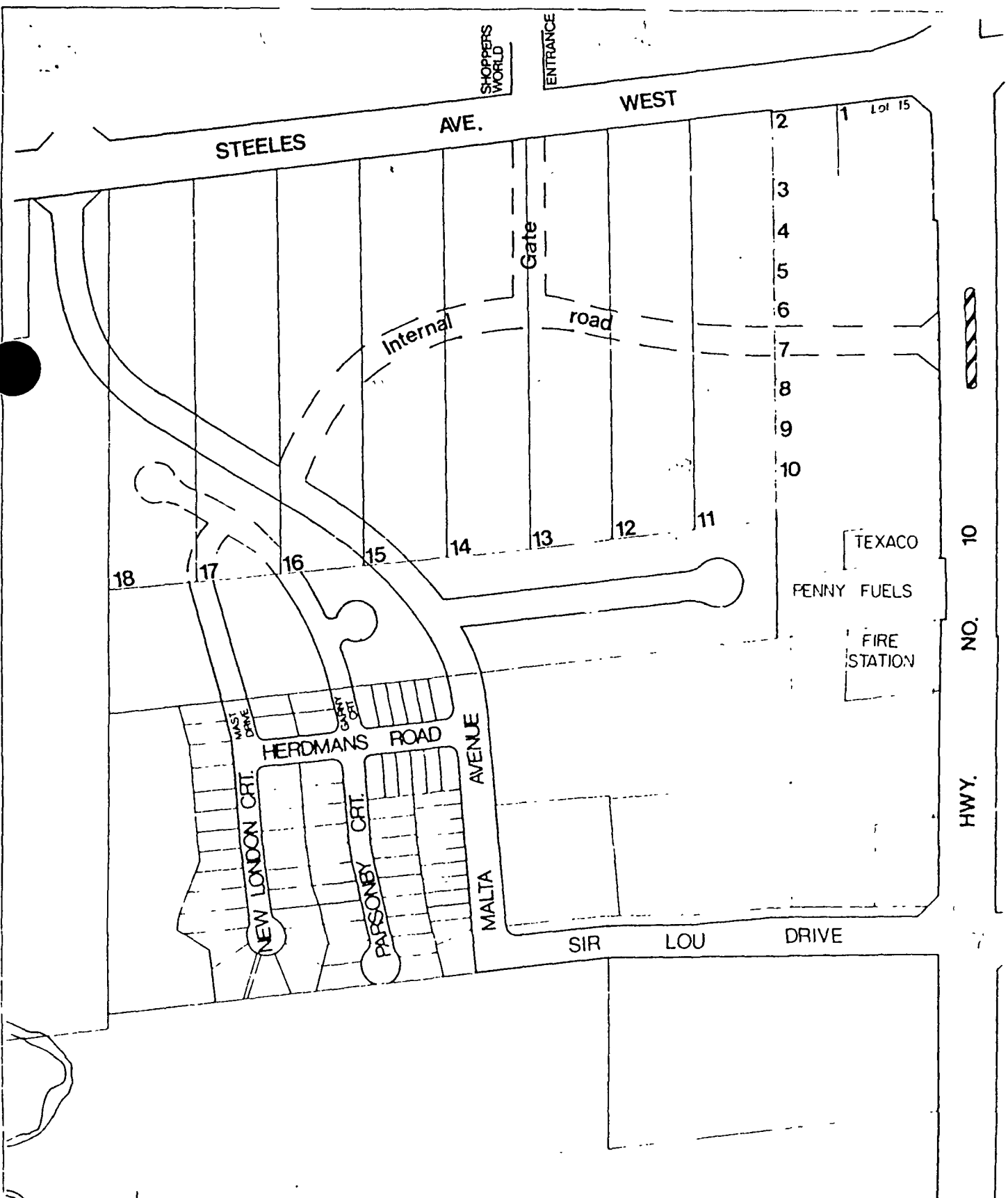


FIGURE 3

DESIRED ROAD PATTERN



**CITY OF BRAMPTON**  
 Planning and Development

Date:

Drawn by *A.K.*

File no.

Map no

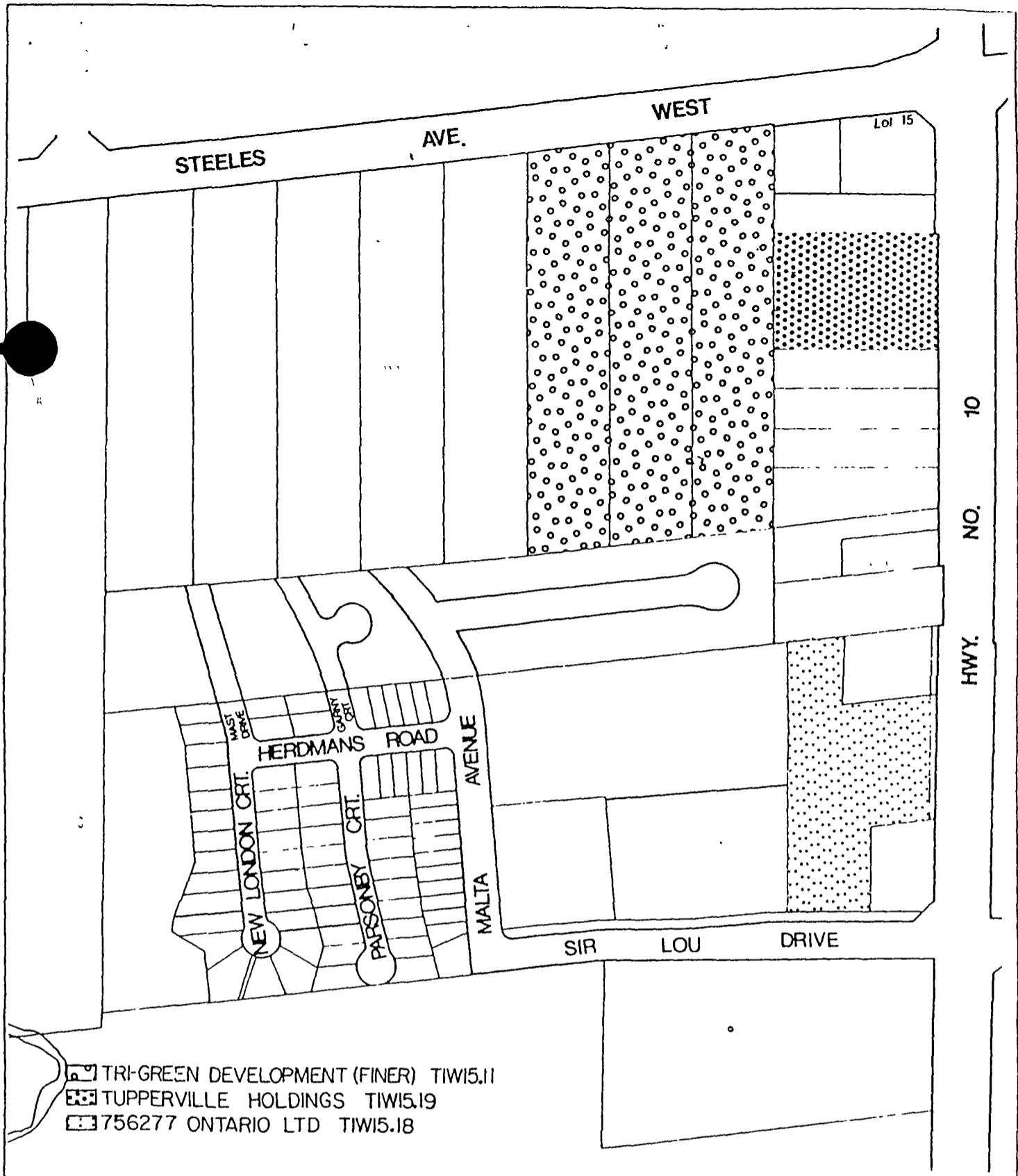
The City is in receipt of, and processing, three development applications in the vicinity of Hurontario Street and Steeles Avenue. These include:

1. Tri-Green Developments (M. Finer)-T1W15.11 for 783 high density residential units on Lots 11, 12 and 13, Plan 347;
2. 756277 Ontario Limited - T1W15.18 for 240 high density residential units on Block 6, Plan 43M-762; and,
3. Tupperville Holdings Limited - T1W15.19 for 56,500 square feet of office uses including ancillary, ground floor retail on Lots 4, 5 and 6, Plan 347.

Figure 1 attached illustrates the location of the above three development applications.

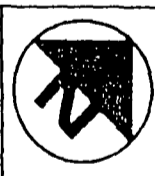
For a variety of reasons, it has been very difficult to establish a firm development pattern for this area. Specifically, the following observations indicate the difficulties encountered relative to pending development in the area:

1. at their meeting of July 18, 1988, City Council referred the Tri-Green (Finer) application back to staff for further consideration subsequent to the presentation of a negative report;
2. 756277 Ontario Limited is an application for residential condominiums on a site designated and zoned for office uses;
3. Tupperville Holdings Limited is an application for office uses on a site designated for high density residential uses;
4. lack of an appropriate and functional internal road pattern to service development of the area with related issues of access to Hurontario Street and Steeles Avenue;



-  TRI-GREEN DEVELOPMENT (FINER) TIW15.11
-  TUPPERVILLE HOLDINGS TIW15.19
-  756277 ONTARIO LTD TIW15.18

FIGURE 1  
DEVELOPMENT APPLICATION  
LOCATIONS



**CITY OF BRAMPTON**  
Planning and Development

Date: \_\_\_\_\_ Drawn by: Q.K.  
File no. \_\_\_\_\_ Map no. \_\_\_\_\_

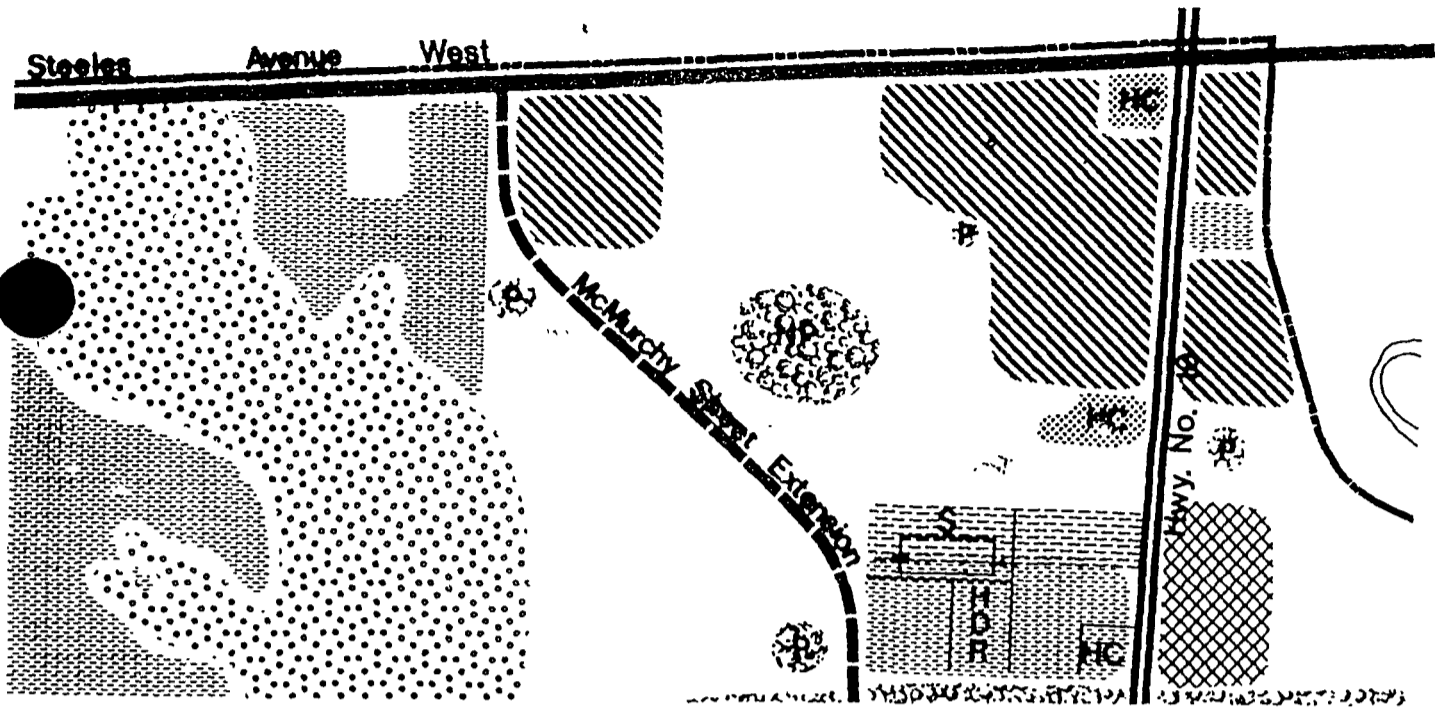
5. the definition of a suitable site for a neighbourhood park designated in the Fletchers Creek South Secondary Plan;
6. a continuing trend towards a percentage of high density dwelling units which is disproportionate with the housing mix specified in the Fletchers Creek South Secondary Plan; and,
7. at their meeting of February 20, 1989, Planning Committee deferred consideration of a development concept for the southwest quadrant of Steeles Avenue and Hurontario Street which was presented in a staff report dated February 16, 1989.

Staff have been attempting to resolve these difficulties and to arrive at a suitable development concept for the southwest quadrant of Steeles Avenue and Hurontario Street. The motion tabled at the February 27, 1989 Council meeting has proposed an additional development concept for the area.

### 3.0 EXISTING OFFICIAL PLAN DESIGNATIONS AND POLICIES

Figure 2 attached illustrates the current official plan designations for the southwest quadrant of Steeles Avenue and Hurontario Street. Designations include:

- highway commercial - gas bar at Steeles/Hurontario;
- low and medium density residential - approximately 300 units;
- high density residential - approximately 750 units;
- neighbourhood park - approximately 4 acres;
- 2 parkettes - 1 to 2 acres - Tri-Green property and west side of McMurphy Avenue Extension; and,
- Collector Road - McMurphy Avenue Extension (Malta Avenue).



— Secondary Plan Boundary

**RESIDENTIAL**

- Low and Medium Density
- High Density

**COMMERCIAL**

- Highway Commercial
- Convenience Commercial
- Neighbourhood Commercial
- Specialty Office - Service Commercial

**PUBLIC OPEN SPACE**

- Public Open Space
- District Park
- Community Park
- Neighbourhood Park
- Parkette
- Woodlot
- Cemetery
- Hazard Land

**INSTITUTIONAL**

- Institutional
- Secondary School
- Senior Public School
- Public School
- Separate School

**ROADS**

- Freeway
- Provincial Highway
- Arterial Road
- Collector Road

FIGURE 2  
EXISTING SECONDARY PLAN  
DESIGNATIONS



**CITY OF BRAMPTON**

Planning and Development

Date:

Drawn by: *q.k.*

File no.

Map no.



Other policies in the Fletchers Creek South Secondary Plan also relate to development in the area of the southwest quadrant of Hurontario Street and Steeles Avenue including:

- net density for high density residential development shall not exceed 40 units per acre;
- designated lands in the southwest quadrant of Steeles Avenue and Hurontario Street which are presently in small holdings will be assembled into parcels which will ensure comprehensive redevelopment;
- lands abutting Highway Number 10 (Hurontario) shall be developed to create a high quality, harmonious and attractive "Gateway to Brampton"; and,
- where possible, existing accesses onto the Highway (Hurontario Street) will be replaced by alternate accesses from internal roads in the process of development or redevelopment.

#### 4.0 Discussion

In examining long term development for the subject area, this section will proceed through discussions relating to the proposed road pattern for the area, housing mix in the secondary plan area and the proposed land use concepts for the southwest quadrant of Steeles Avenue and Hurontario Street.

#### 4.1 Proposed Road Pattern

An internal road pattern to provide access for development within the subject area was discussed at length with the Public Works Department. The desired road pattern indicated on Figure 3 attached is the result of these discussions. The internal road would possess a right-of-way width of 23 metres (75 feet) curving between Hurontario Street and the McMurchy Avenue Extension (Malta Avenue). A gate street with a 30 metre (90 foot) right-of-way width would

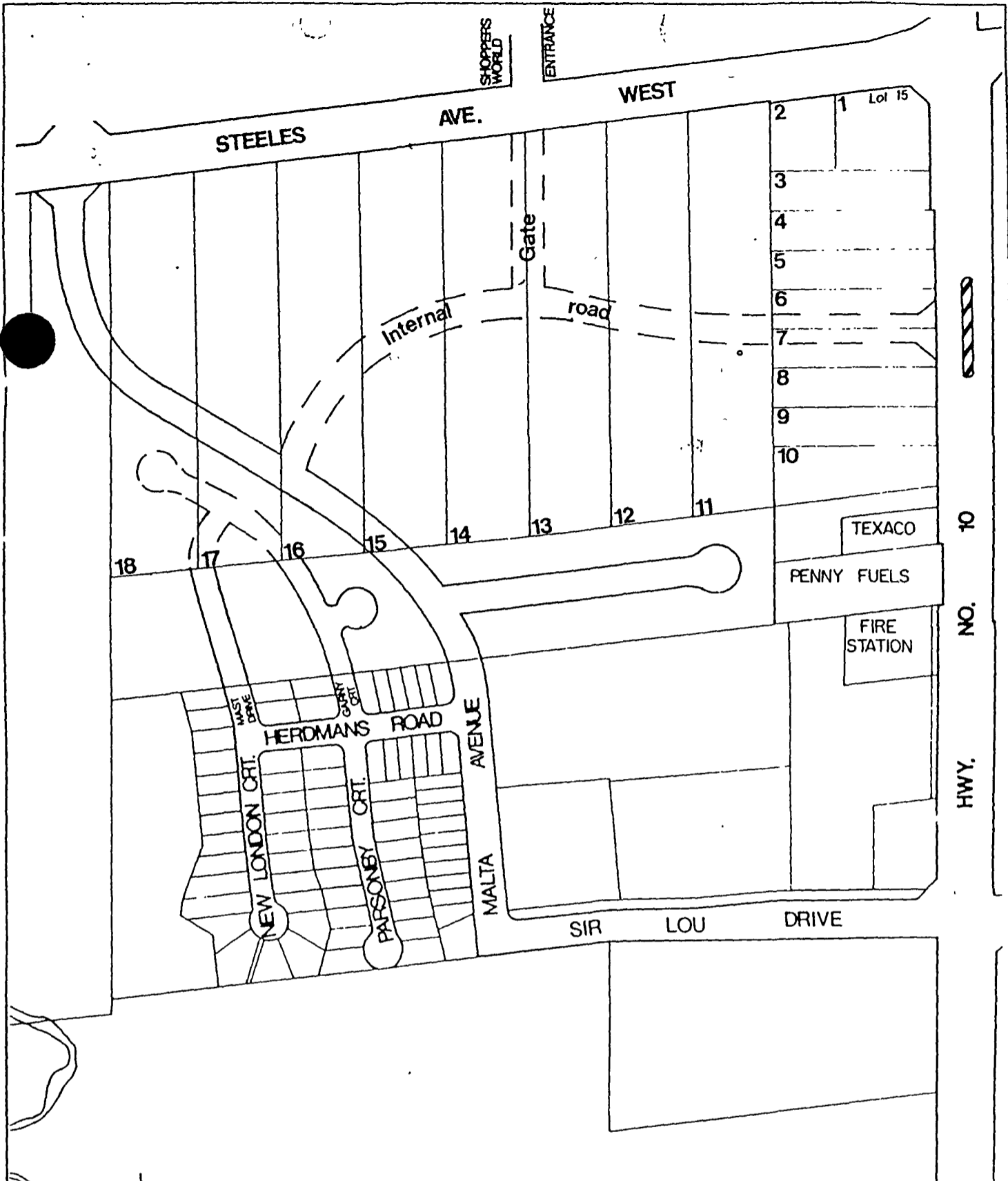


FIGURE 3

DESIRED ROAD PATTERN



**CITY OF BRAMPTON**  
 Planning and Development

Date:  
 File no.

Drawn by: *A.K.*  
 Map no.

extend north from the 23 metre right-of-way, primarily through Lot 13 of Plan 347 (Tri-Green parcel), to intersect with Steeles Avenue approximately 330 metres (1080 feet) west of Hurontario Street, opposite an entrance to Shoppers World. The internal road would intersect with Hurontario Street at Lots 6 and 7 of Plan 347 approximately 210 metres (690 feet) south of Steeles Avenue and curve west to intersect at approximately the mid-point of a reverse curve on the McMurchy Avenue Extension (Malta Avenue). The gate intersection with Steeles Avenue at the Shoppers World entrance would be a full movement, signalized intersection while the Hurontario Street intersection would be restricted to right in/right out turns only.

Although a full movement intersection was considered on Hurontario Street, a number of elements favoured the desired road pattern as indicated on Figure 3 attached. These elements include the following considerations:

- the reverse curve on the McMurchy Avenue Extension (Malta Avenue) limited potential intersection points because of the lack of appropriate sighting arrangements.
- the most logical and appropriate intersecting point with Steeles Avenue was opposite the entrance to Shoppers World at the mid-point between intersections at Hurontario Street and McMurchy Avenue. This gate intersection would be adequately spaced (1100 feet) from both the Hurontario and McMurchy (Malta) intersections and permit a signalized, full-turning movement intersection. The 30 metre right-of-way width for the gate will accommodate left turn storage lanes.
- a full movement intersection at Hurontario Street was considered in the vicinity of Lot 10, Plan 347. Even though signal spacing (1100 feet) would be sufficient in relation to Hurontario Street and Sir Lou Drive, a traffic light in this

location would add yet another traffic light on Hurontario Street south of Steeles Avenue. This traffic light would have no easterly opposing street/driveway and only benefit traffic movement west of Hurontario.

- a full movement intersection with Hurontario would generate the need for at least 4 lanes of traffic on the internal road as opposed to 3 lanes for a right in/right out access only to Hurontario Street.
- a full movement intersection at Hurontario Street would create a by-pass for the Steeles/Hurontario intersection along the internal road when the McMurchy Avenue Extension (Malta Avenue) was intended to serve this function.
- no particular advantage is perceived in another full by-pass of the Steeles/Hurontario Street intersection while additional left turn storage would be required at the gate to Steeles Avenue, opposite the entrance to Shoppers World, if such by-pass was created.
- any islands required to control and channel traffic at a full movement intersection on Hurontario Street at Lot 10, Plan 347 would interfere with the existing full movement accesses enjoyed by Penny Fuels and Grantis Texaco on the west side of Hurontario Street, just south of Lot 10, Plan 347. The traffic island to control left turns at the desired intersection (Lots 6 and 7, Plan 347) with Hurontario Street will only interfere (right in/out only) with the southerly access to a church on the east side of Hurontario while the northerly access to the church could remain fully operational.

- if a full movement intersection with Hurontario Street was established for the internal road in the vicinity of Lot 10, Plan 347, an additional internal access road would be required parallel to Hurontario Street to provide Lots 3 to 9 along the west side of Hurontario Street with an alternate access to Hurontario Street. This development would permit Lots 3 to 9 to develop independently of each other in a non-comprehensive manner uncomplimentary to the "Brampton Gateway Concept" for Hurontario Street.
- the desired internal road pattern with a right in/out on Hurontario Street in the vicinity of Lots 6 and 7, Plan 347 will dictate two adequate size development parcels (approximately 3.5 acres each) north and south of the internal road which could be developed in a comprehensive manner with opposing access points to the internal road. To this end, Lots 3 to 6 of Plan 347 could form the development parcel on the north side of the internal road and Lots 7 to 10, Plan 347 could form the development parcel on the south side of the internal road.

Given the above situation and available alternatives, City staff view the internal road pattern, as illustrated on Figure 3 attached, the most desirable street arrangement for the southwest quadrant of Hurontario Street and Steeles Avenue. Although right in/out only access may be viewed as a hardship to landowners on the west side of Hurontario Street (particularly if Tupperville is permitted to develop for commercial purposes), it is still viewed as the superior traffic solution to a full movement, signalized intersection in the vicinity of Lot 10, Plan 347. The desired road pattern will also encourage and permit comprehensive redevelopment of the small, fragmented land holdings on the west side of Hurontario Street by defining appropriate size development parcels.

4.2 Housing Mix and Density in the Secondary Plan Area

4.2.1 Housing Mix

The Official Plan, via Secondary Plan policies, normally sets out certain housing mix and development density targets for new development areas. The Fletchers Creek South Secondary Plan, as amended by Official Plan Amendment Number 36, sets out the mix and density parameters for the Secondary Plan Area south of Steeles Avenue. The following table indicates the current housing mix and density trends in Secondary Plan Area Number 24, as well as the guidelines established by Official Plan Amendment Number 36.

Table 1: Secondary Plan Area 24 - Housing Mix by Percentage of Dwelling Units and Gross Residential Density<sup>1</sup>

	<u>Density Types</u>				Density <sup>1</sup>
	<u>VLow</u>	<u>Low</u>	<u>Med.</u>	<u>High</u>	
Approved Development <sup>2</sup> & Designated Lands <sup>3</sup>	2046 30.5%	1328 19.8%	1140 17.0%	2184 32.6%	9.8
OPA 36 Range	25-35%	15-25%	15-25%	20-30%	10.5 max.
Approved Development & Submitted Proposals <sup>4</sup>	2046 28.5%	1328 18.5%	1050 14.6%	2747 38.3%	10.35

1. units per gross residential acre.
2. committed development minus institutional zones (Holland Christian, Southbrook, Sir Lou 2).
3. estimated dwelling unit yield from undeveloped/unzoned lands designated for residential development.
4. includes, as submitted, Tri-Green Developments (Finer), Tupperville Holdings, 756277 Ontario Limited.

Under the category of approved development plus the development of vacant lands as they are designated, Table 1 indicates that the housing mix is acceptable in relationship to the housing mix ranges set out by Official Plan Amendment Number 36. Even though high density type dwelling units will exceed the upper range limit of 30

percent by 2.6 percentage points (32.6%), this is acceptable assuming a permitted variance of 3.0 percentage points on either side of a density range (e.g. a 20-30% mix range would permit a mix of 17 to 33%) in accordance with Official Plan interpretation policies.

Table 1 indicates that if submitted proposals (i.e. Tri-Green, Tupperville and 756277 Ontario Limited) were approved as received and added to development already committed then the percentage of high density dwelling types in the Fletchers Creek South Secondary Plan Area would become even more pronounced. High density dwelling types would exceed the 30 percent upper range by 8.3 percentage points (38.3%) while the medium density housing types would underachieve their 15 percent lower range by 0.4 percentage points (14.6%).

In all scenarios under Table 1, the gross residential density is acceptable as the overall density resulting from development in the Fletchers Creek South Secondary Plan Area is under the maximum of 10.5 units per gross residential acre. If the remainder of the Secondary Plan Area is developed as designated, then no official plan amendment would be necessary to adjust the housing mix. However, if additional high density development is permitted relative to what is designated for high density residential development in the Secondary Plan (i.e. Finer at 783 units and 756277 Ontario Limited at 240 units) then the housing mix range for high density dwelling types must be adjusted by amendment to the Secondary Plan.

#### 4.2.2 Development Density

The Fletchers Creek South Secondary Plan currently stipulates that high density residential development shall not exceed 40 units per net residential acre (40 upa). Two of the three applications in the Steeles - Hurontario Street area under consideration by the City

involve high density residential development. The applications, as they currently stand, propose the following net residential densities:

- Tri-Green (Finer) - 783 units on 14 acres = 55.9 units per acre.
- 756277 Ont Ltd. - 240 units on 4.2 acres = 57.1 units per acre.

Staff cannot support the development of these densities in the Fletchers Creek South Secondary Plan Area. The following table lists the development details of various high density residential sites in the general vicinity of Steeles Avenue and Hurontario Street.

Table 2: Comparison of High Density Sites in Southwest Brampton

Location	Buildings	Units	Height	Net Density <sup>1</sup>	Floor Space Index <sup>2</sup>
Pinnacle	3	414	12	44	1.54
Pagebrook	4	1110	20-21	79.3	max 1.75
Kaneff	2	508	22	50.8	1.22
Crown East	1	197	20	45.0	2.42
Crown West	1	201	17	41.0	1.45
City South	4	722	12-23	50.6	1.40-2.22
Peel Non-Profit					
County Court	1	81	4	33.0	0.81
Sir Lou Drive	1	103	9	67.0	1.60

1. units per net residential acre.

2. ratio of gross floor area to net lot area.



Table 2 indicates that the majority of high density development in the area is in the 40 to 50 units per acre density range. Exceptions are the Pagebrook buildings and the Peel Non Profit project on Sir Lou Drive. In both instances, City Council made a conscious decision on the higher densities relative to other considerations. For the Pagebrook proposal, it involved lands for the now constructed City golf course on the east side of Hurontario Street, south of Steeles Avenue. For the Peel Non Profit project on Sir Lou Drive, the property was small, the building was only 9 stories tall and the floor space index (bulk of the building) is insignificant compared to the density yield on the project. The fact that the building is a non-profit housing project may also hold some significance with less stringent parking standards. It is also worthy of note that one of the best locational (in the opinion of staff) high density residential sites in the Fletchers Creek area received approval at a density of only 50.6 units per net residential acre (City South Limited).

Given the above, staff cannot support any high density residential development in the subject vicinity in excess of 50 units per net residential acre. Given locational considerations and the potential for proximity to low density housing forms, a lower density value of 40 to 45 units per net residential acre would probably be the more appropriate density yield on high density residential development in the southwest quadrant of Steeles and Hurontario Street.

#### 4.3 Proposed Land Use and Development Concepts

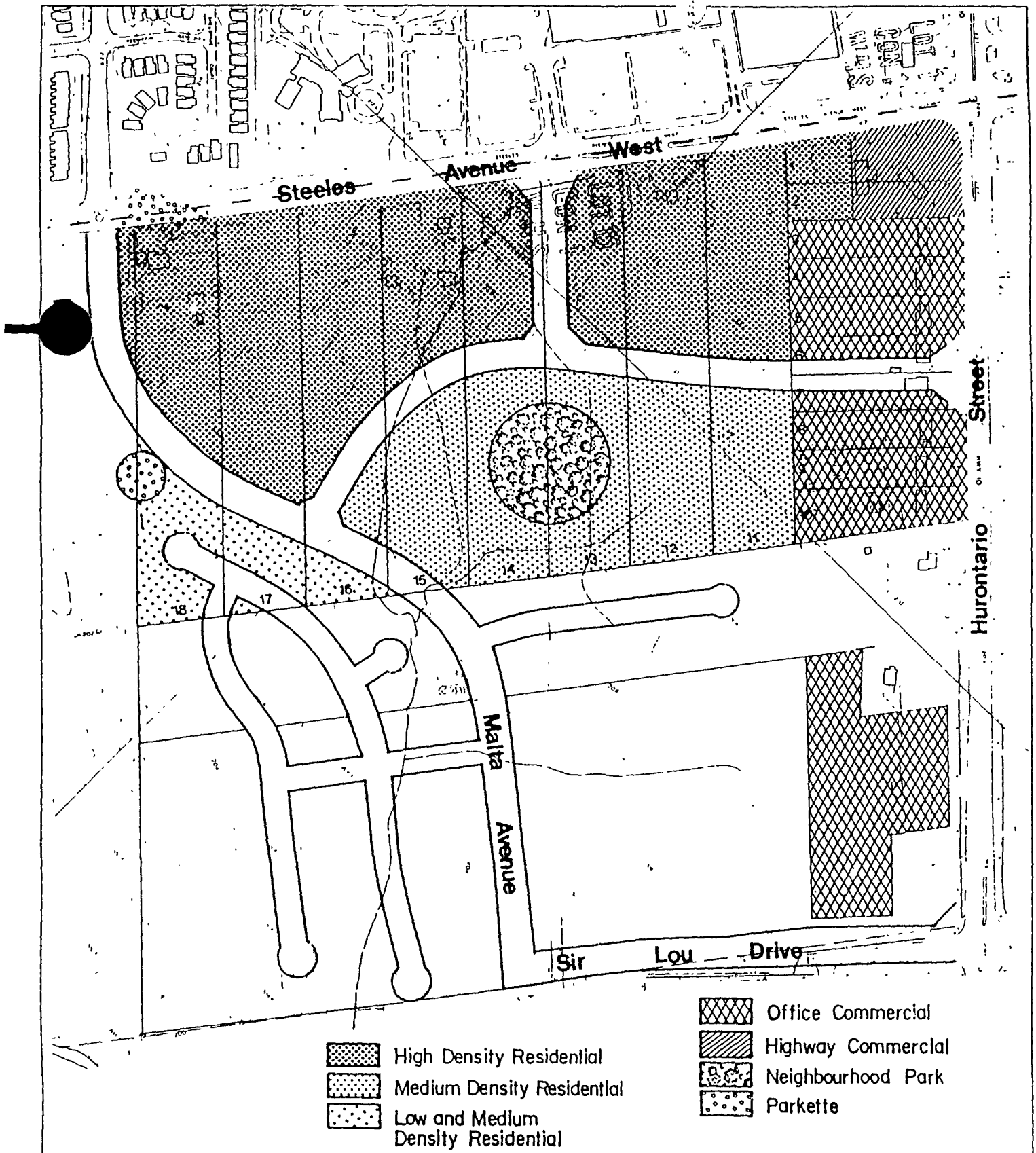
As previously noted, the three applications which spurred this review of the Fletchers Creek South Secondary Plan are Tupperville Holdings, Tri-green Developments (Finer) and 756277 Ontario Limited. Planning Committee/Council has now had exposure to 2 proposed development concepts for the subject area. The first appeared as a report dated February 16, 1989 at the February 20, 1989 meeting of Planning Committee. The second appeared as a proposed motion which did not carry at the February 27, 1989 meeting

of Council (refer to Section 1.0 of this report for the motion). Figure 4 (Concept 1) attached to this report graphically illustrates the proposed development concept set out in the February 16, 1989 staff report. Figure 5 (Concept 2) attached to this report graphically illustrates the development concept which would result from the implementation of the motion presented at the February 27, 1989 Council meeting. The following sections compare the two concepts.

4.3.1 Development Concept 1 - Figure 4 - February 16 Planning Report

Development Concept 1, as illustrated on Figure 4 attached, was proposed in the planning report dated February 16, 1989 which went before Planning Committee on February 20. The main elements of this concept entail the following:

1. implement the internal road pattern as approved by Public Works with:
  - right in/out access only to Hurontario Street at Lots 6 and 7, Plan 347;
  - full movement, signalized access at Steeles Avenue opposite entrance to Shoppers World at mid-lot location; and,
  - full movement access at McMurchy Avenue Extension (Malta Avenue) in the mid-point area of the reverse curve.
2. redesignate (from high density residential) Lots 3 to 10, Plan 347 for office commercial development with no retail commercial space except to serve the immediate needs of the building's employees and tenants;
3. Lot 3, Plan 347 must be consolidated with the Tupperville Holdings development application;



**Proposed Secondary Plan Designations**

CONCEPT 1

Figure 4



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**CITY OF BRAMPTON**

Planning and Development

Date: 1989 03 01

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File no.

Map no. 75-27A

4. redesignate (from low and medium density residential) Lots 14, 15 and 16, Plan 347 north of the internal road for high density residential purposes at 50 upa;
5. restrict Tri-Green Developments property to high density residential at 50 upa north of the internal road and consolidate Lot 2, Plan 347 with this property - estimated dwelling unit yield of 325 high density residential units and 65 medium density units;
6. restrict Lots 11, 12 and 13 (Tri-Green) and Lots 14, 15 and 16, Plan 347, south of the internal road, to medium density residential development to help sustain the mix percentage for that housing type in the overall Secondary Plan Area;
7. a neighbourhood park of approximately 4.0 acres in size will be obtained in the vicinity of Lots 13 and 14, Plan 347, south of the internal road;
8. attempt to provide walkway access to the neighbourhood park from the south and/or west;
9. application by 756277 Ontario Limited for high density residential uses not be supported and retain the subject site (Block 6, Plan M-762) for office development as presently designated; and,
10. it is anticipated that the following housing mix would result from Development Concept 1 if all low and medium density designations, excepting west of Malta Avenue as noted below, are developed for medium density dwelling types at 17.5 upa and high density designations are developed at 50 upa:

Fletchers Creek Secondary Plan Area - Capacity Housing Mix

	Density Types				Total
	VLow	Low	Med.	High	
Central Area (units) <sup>1</sup> Hurontario-McLaughlin Rd.	508	443	545	1951	3252
Overall (units)	1981	1258	1130	2349	6718
(percent)	29.5%	18.7%	16.8%	35.0%	100%
OPA 36 (percent) Approved Range	25-35%	15-25%	15-25%	20-30%	

1. • Lots 3-10, Plan 347 designated for office commercial.
  - 756277 Ontario Limited (Sanfour office site) stays as office.
  - north half Lots 14-18 Plan 347 developed for 600 high density units.
  - Tri-Green developed for 325 high density units, 65 medium density units.
  - 15 very low density units attributed to Lots 16, 17, 18 Plan 347 west of Malta Avenue.

The following paragraphs briefly summarize the reasoning behind Development Concept 1 (Figure 4 attached) which is more fully explained in the February 16, 1989 planning report.

No objections were held against the Tupperville Holdings proposal (File T1W15.19) for approximately 56500 square feet of office space, including ground floor retail, on Lots 4, 5 and 6 of Plan 347 provided:

1. Lot 3, Plan 347 abutting the south limit of the Petro Canada gas bar at the southwest corner of Steeles and Hurontario was incorporated into and developed with the Tupperville Holdings property;

2. no retail commercial uses are permitted except for minor commercial uses (pharmacy and restaurant) which are clearly accessory to the office uses; and,
3. Tupperville is willing to accept the right in/out situation for the internal road intersecting with Hurontario Street immediately south of the Tupperville property.

Office uses along Hurontario were viewed as acceptable and in keeping with the gateway concept and secondary office employment centre concept for Hurontario Street south of Steeles, as envisaged by the Fletchers Creek South Secondary Plan. Since the high density apartment designations opposite these lands on the east side of Hurontario Street in the original Fletchers Creek Plan were developed for a retail centre and lower profile townhouse development, the proposed change from high density apartments to a slightly lower profile office designation is considered to be consistent with existing development.

Assuming two development blocks of approximately 3.5 acres each on the north and south side of the internal road will necessitate that Tupperville incorporate Lot 3 of Plan 347 into their development scheme. The City cannot leave Lot 3 without any development alternatives and access to Hurontario Street only. The redesignation of two 3.5 acre development blocks from high density residential to office development will also assist in the reduction of the housing mix percentage for high density housing types by deleting 7 acres (350 units) of that housing type from the mix totals. In addition, the presumably shorter office buildings versus high density residential buildings will have less of a shadowing and overlook effect on any lower density residential uses to the south and west.

Staff cannot support any freestanding retail commercial uses on the ground floor of any office development on Lots 3 to 10 of Plan 347. Recent market studies and commercial occupancy trends in this area of Brampton suggest that the commercial market potential in the area is at or near a saturation point. The only supportable use for any office development would be a small restaurant or cafeteria to service employees in the building or a pharmacy to serve medical offices. The right in/out only situation for the internal road intersection with Hurontario Street may also be seen as a hardship for an office commercial use but Tupperville applied to the City even with this access arrangement understood. If a no left turn in arrangement from Hurontario Street is adequate for the Tupperville proposal, then the same should hold true for any office development on the southerly development block on Lots 7 to 10, Plan 347. Regardless, the City is not prepared to permit left hand turns across southbound Hurontario Street traffic to access the west side of the road for any type of use established by redevelopment.

Under Development Concept 1, the Tri-Green Developments (Finer) property (File T1W15.11) would be developed for high density residential, medium density residential and neighbourhood park uses, as illustrated on Figure 4 attached. The section of the subject property abutting Steeles Avenue, north of the internal road, would be the high density block at a maximum of 50 units per acre. It is desirable that parts of Lots 1 and 2, Plan 347, which are designated for high density residential use and situated west of the Petro Canada gas bar and east of the existing Tri-Green Developments Holdings, not be left isolated from any redevelopment plans and should be incorporated with either the Tri-Green property or the gas bar development (remainder of Lots 1 and 2, Plan 347) to the east. The following is a dwelling unit yield estimate for the Tri-Green property under Development Concept 1 illustrated on Figure 4 attached:

High Density Residential

- 5.7 acres @ 50 upa o 285 units
- pt. Lots 1 & 2, Plan 347 - .75 acres o 40 units  
325 units

Medium Density Residential

- 3.7 acres @ 17.5 upa o 65 units

Neighbourhood Park

- 3.0 acres

It would be preferable to specify that the south half of the Tri-Green property (south of the internal road) be developed for medium density dwelling types only (as opposed to the low density option under the Secondary Plan) in order to help elevate the medium density housing types in relationship to the overall housing mix in the Secondary Plan.

Under Development Concept 1, as identified on Figure 4 attached, the portion of Lots 14, 15 and 16, Plan 347 abutting Steeles Avenue, north of the internal road, are proposed for redesignation from low and medium density residential to high density residential. With the north half of these lots defined by the internal road on the south and high density designations to the east (Tri-Green) and west (southeast corner of Malta and Steeles), it would be appropriate and logical to redesignate the north half of Lots 14, 15 and 16 in Plan 347 for high density residential uses as indicated on Figure 4. The portion of Lots 14, 15 and 16 south of the internal road would also be designated for neighbourhood park and medium density residential uses.



The internal roadway would clearly define the southerly transition from high to medium density dwelling types and a consistent development theme would be maintained along the south side of Steeles Avenue between McMurchy Avenue (Malta) and Hurontario Street. This spatial arrangement would also ensure a nominal amount of shadowing by the high density development on the low density housing forms to the south. The redesignation of the north half of Lots 14, 15 and 16 in Plan 347 would add approximately 7 acres of high density residential designation to the Fletchers Creek South Secondary Plan and thus offset the redesignation for office commercial uses on Lots 3 to 10, Plan 347 along the west side of Hurontario Street.

Under Development Concept 1, the application by 756277 Ontario Limited (File T1W15.18) for 240 high density residential units at the corner of Sir Lou Drive and Hurontario Street would be denied. The site is currently designated and zoned for office uses and there is no compelling reason presenting itself to justify support for this application. The development of these lands for office uses would be consistent with the Famous Players office/retail development on the opposite side of Hurontario Street.

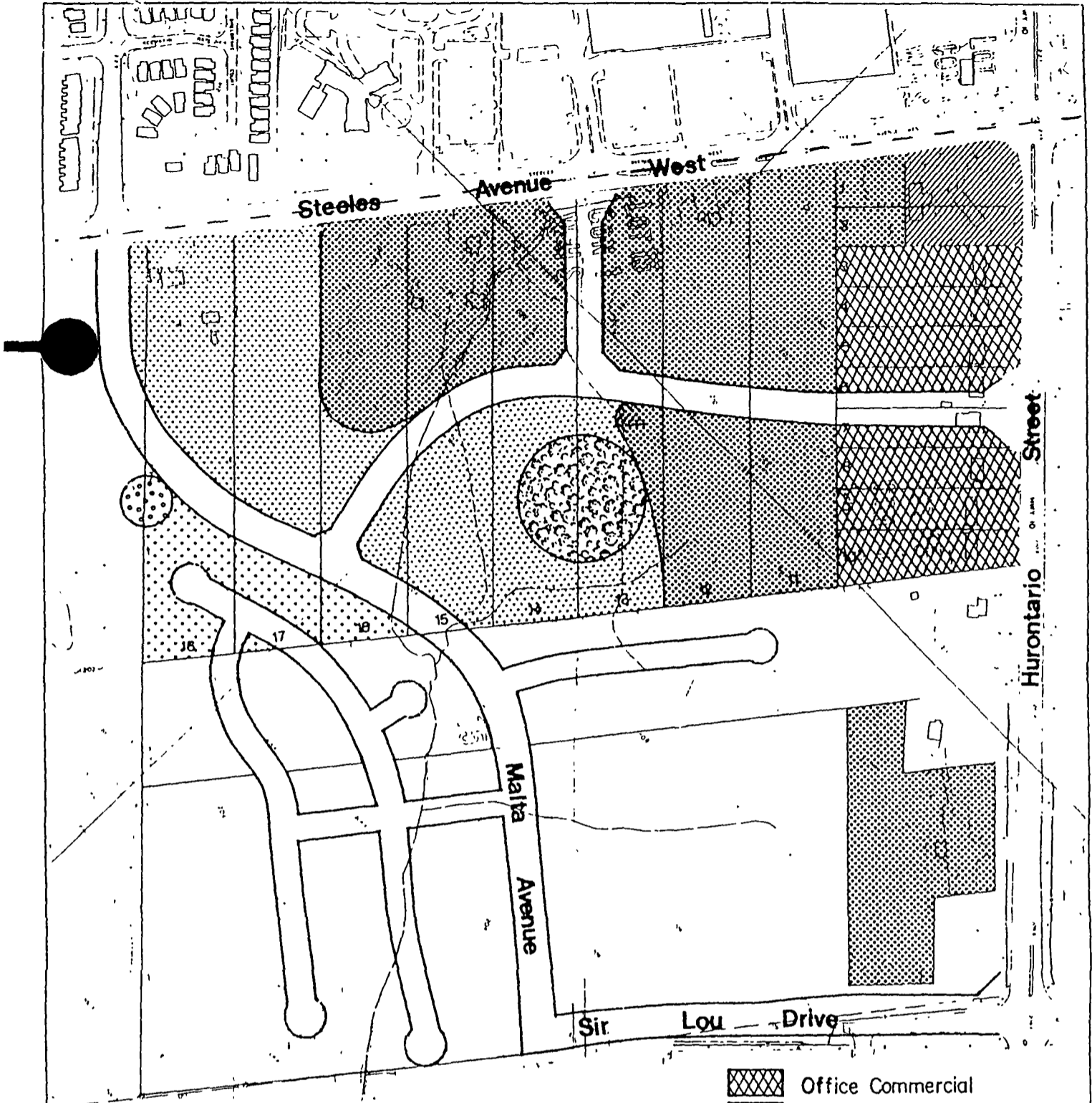
The subdivision in which the subject property (Block 6, Plan M-762) is situated was just registered in May of 1987. The property is zoned and designated for office uses and would permit 140200 square feet of gross commercial floor area in a 12 storey building, 10 percent of which is eligible for restricted (retail) commercial uses. The City should not abandon its long term goals for the Hurontario Street corridor south of Steeles Avenue as a secondary office employment centre. Just because a recent purchaser of the property wants to immediately develop or sell the subject lands for high density residential purposes does not justify abandoning this site when the development of offices on it may be more feasible or viable in the long term. The applicant has not demonstrated that








office development is not practical on this site over the long term and the subject site should be preserved for future office development. The development of offices on this site would be in keeping with the gateway concept for Hurontario Street, south of Steeles Avenue, as envisaged by the Secondary Plan.

4.3.2 Development Concept 2 - Figure 5 - February 27 Council Motion

Development Concept 2, as illustrated on Figure 5 attached, was proposed by means of a motion before City Council on February 27, 1989. The main elements of this concept entail the following:

1. maintain internal road pattern as approved by Public Works and illustrated on Figure 3 attached;
2. redesignate (from high density residential) Lots 3 to 10, Plan 347 for office commercial development with no retail commercial space except to serve the immediate needs of the building's employees and tenants;
3. Lot 3 must be consolidated with the Tupperville Holdings development application;
4. redesignate (from low and medium density residential) Lots 14, 15 and 16, Plan 347 north of the internal road for high density residential purposes and leave the southerly portions of Lots 14, 15 and 16 designated for low and medium density residential and neighbourhood park;
5. permit high density residential (as designated) on the portion of Lots 11, 12 and 13, Plan 347 (Tri-Green Development) north of the internal road and redesignate from low and medium density residential and neighbourhood park, the southerly portion of Lots 11, 12 and 13 for high density residential uses and neighbourhood park;



- |   |                                    |   |                    |
|---|------------------------------------|---|--------------------|
|  | High Density Residential           |  | Office Commercial  |
|  | Medium Density Residential         |  | Highway Commercial |
|  | Low and Medium Density Residential |  | Neighbourhood Park |
|   |                                    |  | Parkette           |

**Proposed Secondary Plan Designations**

CONCEPT 2

Figure 5



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File no.                      Map no. 75-27B

- 6. redesignate (from institutional) Block 6 of Plan M-762 (756277 Ontario Limited), for high density residential uses;
- 7. redesignate (from high density residential) the north portion of Lots 17 and 18, Plan 347, at the southeast corner of Malta and Steeles Avenues, for low and medium density uses; and,
- 8. it is anticipated that the following housing mix would result from Development Concept 2 if all low and medium density designations, excepting west of Malta Avenue as noted below, are developed for medium density dwelling types at 17.5 upa and high density designations are developed at 50 upa:

Fletchers Creek Secondary Plan Area - Capacity Housing Mix

	Density Types				
	VLow	Low	Med.	High	Total
Central Area (units) <sup>1</sup> Hurontario-McLaughlin Rd.	508	443	615	2017	3583
Overall (units)	1981	1258	1200	2415	6854
(percent)	28.9%	18.4%	17.5%	35.2%	
OPA 36 (percent)	25-35%	15-25%	15-25%	20-30%	
Approved Range					

- 1 • Lots 3-10, Plan 347 designated for office commercial.
- 756277 Ont Ltd. (Sanfour office site) developed for 210 high density units.
- north half Lots 14-18, Plan 347 developed for 275 high density units and 140 medium density units.
- Tri-Green developed for 506 high density units.
- 15 very low density units attributed to Lots 16, 17 and 18, Plan 347 west of Malta Avenue.

Secondary Plan Area (see Section 5.0 Conclusion/Comparison). In addition, certain urban design goals would be achieved with high density development occupying the west side of Hurontario Street from Sir Lou Drive north to Steeles Avenue and westerly to a point opposite the existing Kaneff buildings on the north side of Steeles. West of this point, Steeles Avenue would be framed on both sides by lower density housing forms.

5.0 CONCLUSION/COMPARISON

This report has presented two different development concepts for the southwest quadrant of Steeles Avenue and Hurontario Street which have been before Council previously. Development Concept 1 was presented to Planning Committee at their February 20, 1989 meeting via a February 16 planning report. Development Concept 2 was tabled as a proposed motion at the February 27, 1989 Council meeting.

As anticipated with the creation of Development Concept 2, both concepts will have virtually the same effect on the final capacity housing mix for the Fletchers Creek South Secondary Plan Area. The following table compares the housing mix results for both Development Concepts to the approved housing mix ranges contained in Official Plan Amendment Number 36.

Fletchers Creek South - Capacity Housing Mix

	Density Types				Total
	VLow	Low	Med. o	High	
Development Concept 1 (overall units)	1981	1258	1130	2349	6718
(percent mix)	29.5%	18.7%	16.8%	35.0%	
OPA 36 (percent)					
Approved Mix Range	25-35%	15-25%	15-25%	20-30%	
Development Concept 2 (overall units)	1981	1258	1200	2415	6854
(percent mix)	28.9%	18.4%	17.5%	35.2%	

Under Development Concept 2, essentially all three development applications (Tupperville Holdings, Tri-Green Development and 756277 Ontario Limited) currently under consideration by the City would be permitted to proceed largely in the form they were submitted, subject to density reductions for Tri-Green and 756277 Ontario Limited provided the recommended maximum of 50 upa is approved. Whereas Tri-Green submitted at 783 units, they would be permitted 506 high density units and contribute approximately 3 acres to a neighbourhood park. Whereas 756277 Ontario Limited submitted 240 units on a zoned office site, they would be permitted 210 high density units. As with Development Concept 1, the northerly portion of Lots 14, 15 and 16 are redesignated for high density residential uses; however, under Concept 2, an existing high density residential designation at the southeast corner of Steeles Avenue and Malta Avenue (Lots 17 and 18, Plan 347) is "down designated" to low and medium density residential uses. This redesignation to low and medium density residential uses is based on the desire to have a lower profile form of development opposite the single family units located on the north side of Steeles Avenue between McMurphy Avenue and the Kaneff apartment buildings. Such a "down designation" may result in landowner objections.

The development of apartments on the zoned office site at Sir Lou Drive and Hurontario Street (756277 Ontario Limited) is somewhat contrary to the objective of developing a secondary office centre in this area; but the proposal (a 12 storey apartment building) would be consistent with the urban design objective of having relatively tall buildings along the Hurontario Street corridor.

Briefly summarizing the reasoning behind Development Concept 2, it is noted that the same principles apply to the proposed road pattern under Development Concept 1. With respect to the proposed land use designations, it was anticipated that the three development applications under consideration by the City could generally proceed as submitted and not register a significantly different effect on the overall capacity housing mix for the Fletchers Creek South

As the table indicates, the mix percentage of both medium and high density housing types is slightly elevated in Development Concept 2 relative to Development Concept 1. These figures assume that the remaining high density designations will be developed at a maximum density of 50 units per net residential acre in accordance with staff's position on this issue as indicated in Section 4.2.2 of this report. In the event that either Development Concept is approved, an official plan amendment will be required to adjust the housing mix range for high density dwelling types since the permitted variance from the approved housing mix ranges is 3 percentage points to either side of the range.

As the proposed road pattern to service the area is the same in each Development Concept and assuming that this road pattern will be the one approved, the following is a brief synopsis of the salient elements of the two Development Concepts:

Development Concept 1

- requires an Official Plan amendment to adjust the Secondary Plan housing mix range for high density dwelling types.
- would promote vertical definition of buildings along south side of Steeles Avenue from Malta Avenue to Hurontario Street and along the west side of Hurontario Street from Steeles Avenue to Sir Lou Drive.
- would clearly define transition of lower density housing types to higher density housing types by the use of the internal collector road as a transitional "barrier".
- would promote office commercial development on Hurontario Street (Lots 3 to 10 Plan 347) in keeping with the Secondary Plan gateway concept and the objective of having a secondary office employment centre on Hurontario Street south of Steeles Avenue.

- would retain Block 6, Plan M-762 at the northwest corner of Hurontario Street and Sir Lou Drive for office commercial uses.

Development Concept 2

- requires an Official Plan amendment to adjust the Secondary Plan housing mix range for high density dwelling types.
- would promote vertical definition of buildings along south side of Steeles Avenue from a point opposite the Kaneff buildings on the north side of Steeles Avenue to Hurontario Street and along the west side of Hurontario Street from Steeles Avenue to Sir Lou Drive.
- would promote office commercial development on Hurontario Street (Lots 3 to 10 Plan 347) in keeping with the Secondary Plan gateway concept and the objective of having a secondary office employment centre on Hurontario Street south of Steeles Avenue.
- would permit the three applications in the area currently under consideration by the City to proceed largely on the basis under which they were submitted.
- would permit Block 6, Plan M-762 at the northwest corner of Hurontario Street and Sir Lou Drive which is currently zoned for 12 storeys of office development to be developed for high density residential uses.
- would "down designate" a high density residential site at the southeast corner (Lots 17 and 18, Plan 347) of Malta Avenue and Steeles Avenue to a low and medium density residential designation.

Staff request direction as to which Development Concept Planning Committee would prefer to implement in the Steeles and Hurontario Street vicinity.

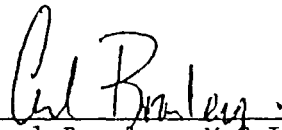


6.0 RECOMMENDATION


IT IS RECOMMENDED THAT:


1. Planning Committee define which is the preferred Development Concept for the southwest quadrant of Steeles Avenue and Hurontario Street;
2. staff be authorized to draft the appropriate Official Plan and Secondary Plan amendments to implement the preferred Development Concept;
3. that a public meeting be scheduled at the next available opportunity (regular date) to present the preferred Development Concept; and,
4. subject to the results of the public meeting, the appropriate Official Plan and Secondary Plan amendments to implement the preferred Development Concept be presented to City Council for adoption.

Respectfully submitted,

  
\_\_\_\_\_  
Carl Brawley, M.C.I.P.  
Policy Planner

AGREED:

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

  
\_\_\_\_\_  
John A. Marshall, M.C.I.P.  
Director of Planning  
Policy and Research

CB/am/14

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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May 18, 1989

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Southwest Quadrant Steeles and Hurontario Street  
 Part of Lot 15, Concession 1, W.H.S.,  
 (Former Township of Toronto)  
 FLETCHERS CREEK SOUTH SECONDARY PLAN  
 Our File Number: SP24

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## 1.0 INTRODUCTION/SUMMARY

As a result of certain development applications in the southwest quadrant of Steeles Avenue and Hurontario Street, the City has been reviewing the applicable Secondary Plan and future land use patterns for that area during the past few months. Development of the area has been discussed at a number of Planning Committee meetings and at one public meeting. After considering two different development concepts for the study area, Planning Committee directed that Development Concept 3 be introduced which is the purpose of this report.

Development Concept 3 is a blending of the first two concepts which would result in significant dwelling unit and population increases for the study area if it is implemented. Comparison of Concept 3 (developed at 50 units per acre) to what the original Secondary Plan would have permitted in the study area results in a 95 percent increase in dwelling units and a 69 percent increase in population.

	Dwelling Units	Population
Original Secondary Plan	1050	2595
Development Concept 3 (50 upa)	2045	4392

The implementation of Concept 3 at 50 units per net acre would also result in an overall housing mix for the Fletchers Creek South Secondary Plan Area which would result in a 44.1% percent proportion of high density residential dwelling units relative to other dwelling

density types, compared to 30% apartment units in the original Secondary Plan as adjusted by OPA 36.

Due to the population and dwelling unit increases which Development Concept 3 represents for the study area, staff cannot support the approval of Concept 3 without further background study. This report recommends that the following additional work is required prior to further consideration of the proposed Secondary Plan Amendment:

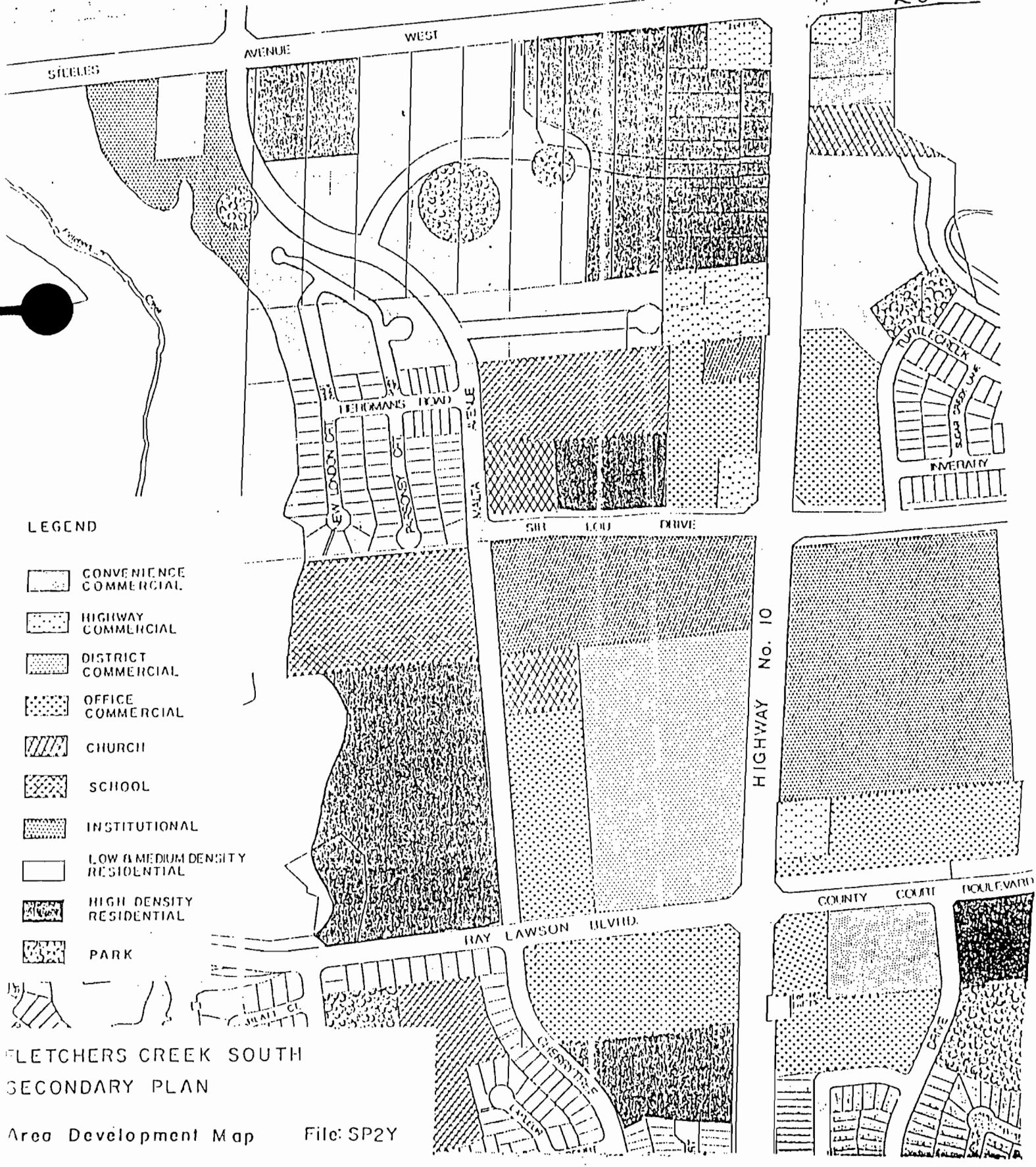
1. a comprehensive traffic study for the area; and
2. a re-evaluation of parkland and recreation requirements for the study area.

## 2.0 BACKGROUND











Further to the direction of Planning Committee on April 17, a development mosaic has been provided for the area south of Steeles Avenue between Hurontario Street and the Fletchers Creek Valley. A copy of this mosaic is attached for the information of Committee. The properties subject to the secondary plan review are shown with their existing secondary plan designations, the mosaic also indicates existing and planned development for the remaining areas shown.

At their meeting of February 20, 1989, Planning Committee considered a staff report dated February 16, 1989 which reviewed the Fletchers Creek South Secondary Plan as it relates to the southwest quadrant of Steeles Avenue and Hurontario Street. This report recommended an internal road pattern to ultimately provide access to the study area as well as a development concept for the lands involved in the secondary plan review. This concept has become known as Development Concept 1, an illustration of which is attached. This Concept proposed high density residential uses along the south side of Steeles Avenue between Hurontario Street and Malta Avenue (McMurphy Avenue Extension), medium density residential uses and a neighbourhood park south of an internal east-west collector road intersecting with Malta Avenue and Hurontario Street, and office commercial uses along the west side of Hurontario Street between Steeles Avenue and Sir Lou Drive, for those properties subject to the secondary plan review.

Development Concept 1 contained many finer details which are fully expressed in the February 16, 1989 staff report however, the concept did not support residential development for Block 6 of Plan M-762 at the north-west corner of Sir Lou Drive and Hurontario Street and all high



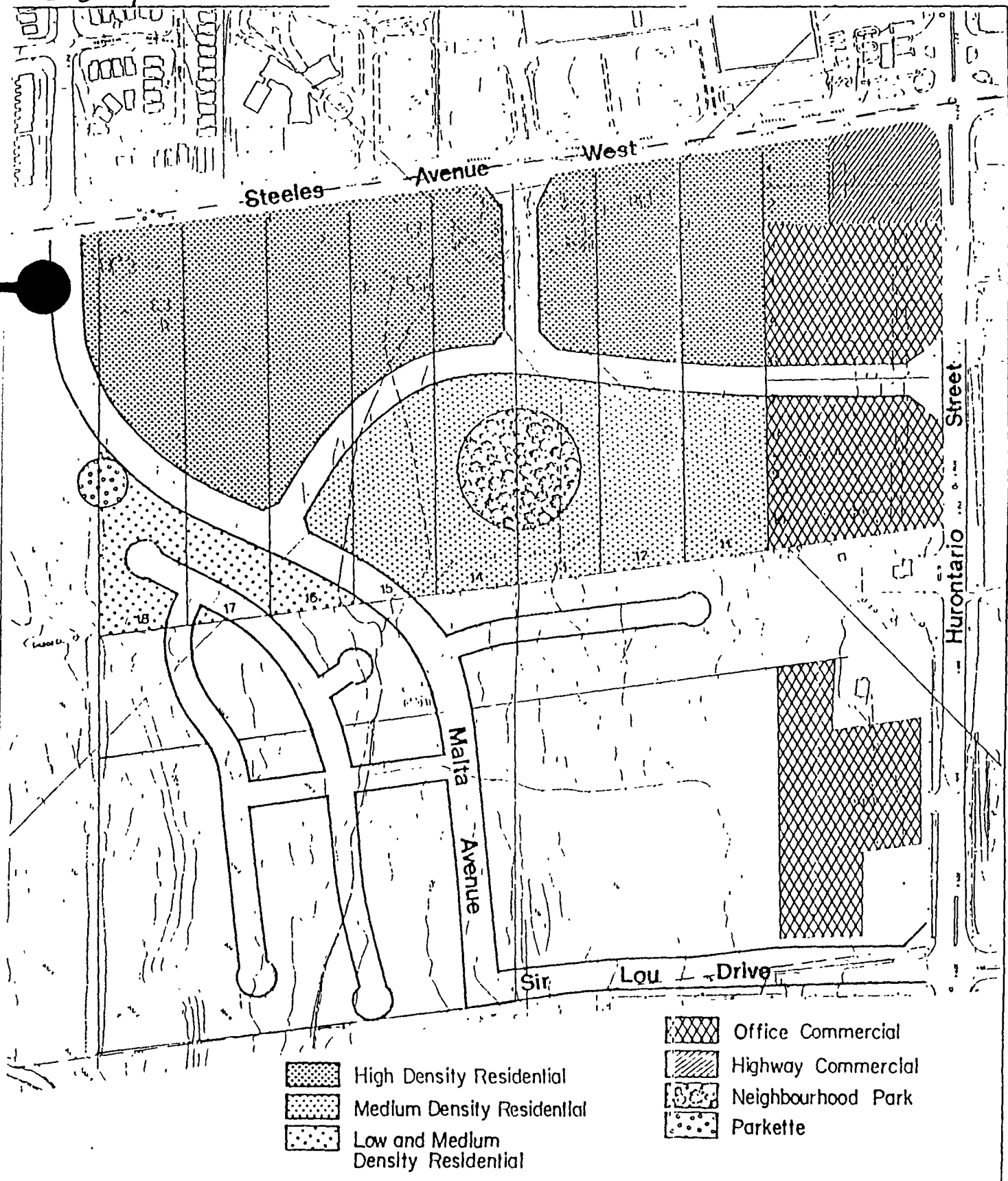
LEGEND




-  CONVENIENCE COMMERCIAL
-  HIGHWAY COMMERCIAL
-  DISTRICT COMMERCIAL
-  OFFICE COMMERCIAL
-  CHURCH
-  SCHOOL
-  INSTITUTIONAL
-  LOW & MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL
-  PARK





FLETCHERS CREEK SOUTH SECONDARY PLAN

Area Development Map File: SP2Y

E8-4



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential

-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan  
Designations  
CONCEPT 1



1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 03 01      Drawn by: *P.S.*  
File no.                      Map no. 75-27A

density residential development would be limited to a density of 50 units per net residential area (125 units per net residential hectare). Development Concept 1 basically maintained the capacity housing mix which was specified for the Fletchers Creek South Secondary Plan Area by Official Plan Amendment Number 36. The following table indicates anticipated capacity housing mix and density for the Fletchers Creek South Area given the development of Concept 1:

Table 1: Fletchers Creek South Secondary Plan o Capacity Housing Mix o Development Concept 1

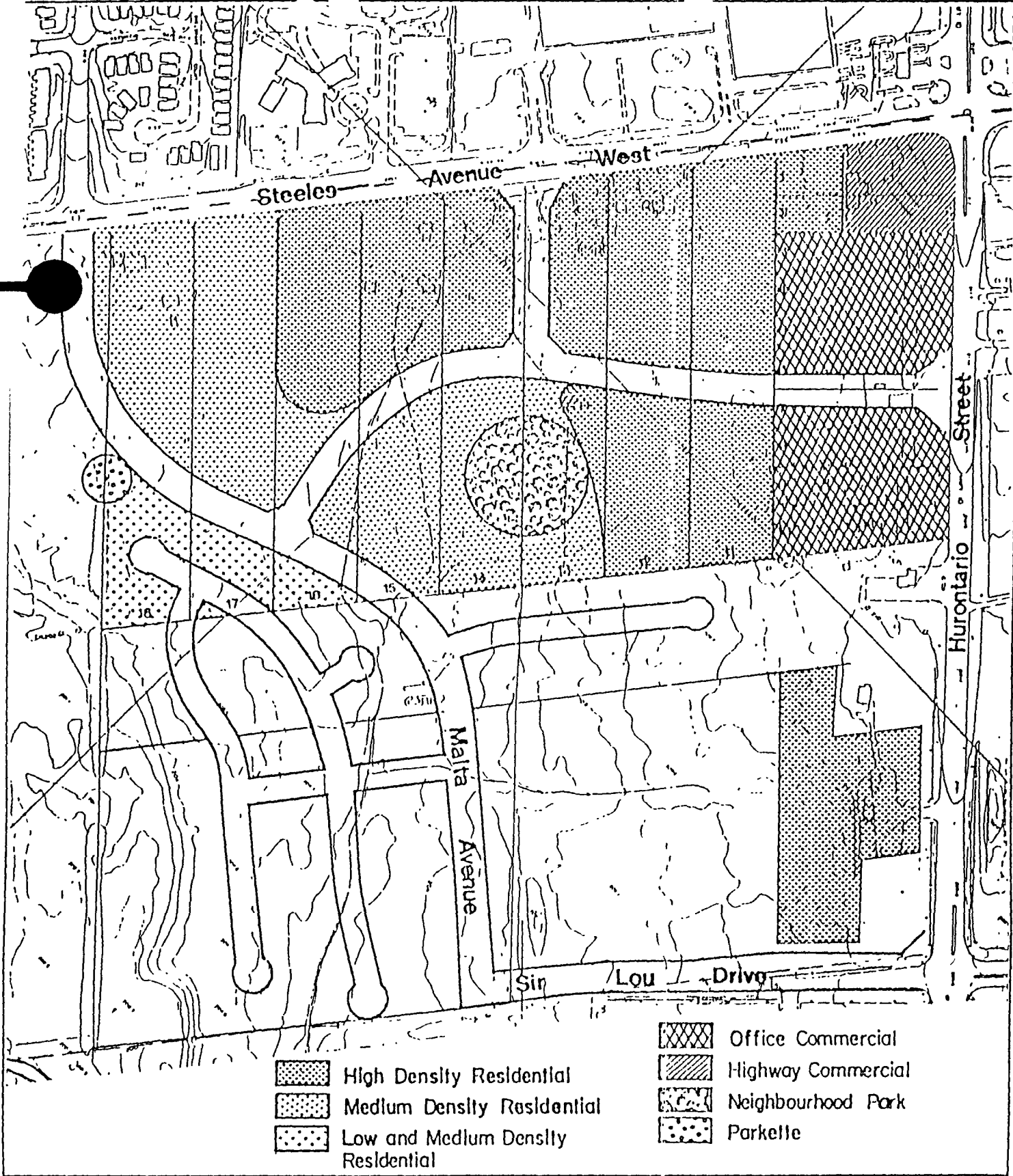
	<u>Density Types</u>				Total	Density <sup>1</sup>
	<u>V Low</u>	<u>Low</u>	<u>Med.</u>	<u>High</u>		
Dwelling Units	1981	1258	1130	2349	6718	9.9
(percent)	29.5%	18.7%	16.8%	35.0%	100%	
OPA 36 (percent)	25-35%	15-25%	15-25%	20-30%		10.5 max.
Approved Range						




<sup>1</sup> units per gross residential acre.





After considering Development Concept 1, Planning Committee suggested an alternative development concept (Development Concept 2) which was referred back to staff for a further report to Planning Committee. At their meeting of March 6, 1989, Planning Committee considered a second staff report dated February 28, 1989 regarding the study area. This report compared Development Concept 1 and Development Concept 2.

Development Concept 2, an illustration of which is attached, would permit Block 6, Plan M-762 at the northwest corner of Sir Lou Drive and Hurontario Street to develop for high density residential purposes, remaining properties which are subject to the Secondary Plan Review and fronting onto the west side of Hurontario Street would be developed for office commercial purposes, the Tri-green Developments holding (Lots 11, 12, 13, Plan 347) would be developed for high density residential purposes and a high density residential designation in the existing secondary plan would be transferred from Lots 17 and 18, Plan 347 (southwest corner of Steeles and Malta Avenue) to the north half of Lots 14, 15 and 16 to the east. The proposed neighbourhood park remained in the general vicinity of the south half of Lots 13 and 14 in Plan 347. It was

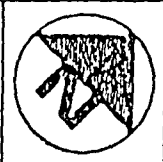
E8-6



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential

-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan  
Designations  
CONCEPT 2



1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 03 01      Drawn by: P.S.  
File no.                      Map no. 75-27B

anticipated that the realization of Development Concept 2 would result in the following capacity housing mix relative to the approved ranges for the Fletchers Creek South Secondary Plan Area:

Table 2: Fletchers Creek South Secondary Plan o Capacity Housing Mix o Development Concept 2

	<u>Density Types</u>				Total	Density <sup>1</sup>
	V Low	Low	Med.	High		
Dwelling Units	1981	1258	1200	2415	6854	10.1
(percent)	28.9%	18.4%	17.5%	35.2%	100%	
OPA 36 (percent)	25-35%	15-25%	15-25%	20-30%		10.5 max.
Approved Range						

<sup>1</sup> units per gross residential acre.

After considering the comparison of Development Concepts 1 and 2 in the February 28, 1989 staff report, Planning Committee forwarded Development Concept 2 to a public meeting scheduled for April 5, 1989. At the public meeting, many of the area landowners and public expressed a desire that high density development be permitted along the length of Steeles Avenue between Malta Avenue and Hurontario Street and that the densities not be limited to 50 units per net residential acre. Mr. Cuttruzzola and Sheridan College, who own lands west of Malta Avenue, south of Steeles Avenue, also expressed their desires for high density residential designations. Mr. Barna, who owns Lot 14 in Plan 347, objected to the amount of neighbourhood park and road allowances allocated to his property. A copy of the public meeting notes and a staff report dated April 13, considered by Planning Committee on April 17, are attached to this report.

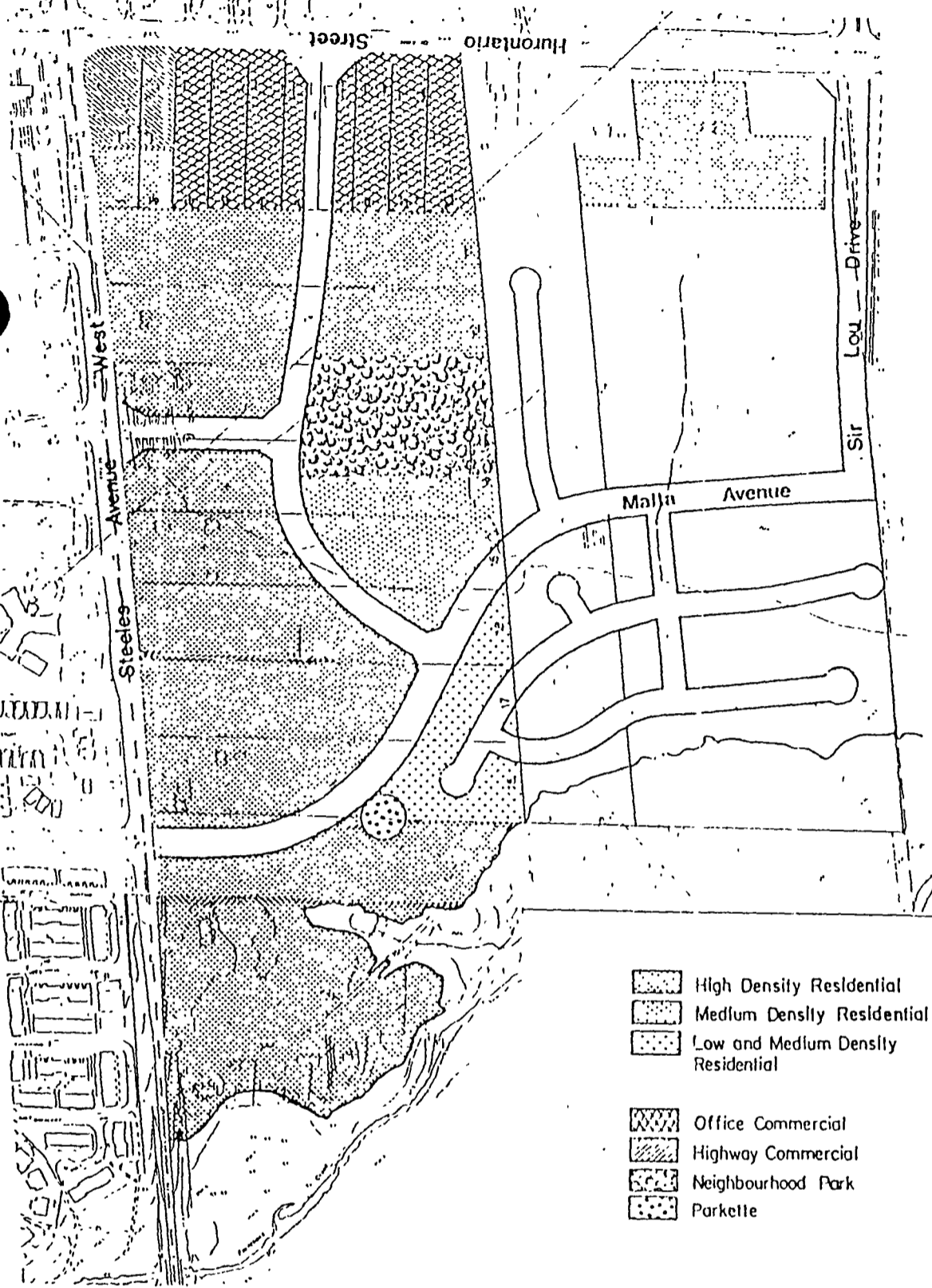
As a result of the public meeting, Planning Committee referred the matter back to staff in order that a third concept plan could be developed which would blend Development Concepts 1 and 2 while accounting for comments made by Planning Committee at the April 17 meeting.








3.0 DEVELOPMENT CONCEPT 3

Development Concept 3, an illustration of which is attached, expands the study area to include the Cuttruzzola and Sheridan College lands, above the top-of-bank of the Fletchers Creek, at the southwest corner of Malta Drive



E8-10



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

CONCEPT 3



1:4000

CITY OF BRAMPTON Planning and Development

Date: 1989 05 09 Drawn by: C J K  
File no. Map no. 75-278

and Steeles Avenue. In accordance with the general consensus at the April 17 Planning Committee meeting, all lands on the south side of Steeles Avenue, from the Fletchers Creek Valley to Hurontario Street, are designated for high density residential development. In addition, Block 6, Plan M-762 at the northwest corner of Hurontario Street and Sir Lou Drive is designated for high density residential development. As with Development Concepts 1 and 2, Lots 3 to 10 of Plan 347 on the west side of Hurontario Street are designated for office commercial uses. Lands south of the proposed east-west internal collector road are designated for high and medium density residential uses and a neighbourhood park, as they were under Development Concept 2. At the request of the Planning Committee for a better delineation of the park, it is identified as an approximately 100 by 170 metre (330 by 560 feet) block of 1.7 hectares (4.2 acres) in size which will be obtained from the southerly parts of Lots 12, 13 and 14 in Plan 347. The southeast corner of the neighbourhood park will coincide with a 3.0 metre wide walkway block which will connect to Tina Court in the Fieldgate subdivision plan to the south.

Also at the request of Planning Committee, staff have generated unit yields for Development Concept 3 based on different development densities for the high density residential blocks. The following yields are anticipated at various development densities:

Table 3: Unit Yields for Concept 3 under Different Density Scenarios

Development Block	Net Area (Acres)	Development Density		
		40 UPA	50 UPA	60 UPA
SHERIDAN/CUTTROZZOLA (west of Malta Ave.)	12.0	480	600	720
NORTHWEST BLOCK (part Lots 14-18)	12.6	504	630	756
NORTHEAST BLOCK (pt Lt 11-13, Tri-green)	6.6	264	330	396
SOUTHERLY BLOCK				
High Density (Lts 11/12)	4.0	160	200	240
Medium Density (Lts 14-16)	3.6	60	60	60
Low Density (Lts 16-18)	3.0	15	15	15
Neighbourhood Park (Lts 12-14)	4.2	-	-	-
SIR LOU/HURONTARIO (Block 6, Plan M-762)	4.2	168	210	252
TOTAL	50.2	1651	2045	2439

With the aggregate of the high density residential blocks having a net residential area of 39.4 acres (15.95 hectares), each density increment of 10 units per net acre (24.7 units per hectare) generates 394 dwelling units.

Under the original secondary plan designations for the subject area, the unit yields would have been approximately 300 low and medium density dwelling units and approximately 750 high density dwelling units. The development of Concept 3 at 50 units per net residential acre would yield approximately 75 low and medium density units and 1970 high density units, representing a dwelling unit increase of 95 percent over what the subject study area was originally designated for in the Fletchers Creek South Secondary Plan. Converting the anticipated dwelling unit counts to population using 2.1 people per high density dwelling unit and 3.4 people per low/medium density dwelling unit, Concept 3 and the original secondary plan would generate the following dwelling units and population for the subject study area:

	Dwelling Units	Population
Original Secondary Plan	1050	2595
Development Concept 3 (50 upa)	2045	4392

Therefore, while Development Concept 3 would increase the dwelling unit yield by 95 percent over the original secondary plan designations for the study area, the population yield would increase by an anticipated 69 percent.

The manner in which the southwest quadrant of Steeles Avenue and Hurontario Street is developed will also affect the overall capacity housing mix for the Fletchers Creek South Secondary Plan Area. Housing mix and density "targets" are set for New Development Areas in the Official Plan; Official Plan Amendment Number 36 set the following standards for the Fletchers Creek Area:

Very Low Density	25-35%
Low Density	15-25%
Medium Density	15-25%
High Density	20-30%
Maximum Gross Residential Density 10.5 units per net residential acre.	

Committee will recall concerns from earlier staff reports regarding the emerging predominance of high density dwelling units in the Fletchers Creek Area. Given the three different density scenarios for Development Concept 3, the following results are anticipated for the overall capacity housing mix and density for the Fletchers Creek Area:

Table 4: Fletchers Creek South Secondary Plan o Capacity Housing Mix o Development Concept 3

	<u>Density Types</u>				<u>Density<sup>1</sup></u>
	<u>V Low</u>	<u>Low</u>	<u>Med.</u>	<u>High</u>	
OPA 36 (percent) Approved Range	25-35%	15-25%	15-25%	20-30%	10.5 max.
40 upa o units (percent)	1981 27.1%	1258 17.2%	1060 14.5%	3000 41.1%	10.6
50 upa o units (percent)	1981 25.7%	1258 16.4%	1060 13.8%	3394 44.1%	11.2
60 upa o units (percent)	1981 24.5%	1258 15.6%	1060 13.1%	3788 46.8%	11.8

<sup>1</sup> units per gross residential acre.

Therefore, if Development Concept 3 is approved and developed at 60 units per net residential acre, then high density residential dwelling types will constitute approximately 47 percent of all dwellings in the area south of Steeles Avenue, between Second Line West (Chinguacousy Rd.) and Kennedy Road.

Assuming that a 3.0 percent variance from the approved housing mix range is an acceptable limit, all three versions of Development Concept 3 would require an amendment to the Official Plan to adjust the housing mix range for high density type dwelling units. Table 4 also illustrates that in each case, the approved maximum density target of 10.5 units per gross residential acre is exceeded by the three versions of Development Concept 3.

Table 5 compares the anticipated housing mix for the Fletchers Creek Secondary Plan Area after the approval of OPA 36 and the Avondale Secondary Plan Area, bounded by Queen Street East, Bramalea Road, Steeles Avenue and Dixie Road

which includes the Bramalea City Centre Area, to Development Concept 3 and the overall housing mix for the Fletchers Creek Area.

Table 5: Capacity Housing Mixes for:  
 OPA 36 Fletchers Creek Secondary Plan (SP24)  
 Avondale Secondary Plan (SP20)  
 Fletchers Creek plus Development Concept 3

	<u>Density Types</u>				<u>Total</u>	<u>Density<sup>1</sup></u>
	<u>V Low</u>	<u>Low</u>	<u>Med</u>	<u>High</u>		
Fletchers Creek (OPA 36)	2223 (36.3%)	1230 (20.1%)	861 (14.1%)	1809 (29.5%)	6123	10.0
Avondale Secondary Plan	1137 (21.7%)	814 (15.6%)	287 (5.5%)	2974 (57.0%)	5212	11.8
Fletchers Creek and Concept 3 (50 upa)	1981 (25.7%)	1258 (16.4%)	1060 (13.8%)	3394 (44.1%)	7693	11.2

<sup>1</sup> Units per gross residential acre.

Table 5 illustrates the increasing density of the Fletchers Creek Secondary Plan Area over the intent for the area established by Official Plan Amendment 36. The gross residential density is approaching that of the Avondale Secondary Plan Area and if it was not for the allotment of townhouses in the Fletchers Creek Area, the overall housing mix of Fletchers Creek would be approaching the proportion of high density units in the Avondale Secondary Plan Area.

In relative terms, Development Concept 3 is a blending of previous Concepts 1 and 2 which will result in a developed form which would largely resemble Development Concept 1. The addition of the Sheridan College and Cuttruzzola lands to the west of Malta Avenue between Steeles Avenue and the Fletchers Creek Valley is a logical extension to Concepts 1 and 2 that is incorporated into Concept 3. Both landowners have expressed an interest in developing these properties for high density residential purposes and the lands are considered by the Official Plan (section 2.1.1.4.10) as a good location for high density residential uses (ie. access, public transportation, concentrations of commercial

and institutional uses and significant topographical features ). The Sheridan College high density designation would partially abut future low density development however, adverse impacts can be minimized with careful site planning and the presence of a designated parkette which is intended for access between Malta Avenue and the Fletchers Creek Valley.

Development Concept 3 would be in keeping with the "gateway" concept for the Fletchers Creek South Area by providing vertical definition along the main arterial routes with an absence of surface parking and noise barrier walls in a well landscaped setting. Concept 3 also provides a reasonable separation of traditionally conflicting land uses by placing roads and open space as transitional relief barriers. Unlike Development Concept 1, Concept 3 would permit the three development applications in the study area currently under review by the City to proceed largely as submitted and unlike Development Concept 2, Concept 3 does not involve the "down-designation" of any landowner's property.

Despite these positive comments, staff remain concerned with regard to development densities in the study area. The staff report of February 28, 1988 which Planning Committee considered on March 6, 1988 took the position that any high density development in the study area should not exceed 50 units per net residential acre; a position that has not altered. Most of the high density sites in Fletchers Creek have developed in the 40 to 50 unit per acre range which establishes a reasonable precedent for development in the area. Higher densities may lead to excessive building heights depending upon gross and ground floor building areas and the configuration of any particular development site. Additional units will also translate to additional traffic in an already busy area.

Both Traffic Departments of the City and the Region have expressed valid concerns with the proposed development of the southwest quadrant of Steeles Avenue and Hurontario Street. The City is concerned with traffic flows in the general area and with the right-in/right-out intersection of the east-west internal road with Hurontario Street, particularly if the office commercial blocks are allowed to proceed on the west side of Hurontario Street, just south of Steeles Avenue. The Transportation Planning Division of the Region of Peel also expresses concern with residential densities in excess of 50 units per acre in the study area and the office commercial blocks on the west side of Hurontario. The Region feels that the development of one

office commercial block for a medical centre of approximately 70,000 square feet in size would be acceptable but that the other commercial block should be developed at the corner of Sir Lou Drive and Hurontario Street which 756277 Ontario Limited hopes to redesignate for high density residential uses. Higher traffic volumes from more intense development will also aggravate the functioning of the Steeles/Malta Avenue and Steeles/Hurontario Street intersections as well as ten single family homes which front onto Malta Avenue north of Sir Lou Drive.

For this reasoning staff feel that it is necessary that a comprehensive traffic study be conducted for the study area if Development Concept 3 is to proceed. Such a study would be paid for by developers in the area, subject to terms of reference to be drawn up by the City. In order to recover the costs of the study for the developers "leading the way", the City would attempt to recover proportionate shares of the cost from subsequent developers upon approval of development proposals. Such a clause can be stipulated in the relevant Secondary Plan Amendment for inclusion in development agreements.

In light of the increased development densities proposed by Concept 3 in this area, the Community Services Department would also review parkland requirements in the study area to determine whether additional parkland and recreational facilities will be required if Development Concept 3 proceeds.

#### 4.0 CONCLUSION

Although Development Concept 3 would reflect the sentiments expressed at the public meeting of April 5, it has generated some fresh concerns regarding traffic volumes and parkland requirements in the study area. Therefore, staff cannot support Concept 3 until further background work is completed regarding the impacts of implementing the Development Concept.

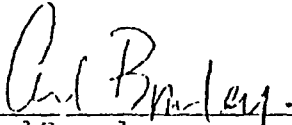
#### 5.0 RECOMMENDATION

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:


- A. further consideration of Development Concept 3 for the southwest quadrant of Steeles Avenue and Hurontario Street be deferred until:

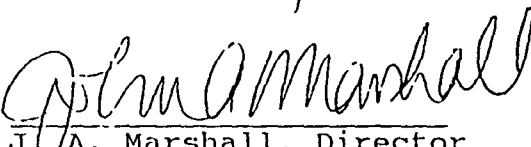
1. a comprehensive traffic study is completed for the study area at the expense of the appropriate landowners to the satisfaction of City staff; and,
2. a re-evaluation of the parks and recreation requirements in the study area considering the dwelling unit and population increases which would result from the implementation of Development Concept 3..

Respectfully submitted,

  
 \_\_\_\_\_  
 Carl Brawley,  
 Policy Planner

AGREED:

  
 \_\_\_\_\_  
 F. R. Balzell, Commissioner  
 of Planning and Development

  
 \_\_\_\_\_  
 J. A. Marshall, Director  
 Planning Policy and  
 Research

CB/bem/icl



# INTER-OFFICE MEMORANDUM

*Sent to PC  
June 18*

Office of the Commissioner of Planning & Development

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June 5, 1990

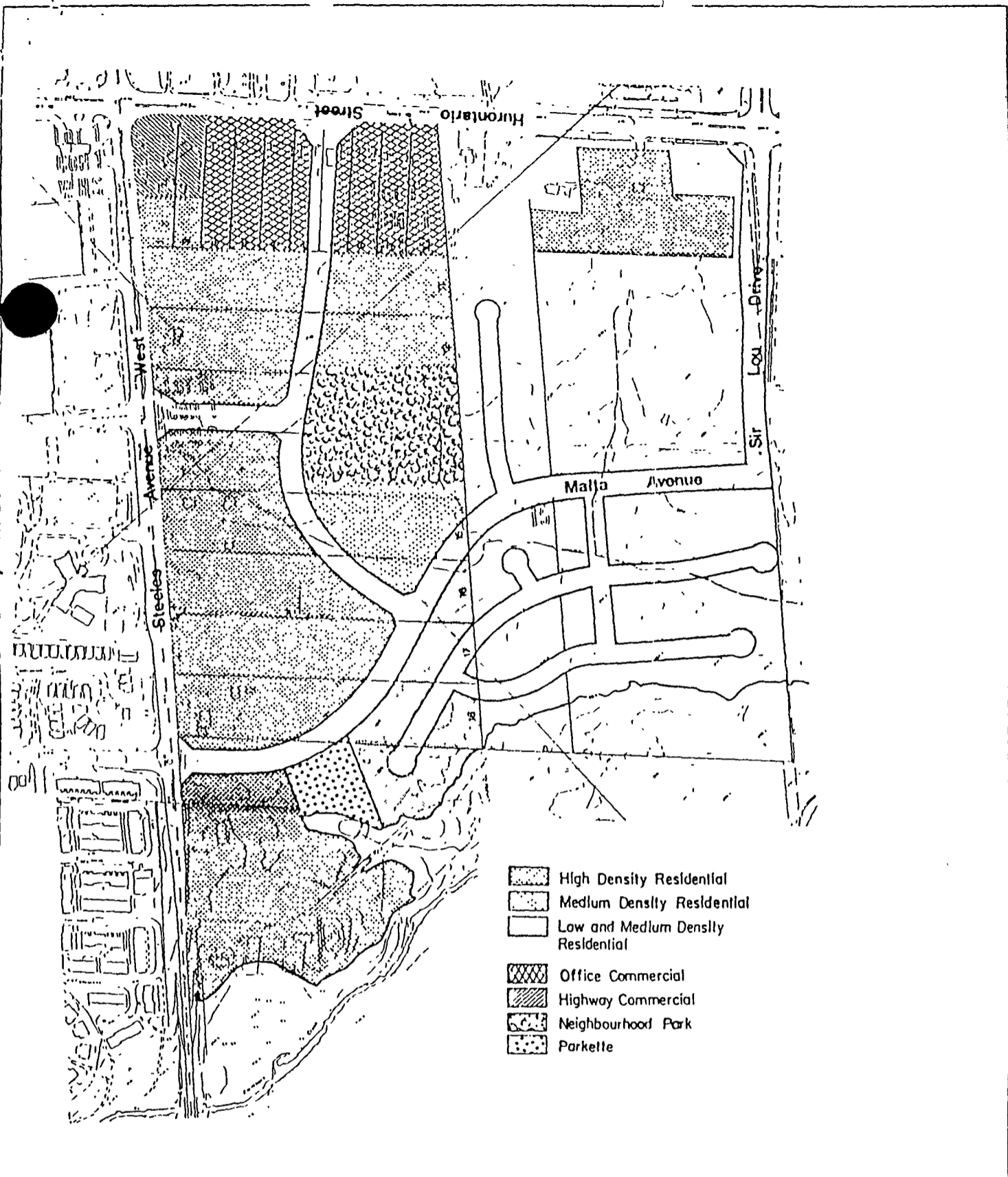
To: The Chairman and Members of Planning Committee  
From: Planning and Development Department  
RE: Southwest Quadrant Steeles and Hurontario Street  
Part of Lot 15, Concession 1, W.H.S.  
(former Township of Toronto)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our File Number: SP24

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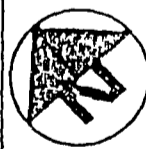
## 1.0 EXECUTIVE SUMMARY

The capacity development scenario for the southwest corner of Steeles Avenue and Hurontario Street has been under review since early 1989. After consideration of three different development scenarios for the study area, the matter was deferred for a comprehensive traffic analysis and re-evaluation of parkland requirements. These two matters have now been addressed.

Based upon the input of Regional and City traffic staff and the Parks and Recreation Department, a revised version of Development Concept 3 (copy attached) is recommended for Planning Committee's consideration. The concept proposes that high density designations along Steeles Avenue within the study area be developed at a base density of 40 units per net residential acre with bonus densities to a limit of 52 units per net residential acre in exchange for affordable housing or other community objectives such as day care. Two office commercial blocks are situated on the Hurontario Street frontage of the study area with a maximum coverage of one times the lot area (i.e. 360,000 square feet). The northwest corner of Sir Lou Drive and Hurontario Street would also be redesignated from office commercial uses to high density residential use in accordance with previous direction from Planning Committee.



Proposed Secondary Plan Designations  
**CONCEPT 3 (REVISED)**



1:5400

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 Planning and Development

Date: 90 05 08      Drawn by: JRB  
 File no.                      Map no. 75-27H

With respect to traffic impact, the traffic analysis concludes that the road network could accommodate the most intense development scenario examined (60 units per acre for high density residential plus office component) although a number of intersections along the Hurontario Street Corridor would be at or very close to their operational capacities. For this reason, both the City and Region Traffic Sections recommend a less intense development form. Approval of the development concept necessitates the imposition of a number of conditions relating to traffic issues such as lane configurations, access restrictions, phasing of development relative to road improvements, developer contributions towards certain road/intersection improvements and recovering the costs of the comprehensive traffic study.

The Parks and Recreation Department evaluates their parkland needs as 2.6 to 2.8 hectares (6.5 to 7.0 acres) of tableland area. This is well below the amount which developers will be required to dedicate (6.2 hectares - 15.3 acres) on the basis of City policy. The shortfall in land dedication will be obtained through cash-in-lieu payments. Upon the development of the Sheridan College lands within the study area, the City will require the conveyance of the valleylands associated with the Fletchers Creek Valley on Sheridan College lands in order to complete the Fletchers Creek Valley linear park system. Developers will also be requested to contribute to a future pedestrian grade separation at the Fletchers Creek Valley and Steeles Avenue.

Section 2 of this report summarizes the background to the secondary plan review for the study area. Section 3 summarizes the results of the comprehensive traffic study and the Regional and City Traffic Sections' review of that study. Section 4 of this report discusses the outstanding issues pertaining to the secondary plan review such as land uses, development density, traffic and parkland requirements. Section 5 contains the recommendations of the report.

2.0

BACKGROUND

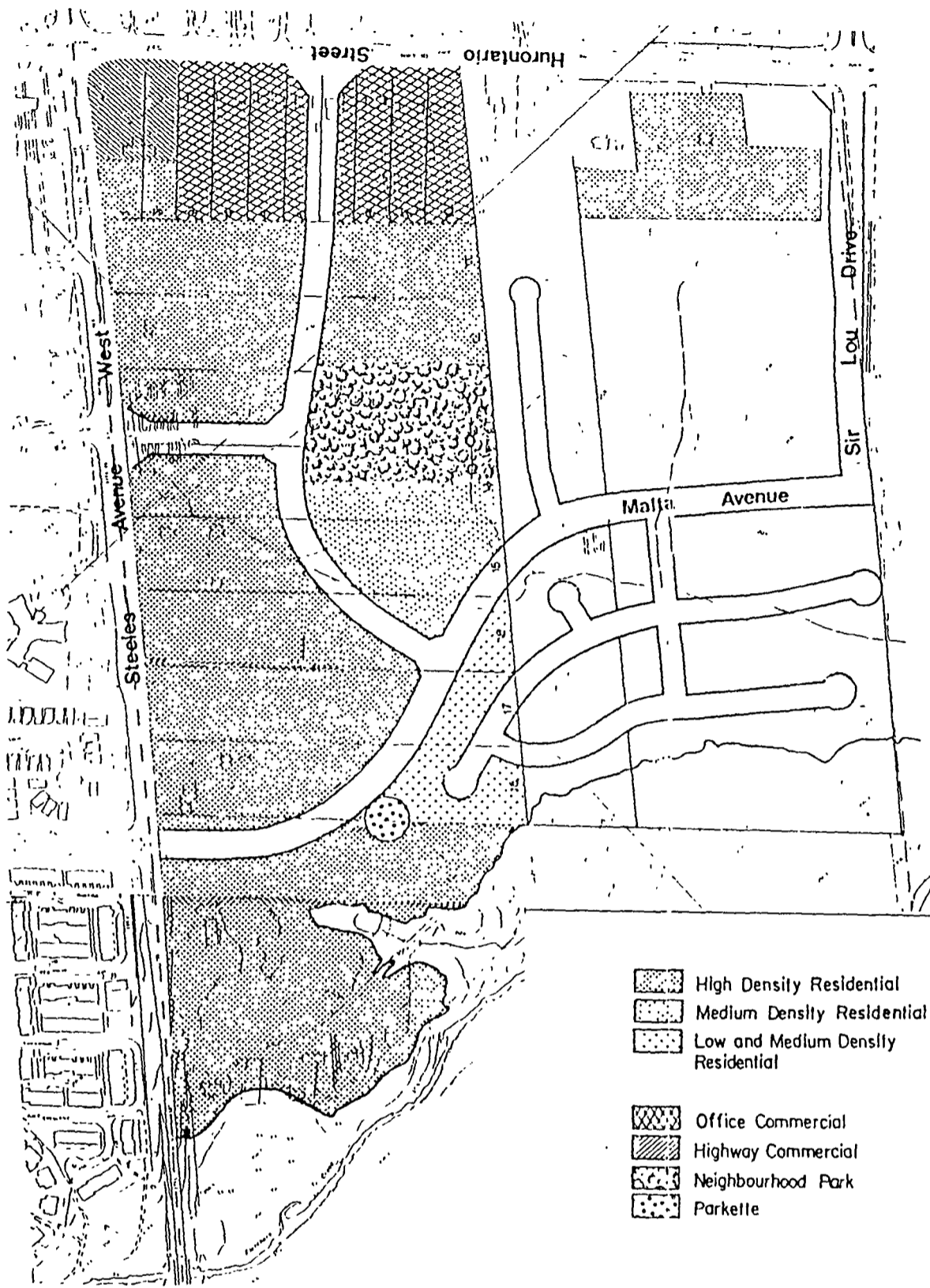
Planning Committee has previously reviewed three different development concepts for the southwest quadrant of Steeles Avenue and Hurontario Street. A development concept recommended by staff (Development Concept 1) was proposed in a report dated February 16, 1989 and considered by Planning Committee at their meeting of February 20, 1989. Development Concept 1 recommended that high density residential development in the area not exceed 50 units per net residential acre.








As an alternative to Development Concept 1, Planning Committee suggested a second concept (Development Concept 2) which was considered at the March 6, 1989 Committee meeting via a staff report dated February 28, 1989. This staff report compared Concepts 1 and 2 and their effect on the specified housing mix and density targets for the overall Fletchers Creek South Secondary Plan Area. Development Concept 2 was presented to area residents and landowners at a public meeting held on April 5, 1989.

At the public meeting, property owners in the area spoke of a concept similar to Development Concept 1 whereby high density development would line the south side of Steeles Avenue and the west side of Hurontario Street. Property owners also requested that they not be limited to a density of 50 units per net residential acre. A staff report dated April 13, 1989 summarized the results of the public meeting and was considered at the Planning Committee meeting of April 17, 1989. Committee referred the matter back to staff in order to develop a third development concept which would blend Development Concepts 1 and 2 while accounting for Committee comments at the April 17 meeting (primarily to examine the possibility of higher residential densities).

Development Concept 3 was presented in a staff report dated May 18, 1989 (copy attached) at the Planning Committee meeting of May 23, 1989. In the evaluation of Development Concept 3, staff examined residential densities ranging from 40 to 60 units per residential acre in combination with office commercial uses along Hurontario Street. Although Concept 3 reflected the sentiments expressed at the public meeting in April 1989, it generated some concerns relating to traffic volumes and parkland requirements in the study area. Planning Committee endorsed the staff position to defer further consideration of Development Concept 3 until a comprehensive traffic study could be completed for the study area along with a re-evaluation of the parkland requirements.

City staff drew up terms of reference for the traffic study and on August 1, 1989 engaged the services of B.A. Consulting Limited to conduct the study. B.A. Consulting confirmed the arrangement on August 14, 1989.



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

CONCEPT 3



1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 05 09 Drawn by: C J K  
File no. Map no. 75-278

### 3.0 TRAFFIC STUDY SUMMARY

A preliminary draft of the traffic impact analysis (October 31, 1989) was received by City staff and the Region of Peel in November, 1989. City and Region staff meet with the consultant in February 1990 to discuss the contents of the draft report. Subsequent to directions from staff, the consultant submitted an addendum to the traffic study (March 16, 1990) to address outstanding concerns not addressed in the original report.

In evaluating the traffic impact of proposed development in the area, the study examined a number of potential development scenarios for the southwest quadrant of Hurontario Street and Steeles Avenue in addition to existing and anticipated background traffic (non-site related) on the street network. The alternative development scenarios included:

1. the existing secondary plan concept (1000 dwelling units); and
2. development concept 3 at a density of 40 and 60 units per acre, with and without an office component abutting Hurontario Street.

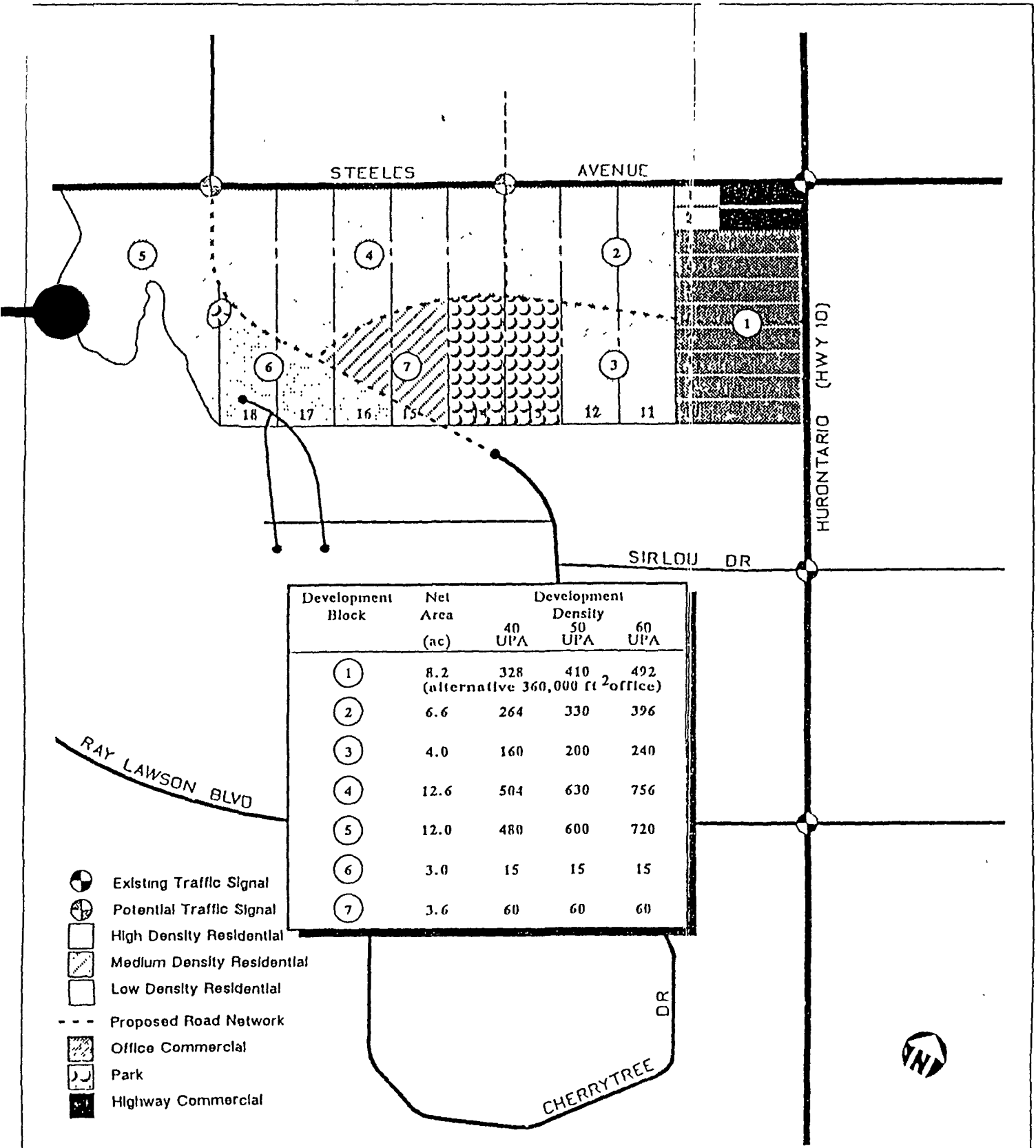
#### 3.1 Site Generated Traffic

Figure 2 attached illustrates the different development scenarios used by B.A. Consulting to generate traffic resulting from the study area. Typical generation rates for auto-oriented suburban uses were applied resulting in the traffic volumes expressed in Table 1.

Examining Table 1 and the 40 units per acre alternative with an office component (Scenario 2) compared to 60 units per acre with an office component (Scenario 4), the difference between 40 and 60 U.P.A. is not significant in terms of traffic volume. Clearly the office component is a much greater traffic generator than the residential component. Figure 3 attached illustrates the anticipated movement of the study area generated traffic for the 60 unit per acre alternative with an office component.

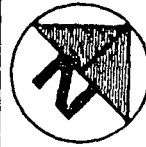
#### 3.2 Background (non-site related) Traffic

To evaluate background traffic levels, the consultant conducted counts of existing traffic volumes in September 1989 and also accounted for developments within the vicinity of the study area which are still to come on stream. This second component of background traffic is subsequently distributed throughout the street network in the volumes and directions anticipated. In assessing background traffic levels, the consultant notes that the completion of the Highway 401/403/410 interchange may result in a shift in the volume of traffic currently using Hurontario Street.



# FIGURE 2

VARIATIONS IN USE AND DENSITY FOR DEVELOPMENT SCENARIOS



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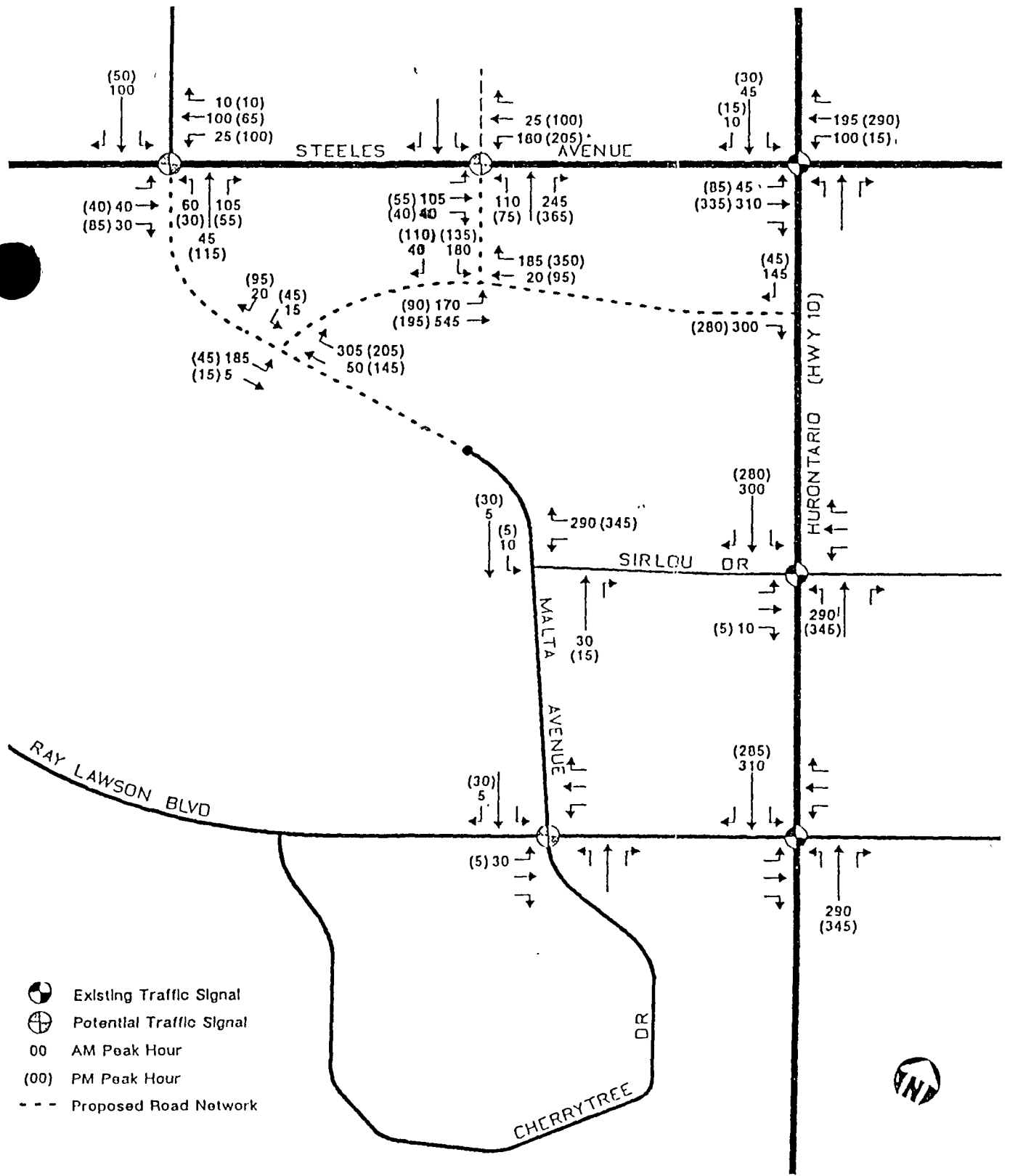
TABLE 1

TRIP GENERATION SUMMARY FOR ALTERNATIVE DEVELOPMENT SCENARIOS

	<u>AM PEAK HOUR</u>	<u>PM PEAK HOUR</u>	<u>AM PEAK HOUR</u>	<u>PM PEAK HOUR</u>
	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
<b>Scenario 1 - Existing Secondary Plan</b>				
• 300 low/medium density residential units	75	195	195	105
• 700 high density residential units	<u>75</u>	<u>265</u>	<u>265</u>	<u>115</u>
TOTAL	<u>150</u>	<u>460</u>	<u>460</u>	<u>220</u>
<b>Scenario 2 - 40 UPA + office</b>				
• 75 low/medium density residential units	20	50	50	25
• 1408 high density residential units	140	495	495	210
• 8.2 ac @ coverage of 1.0 360,000 sq.ft. office	<u>610</u>	<u>90</u>	<u>90</u>	<u>610</u>
TOTAL	<u>770</u>	<u>635</u>	<u>635</u>	<u>845</u>
<b>Scenario 3 - 40 UPA w/o office</b>				
• 75 low/medium density residential units	20	50	50	25
• 1736 high density residential units	<u>175</u>	<u>610</u>	<u>610</u>	<u>260</u>
TOTAL	<u>195</u>	<u>660</u>	<u>660</u>	<u>285</u>
<b>Scenario 4 - 60 UPA + office</b>				
• 75 low/medium density residential units	20	50	50	25
• 2112 high density residential units	210	740	740	320
• 360,000 sq.ft. office	<u>610</u>	<u>90</u>	<u>90</u>	<u>610</u>
TOTAL	<u>840</u>	<u>880</u>	<u>880</u>	<u>955</u>
<b>Scenario 5 - 60 UPA w/o office</b>				
• 75 low/medium density residential units	20	50	50	25
• 2604 high density residential units	<u>260</u>	<u>910</u>	<u>910</u>	<u>395</u>
TOTAL	<u>280</u>	<u>960</u>	<u>960</u>	<u>420</u>

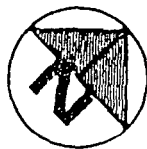
UPA = units per acre





# FIGURE 3

SCENARIO 4 (60 UPA & OFFICE)  
STUDY AREA TRAFFIC



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Map no. 75-27K

Figure 4 attached illustrates total traffic within the study area using background traffic and the development of the southwest corner of Hurontario and Steeles on the basis of existing official plan designations (Scenario 1). Figure 5 illustrates total traffic within the study area accounting for projected background traffic and the development of the southwest corner of Hurontario and Steeles on the basis of 60 units per net residential acre with an office component (Scenario 4) on Hurontario Street (see Figure 3).

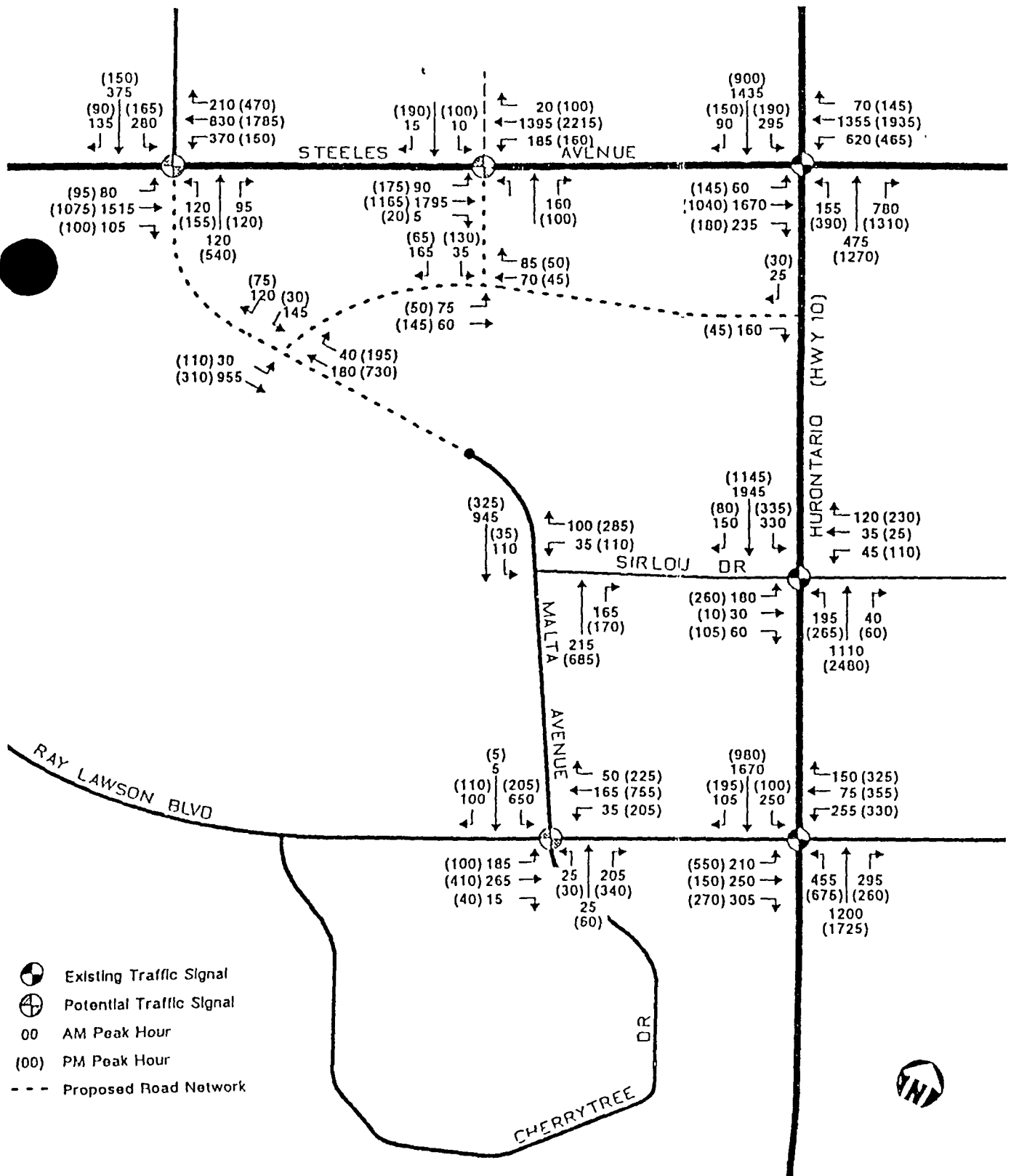
3.3

Traffic Impact Analysis

The traffic study, having established total traffic volumes in the study area, performs a capacity analysis on all of the intersections (signalized and unsignalized) within the study area. For the sake of comparison, Table 2 lists the volume to capacity indices for the identified intersection given total traffic for existing secondary plan designations (Figure 4) and total traffic for the development concept of 60 units per acre plus an office component on Hurontario Street (Figure 5). The ratings are done on the basis that the intersections are improved to the lane configuration and timing cycles recommended in the report.

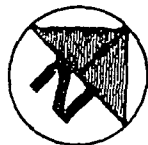
TABLE 2: INTERSECTION CAPACITY ANALYSIS SUMMARY

INTERSECTION	Scenario 1 Existing Sec. Plan		Scenario 4 60 UPA + Office	
	<del>AM</del> AM	<del>PM</del> PM	<del>AM</del> AM	<del>PM</del> PM
<u>Signalized:</u>				
Steeles/Malta/ McMurchy	0.80 <del>0.81</del>	0.81 <del>0.80</del>	0.83 <del>0.82</del>	0.82 <del>0.83</del>
Steeles/Shoppers World Access	0.71 <del>0.80</del>	0.70 <del>0.71</del>	0.82 <del>0.81</del>	0.82 <del>0.82</del>
Steeles/Hurontario	0.91 <del>0.81</del>	0.90 <del>0.91</del>	0.97 <del>0.91</del>	0.95 <del>0.91</del>
Hurontario/Sir Lou	0.80 <del>0.89</del>	0.94 <del>0.80</del>	0.96 <del>0.94</del>	0.94 <del>0.96</del>
Hurontario/Ray Lawson	0.92 <del>0.93</del>	0.89 <del>0.91</del>	0.95 <del>0.90</del>	0.94 <del>0.95</del>
Ray Lawson/Cherrytree	0.83 <del>0.62</del>	0.62 <del>0.83</del>	0.87 <del>0.82</del>	0.64 <del>0.87</del>
<u>Unsignalized</u>				
Hurontario/right-turn access	0.31	0.06 <del>0.31</del>	0.62 <del>0.88</del>	0.41 <del>0.82</del>
Malta/E-W Internal	0.52	0.16 <del>0.82</del>	0.97 <del>0.90</del>	0.38 <del>0.87</del>
E-W Internal/N-S Gate	0.17	0.16 <del>0.33</del>	0.52 <del>0.33</del>	0.26 <del>0.52</del>
Malta/Sir Lou	0.19 <del>0.41</del>	0.42 <del>0.40</del>	0.38 <del>0.52</del>	0.66 <del>0.58</del>



# FIGURE 4

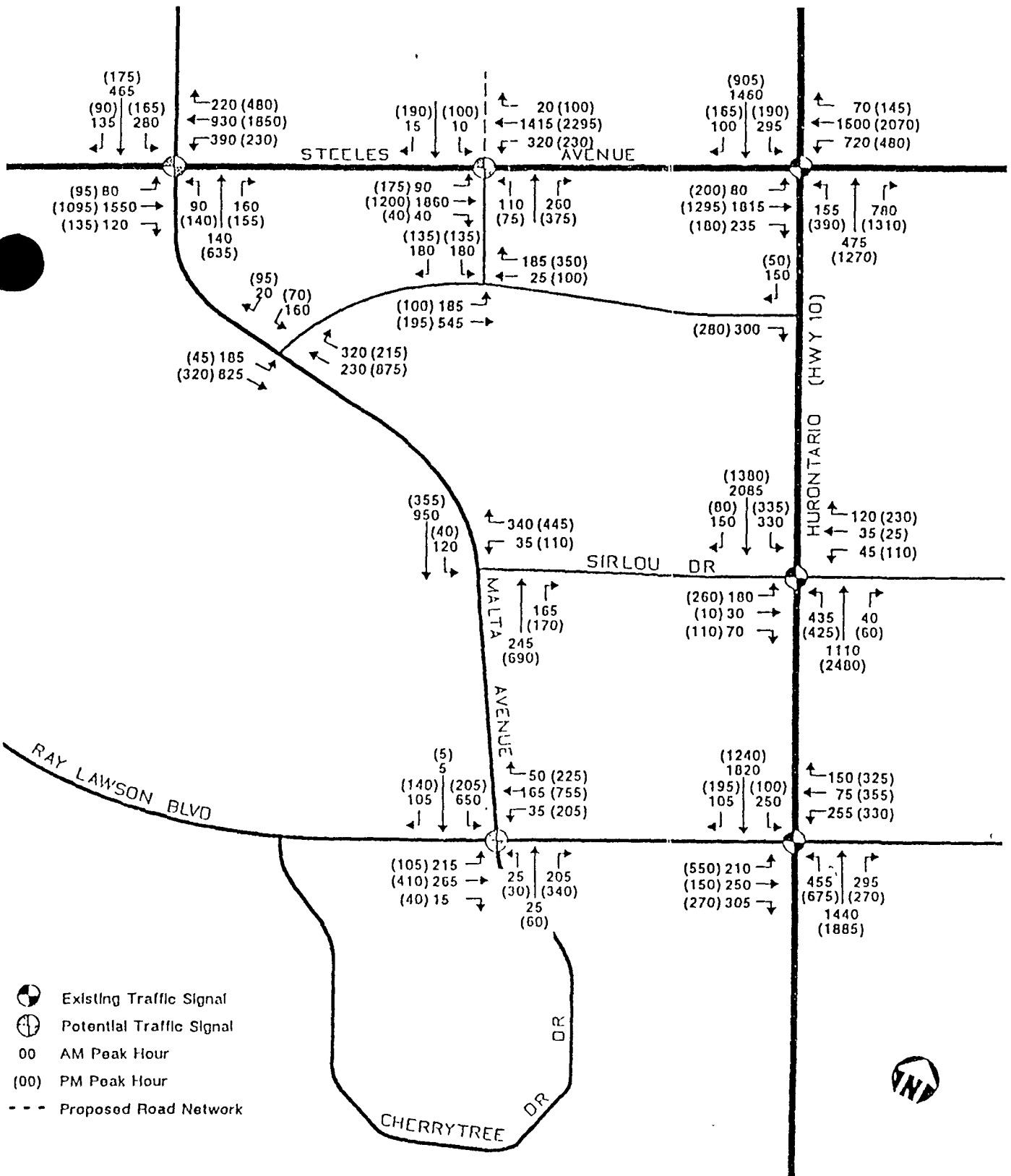
SCENARIO I (EXISTING SECONDARY PLAN)  
TOTAL TRAFFIC



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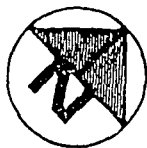
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Map no. 75-27L



**FIGURE 5**

SCENARIO 4 (60 UPA & OFFICE)  
TOTAL TRAFFIC



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Planning and Development

Date: 90 05 18  
File no. SP24

Drawn by: JRB  
Map no. 75-27M

As Table 2 indicates, all intersections would still operate below their full (100 percent) capacity with the most intense development scenario (60 u.p.a. with office component) given intersection improvements as suggested by the traffic study. Three of the intersections would however operate above 90 percent of their capacity, these being: Steeles and Hurontario, Sir Lou and Hurontario and Ray Lawson Boulevard and Hurontario.

The traffic study evaluates the Hurontario/Steeles intersection as the most critical within the study area and functions at a volume to capacity ratio of 0.97. Dual westbound to southbound left turn lanes will be necessary for this intersection largely due to background traffic growth in the area generated primarily by proposed and approved office development south of Sir Lou Drive. Study area residential traffic does not significantly contribute additional volume to the westbound/southbound movement. The study notes that the widening of Hurontario to 6 lanes through the Steeles intersection is scheduled for 1991. The widening of Steeles to 6 lanes through to Hurontario intersection is scheduled for 1994 (bridge at Etobicoke Creek 1992-93). Steeles Avenue west of Hurontario Street is scheduled for widening in 1999.

The Hurontario/Sir Lou intersection also operates at a volume to capacity ratio of 0.96. The traffic study assumes that all study area traffic originating in the south will use this intersection since the capacity of the Hurontario/Ray Lawson Boulevard intersection will be used by traffic destined for the City South Plaza, County Court Office, Brampton Corporate Centre, etc. It is also noted that the traffic study assumes that the northwest corner of Hurontario and Sir Lou Drive will be developed for the 140,000 square feet of office space it is zoned for. However, 756277 Ontario Limited has submitted an application for 240 high-rise residential condominium units on this property. If this application is approved, then the residential traffic will reduce the volume to capacity ratio that the Hurontario/Sir Lou intersection is expected to operate at given a mature (built-out) state of development.

The Hurontario/Ray Lawson intersection with a volume to capacity ratio of 0.95 is expected to function at an acceptable service level for all development scenarios. However, improvements recommended for this intersection include dual eastbound to northbound left turning lanes and dual northbound to westbound left turning lanes.

#### 3.4 Traffic Study Conclusions/Recommendations

The traffic study concludes that of the five development scenarios tested, along with future background traffic, all scenarios can be accommodated on the area road network with certain lane configurations. The lane requirements are as follows:

- Hurontario Street constructed to six lanes
- Steeles Avenue constructed to six lanes
- Malta Avenue extended north to Steeles Avenue, constructed with four lanes
- East-west and north-south internal streets constructed with four lanes
- Intersection of the east-west and north-south internal streets to operate under stop control on the north-south internal street
- Intersection of Malta/east-west internal street to operate under stop control on the east-west internal street
- Intersection of Hurontario/Steeles be constructed so as to provide for dual westbound to southbound left turn lanes, three through lanes on all approaches and dedicated right and left turning lanes on all approaches.

With respect to the timing of the completion of Malta Avenue through to Steeles Avenue, the traffic study states that an additional 550,000 square feet of new office space could be accommodated south of Steeles. This figure represents space in excess of the residential development already approved and the City South office and retail commercial development which is approved and under construction.

The traffic study also concludes that the right-in/out only access for the proposed internal east-west street at Hurontario is also necessary and desirable. This access will relieve a need for signalization of the Malta/internal street intersection, permit outbound vehicles to channel directly onto Hurontario with minimal disruption to traffic flow on that street and avoid the necessity of outbound vehicles negotiating a circuitous path through three additional intersections to get to Hurontario Street.

### 3.5 Addendum to Draft Traffic Study

Subsequent to a meeting with City and Regional staff in February of 1990, the consultant addressed concerns raised at that meeting in an addendum to the traffic study. The issues and their resolution, as dealt with in the addendum, are as follows:

- Was the near term opening of the Highway 401/410 interchange accounted for in the traffic analysis, particularly as it relates to need for dual westbound to southbound left turn lanes at Hurontario/Steeles?

- this matter was taken into account for the study although no allowance was made for a change in existing traffic volumes. Existing traffic only accounted for 195 out of a projected 620-720 left turns in the morning peak hour. A reduction to 500-600 left turns would still necessitate dual left turns.
- The signalized intersection at City South Plaza was not included in the analysis.
  - an oversight by the consultant, but at the most intense development scenario a volume to capacity ratio of 0.94 (morning) and 0.85 (afternoon) would apply, which rates as functional.
- Regional staff questioned whether phasing of development in the study area was necessary in relation to the scheduled widening of Steeles Avenue (1994).
  - due to the probable time periods over which the study area would take to build out and that background traffic would reach capacity, a development phasing plan in the study area would not be necessary.
  - if a phasing scheme is desired, then it would be more logical to tie it to office commercial development south of Steeles since such development has a much greater impact on traffic volumes and the road network as opposed to residential development. Conditions to approval could be subject to satisfactory arrangements with the Region relating to the widening of Steeles. This would permit developers to front-end Steeles Avenue improvements in exchange for a credit towards the road portion of the Regional development levy.

### 3.6 Staff Comments re: Traffic Study

City and Regional staff have been involved throughout the study process for the traffic impact analysis of development in the southwest corner of Steeles and Hurontario. The following represents a summary of Regional and City comments.

#### Regional Comments (May 8, 1990)

- as indicated in the traffic study, the densities currently provided for in the Secondary Plan can be accommodated on the road network provided Hurontario and Steeles are widened to 6 lanes and dual westbound to southbound left turn lanes are provided at the intersection.

- it is noted that the dual westbound to southbound left turn lanes at Hurontario and Steeles which are required as a result of proposed office/commercial developments in the vicinity of Hurontario and Ray Lawson Boulevard, may or may not be accommodated based on the feasibility of acquiring the necessary road widenings.
- the widening of Steeles from Hurontario to Chinguacousy Road is currently planned for 1999. As this widening is required in order to accommodate all proposed levels of development, it is recommended that approval of this development proposal be withheld until satisfactory arrangements can be made to include the works in the Region's 5 year major road improvement program.

City Comments (April 6, 1990)

- report and addendum have addressed pertinent traffic issues for the study area although traffic generation figures associated with residential densities of 60 units per net residential acre suggest near maximum intersection capacity ratios. In this regard, a maximum residential density of 50 units per net acre is recommended in order to incorporate an acceptable level of service for ultimate traffic projections.
- proposed right in/out internal street link to Hurontario is necessary for the development of the study area. The geometric road improvements to enforce the desired traffic movements are necessary and must be provided prior to development of the study area.
- the potential for various development scenarios depending upon the timing of land owner applications may dictate the completion of certain sections of the proposed internal road system as a condition to the approval of any particular development application. Specifically, the development of the office component on Hurontario Street within the study area will be dependent upon an open and complete road link between the right-in/out access to Hurontario and the Steeles/Shoppers World/north-south gate intersection.
- in conflict with the recommendations of the traffic study, the following cross-sectional details are specified for the internal road network:
  - Malta Avenue - 4 lanes plus 5 lane sections at Steeles, east/west internal and Sir Lou Drive
  - East/West Internal - 2 lanes plus 3 lane sections at Malta and the north/south gate to Steeles Avenue



- after reviewing the additional traffic impact of the increased densities requested by area developers, the following maximum densities are recommended:
  - a) residential - 40 units per net acre with 360,000 square feet of office on Hurontario Street within the study area; or
  - b) residential - 60 units per net acre without office on Hurontario Street.

These increased densities above the provisions of the existing Secondary Plan will cause the Hurontario/Steeles intersection to operate at or very near its full capacity given 6 lane cross-sections.

- levels of development that can be accommodated by the existing road network (without Steeles improvements) is to be determined by consultant (SEE SECTION 3.5 ADDENDUM).
- completion of Highway 401/410 interchange may eliminate need for dual westbound to southbound left turn lanes at Hurontario/Steeles intersection. This may be reassessed during preliminary design stages for the Steeles Avenue widening, scheduled for 1994.
- funds for traffic signal installation at Steeles Avenue and the Shoppers World entrance should be provided by the developer(s).
- funds for traffic signal relocation should be obtained for the installation of additional control at the Steeles/ McMurchy intersection. The particular amount will be specified at the time of site plan circulation.
- all signal relocation works required at Steeles/Hurontario and Steeles/McLaughlin will be covered under the Region's capital works program.
- as the study indicates, the Steeles/Hurontario intersection can support approximately 550,000 square feet of new office development south of Steeles prior to the need for the completion of Malta Avenue to Steeles.
- conditions above are subject to City approval of a right-in/out access to Hurontario for east-west internal street.

- North/South - 4 lanes plus 5 lane section at Steeles  
Gate Avenue

- as the study indicates, the Hurontario/Steeles intersection could accommodate an additional 550,000 square feet of new office development south of Steeles Avenue. Beyond this level of development, Malta Avenue would need to be completed to Steeles Avenue. This should be used as a guideline for future office development south of Steeles Avenue.
- the Region shall submit comments on all matters pertaining to Steeles Avenue and improvements thereto.

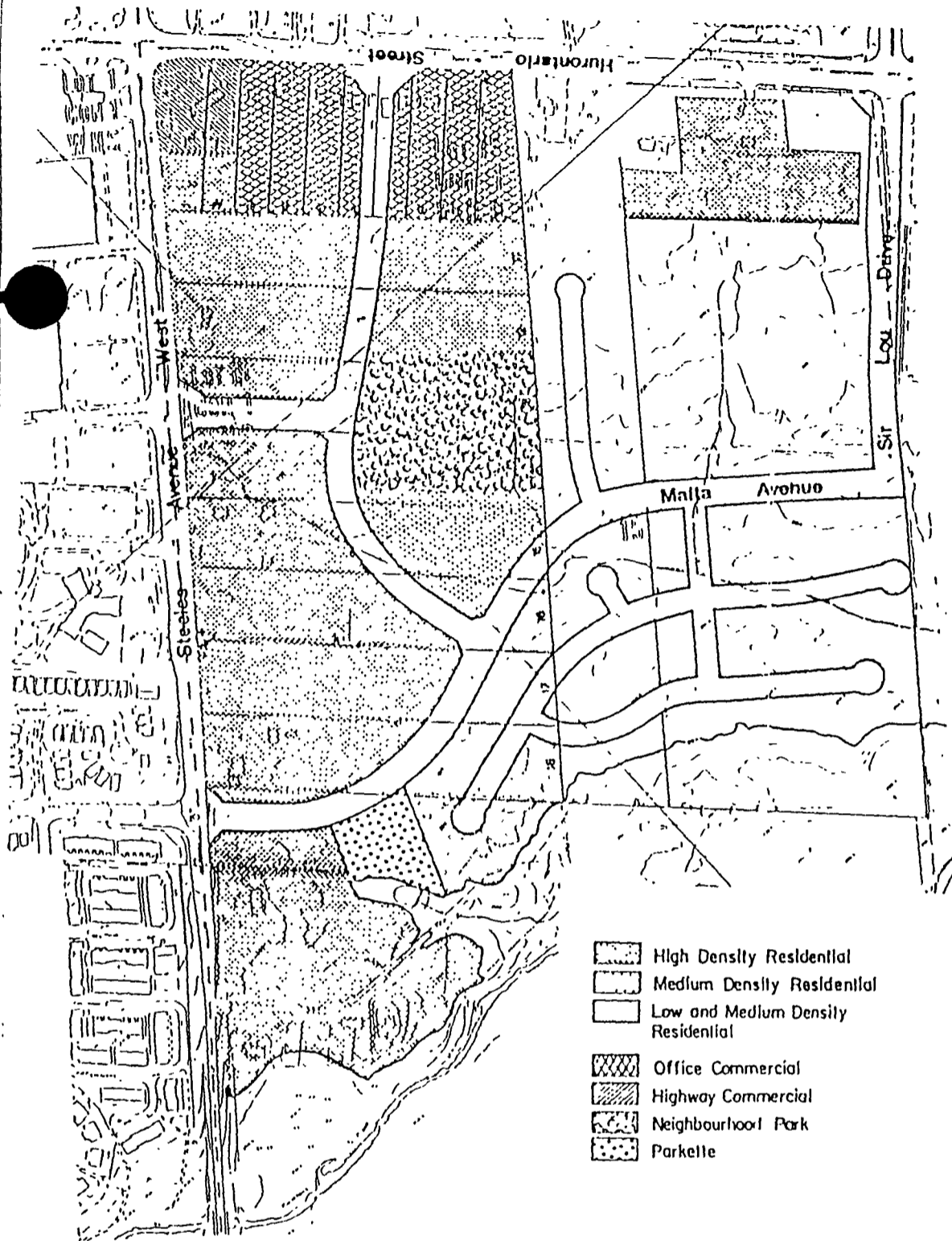
#### 4.0 ISSUES DISCUSSION








The main issues to be resolved with the original Development Concept 3 were uses, density, traffic and parkland requirements. Staff are now in a position to address these issues.

#### 4.1 Land Uses Within Study Area

Attached is an illustration of a revised Concept 3 indicating proposed Secondary Plan designations for the subject study area. Concept 3 (Revised) is almost identical to original Concept 3 in that high density residential uses are proposed all along the south side of Steeles Avenue, office commercial uses are proposed along the west side of Hurontario Street, a neighbourhood park and a medium density residential block are located centrally to the study area and a parkette and low density residential designation are provided for in the southeast corner of the study area. The low density residential designation has been extended onto the southerly portion of Sheridan College lands to the boundary of a proposed parkette situated between Malta Avenue and the Fletchers Creek Valley.

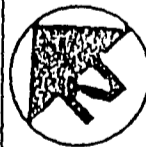
The most southerly component of the study area is a parcel (Block 6, Plan M-762) at the northwest corner of Sir Lou Drive and Hurontario Street. The site is currently zoned for approximately 140,000 square feet of office space; however, 756277 Ontario Limited has applied to construct 240 high density residential dwelling units on the subject property. Although staff have expressed an opinion that the property at the northwest corner of Sir Lou Drive and Hurontario Street is a much superior office site, the residential proposal would comply with the "gateway" concept for Hurontario Street south of Steeles, have less of a traffic impact on the road network and agree with previous direction from Planning Committee. The B.A. Consulting Traffic Study considered the subject site as an office development in the background traffic for the area.



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

CONCEPT 3 (REVISED)



1:5400

**CITY OF BRAMPTON**  
Planning and Development

Date: 90 05 08

Drawn by: JRB

File no.

Map no. 75-27H

It is anticipated that the residential use of this property would reduce morning peak hour left hand turn movements generated by this property at the Hurontario/Steeles and Hurontario/Sir Lou intersections from 85 vehicles at each intersection to 7 or 8 vehicles.

The Public Works Department continues to harbour reservations with the proposed office commercial blocks on the west side of Hurontario Street within the study area. Fears pertain to the viability of the office uses because of a restricted access situation and the potential for future requests for direct access to the office blocks or the signalization of the internal road/Hurontario intersection. These concerns will be covered through any eventual official plan amendment and development agreements whereby the developers of the office blocks are fully aware of access restrictions pertaining to their properties and that they are not entitled to access improvements. The proponents of the Tupperville application are aware/accept the access restriction on their property and applied to the City within that context. There shall be no direct access to Hurontario Street for the office uses and access will only be via the right in/out internal street.

#### 4.2 Development Densities Within the Study Area

Development density (and thus traffic impact) has been the main issue with the Fletchers Creek South Secondary Plan review for the southwest quadrant of Hurontario and Steeles. As with many development projects, traffic impact is a major limiting factor for intensity of development.

Although the traffic study indicates that the surrounding road network can accommodate Development Concept 3 with residential development at 60 units per acre plus an office component, a number of intersections along Hurontario Street are reaching their operational capacity. The Region of Peel Traffic Section supports two alternative development scenarios for the study area:

- 40 units per acre for residential with 360,000 square feet of office, or
- 60 units per acre for residential with no office.

In contrast, the City Traffic Section is of the opinion that the street network could adequately accommodate residential development at a density of 50 units per acre with the office component. A density of 50 units per acre for the highrise residential designations coincides with the position of the Planning Department throughout the secondary plan review process for the subject study area.

It is difficult to understand the Region's desire to restrict residential density to 40 units per acre when it is not nearly as major a traffic generator as office commercial development. The following observations are also noted with respect to office development in the Hurontario Street corridor:

1. the traffic study assumed that the Sir Lou Drive office would be constructed whereas 756277 Ontario Limited has applied to construct 240 residential units on the property. If this application is approved, then traffic related to 140,000 square feet of office would not be realized which translates to a reduction of 162 vehicle movements in the AM peak hour and 150 vehicle movements in the PM peak hour.
2. the traffic study assumes 412,000 square feet of future office space on County Court Boulevard, east of Hurontario Street. Of this office space, 90,000 square feet was recently constructed (Kerbel Court, north side of County Court). A residential application is being submitted for the H and R Developments property (Block 182, Plan M-615) which is currently zoned for 140,000 square feet of office space.
3. the traffic study assumes 180,000 square feet of office space on Lots 3 to 6 of Plan 347 whereas the current application by Tupperville Holdings is for a medical centre of approximately 60,000 square feet.

Therefore, although the traffic study assumes a further 1.9 million square feet of office commercial development in the Hurontario Street corridor, at a built out state the total space realized could readily be in the order of 1.5 million square feet. This would significantly reduce the impact of office generated traffic in the Hurontario Street corridor (i.e. 780 vehicle trips in both the A.M. and P.M. peak hours).

Given the above scenario and the comments of the Traffic Sections, staff would recommend a base density of 40 units per acre for high density residential development within the study area with an upper limit of 52 units per acre through the use of a density bonusing provision.

Given the recent Provincial Policy Statement on Housing, it is suggested that a base density of 40 units per acre be eligible for bonusing up to 52 units per net residential acre if the developer satisfies the 25 percent affordability target of the policy statement or a portion thereof in conjunction with the provision of other desirable community objectives such as day care. The density bonus could be of a sliding scale nature in that for every 8 percent of the total

units falling into the defined affordable range, then a bonus of 4 units per net residential acre would be exchanged (i.e. 0 percent affordable - 40 u.p.a.; 8 percent affordable - 44 u.p.a.; 16 percent affordable - 48 u.p.a.; 24 percent affordable - 52 u.p.a.) As is the current practice of the Province with respect to the implementation of the Housing Policy Statement, the City would be responsible for ensuring that the affordability criterion is considered and adhered to.

4.3

#### Traffic Issues

In addition to the question of development density, other traffic issues remain. City and Regional Traffic Sections generally agree with the recommendations of the B.A. Consulting traffic study which are matters that can be incorporated into any eventual secondary plan policies for the study area. Examples are:

- o lane configurations and controls as recommended.
- o a limit of 550,000 square feet of new office space south of Steeles Avenue prior to the completion of Malta Avenue to Steeles.
- o approval of development subject to necessary road connections such as the right in/out link to Hurontario Street and access to Steeles opposite the Shopper's World entrance for development of the office component on Hurontario Street.
- o funding of traffic signal installation at Steeles Avenue and Shopper's World entrance by the developer(s).
- o funding for traffic signal relocation at Steeles and McMurchy by the developer(s) at site plan circulation stage.

One comment of the Regional Traffic Section is outstanding. They note that the widening of Steeles west of Hurontario is scheduled for 1999 and that this work is required to accommodate all development within the study area at a capacity state. The Region suggests that approval of this development proposal be withheld until satisfactory arrangements can be made to include the Steeles widening in the Region's five year major road improvement program.

Region staff speak to the complete buildout of the Fletchers Creek area. As the traffic consultant addressed the need for phasing development relative to the improvement of Steeles, it is highly unlikely that the area will buildout for some time to come. In addition, allowance can be made for a balance between the level of development and the improvement

of Steeles by imposing a condition of approval on developments that prior to the issuance of building permits, satisfactory arrangements must be made with the Region regarding the widening of Steeles Avenue. Under this scenario it would be possible for developers, if at all necessary, to front-end the cost of Steeles Avenue upgrades in exchange for a credit towards the roads portion of Regional development levies. Such a requirement could be inserted as a secondary plan policy.

4.4

#### Parkland Requirements

Consideration of Development Concept 3 for the subject study area was also deferred so that the Parks and Recreation Department could review and re-evaluate the parkland requirements for the study area. Based upon a projected unit yield of approximately 1870 high and medium density dwelling units and 20 low density dwelling units in Development Concept 3 (Revised), the projected parkland dedication requirement is 6.2 hectares (15.3 acres) using the City requirement of 1 hectare of parkland per 300 high/medium density dwelling units.

In order to provide the desired facilities in the area, the Parks and Recreation Department requires a 2 hectare (5.0 acre) neighbourhood park in the vicinity shown on Development Concept 3 (Revised) and a 0.6 to 0.8 hectare (1.5 to 2.0 acre) parkette on the west side of the study area between Malta Avenue and the Fletchers Creek Valley. These locations have not changed since the original Development Concept 3 with the parkette falling on Sheridan College lands and the neighbourhood park falling on Lots 12, 13 and 14 of Plan 347 (Tri-Green and Barna). The neighbourhood park will be in the order of 120 by 170 metres (400 by 550 feet) to obtain a size of 2 hectares (5 acres).

If the City obtains 2.8 hectares (7.0 acres) of parkland out of the 6.2 hectares (15.3 acres) which is required, then 3.4 hectares (8.3 acres) will be made up by cash-in-lieu payments from developers who are not fulfilling required land dedications. Developers conveying an amount of land greater than what their project dictates, will be compensated through the cash-in-lieu payments.

Other matters which the Parks and Recreation Department have requested be dealt with in the implementing official plan amendment include the conveyance of the Fletchers Creek Valley lands on the Sheridan College property and contributions to a future pedestrian grade separation at the Fletchers Creek Valley and Steeles Avenue. That portion of the Fletchers Creek Valley on the Sheridan property is the last missing link to the substantial completion of the

Fletchers Creek Valley linear park system. As with City practice, as a condition of development approval, Sheridan College will be required to convey to the City valleylands abutting their lands within the study area and compensated in accordance with City policy.

A further parkland requirement to be dealt with in the implementing official plan amendment is also the future installation of a pedestrian grade separation at Steeles Avenue and the Fletchers Creek Valley. As a condition of development approval, land owners within the study area will be required to contribute to the future construction of the subject pedestrian grade separation. Such construction may occur in conjunction with the widening and improvement of Steeles Avenue between Hurontario Street and McLaughlin Road.

5.0

RECOMMENDATION

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

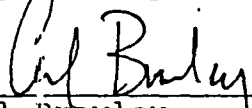
- A. the report entitled "Southwest Quadrant of Steeles Avenue and Hurontario Street, Fletchers Creek Secondary Plan" and dated June 5, 1990 be received;
- B. Development Concept 3 (Revised) be endorsed as the preferred development concept for the subject study area;
- C. a public meeting be scheduled and held in accordance with City Council's adopted procedures to present Development Concept 3 (Revised) to landowners and residents in the area; and
- D. that subject to the results of the public meeting, staff be authorized to forward to City Council the appropriate official (secondary) plan amendment to implement Development Concept 3 (Revised) and among other matters, address the following:
  1. land uses within the study area be distributed as proposed by Development Concept 3 (Revised);
  2. the high density residential designations be developed at a base density of 40 units per net acre and that a bonus density to a maximum of 52 units per net acre be applied to projects ensuring the provision of 25 percent affordable housing or a lesser proportion of affordable housing in conjunction with other community objectives such as day care facilities;




3. the office commercial designations within the study area be limited to a floor space index of 1.0 and that retail uses within office commercial development be limited to 10 percent of the gross floor area;
4. a neighbourhood park of approximately 2.0 hectares (5.0 acres) and a parkette of 0.6 to 0.8 hectares (1.5 to 2.0 acres) be provided for in the study area, generally in the locations shown on Development Concept 3 (Revised);
5. development approval conditions shall include the conveyance of valleylands in accordance with City policy and contributions to a future pedestrian grade separation at Steeles Avenue and the Fletchers Creek Valley;
6. the capacity housing mix and density values for the Fletchers Creek South Secondary Plan Area be adjusted as necessary to accommodate Development Concept 3 (Revised);
7. the ability of the City to review any development proposal in the interests of comprehensive development or redevelopment, relative to the extent of land assembly within the study area and the size/location of abutting properties;
8. the recommended road network be implemented in the secondary plan in addition to any policies necessary to:
  - limit new office growth south of Steeles Avenue to 550,000 square feet until Malta Avenue is complete to Steeles Avenue;
  - ensure developer contributions to road and intersection improvements, including traffic signals as required;
  - convey certain road network and access restrictions such as no direct access to Hurontario Street and the right in/out only at the intersection of Hurontario Street and the east/west internal street;
  - staging of internal road network in relationship to the progression of development, particularly the availability of access points to Steeles opposite the Shopper's World entrance and the right in/out access to Hurontario Street for the office component within the study area;


- imposition of conditions to development approval whereby the ability of Steeles Avenue west of Hurontario to accommodate the additional traffic generated by the development proposal in question is considered and access restrictions to Hurontario Street for the office commercial blocks; and
- recover the costs of the comprehensive traffic study and reimburse the developers who front ended the study by inclusion of a best efforts clause to impose a cost per acre on non-contributing developers for their portion of the traffic study costs upon development approval.

Respectfully submitted,

  
\_\_\_\_\_  
Carl Brawley  
Policy Planner

CONCUR:

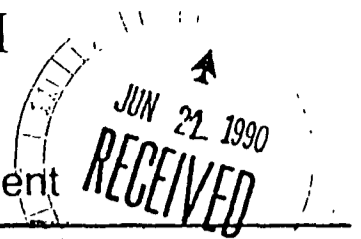
  
\_\_\_\_\_  
John A. Marshall, M.C.I.P.  
Commissioner of Planning and  
Development Department

  
\_\_\_\_\_  
W. Winterhalt, Director  
Planning Policy and  
Research Division

CB/jo  
Fletchers

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development



June 22, 1990

City of Brampton PLANNING DEPT.	
Date	JUN 25 1990 Rec'd
File No.	SP24
RECEIVED CLERK'S DEPT.	

TO: The Mayor and Members of Council

FROM: The Development Team

RE: Traffic, Density and Bonusing Considerations  
Southwest Quadrant of Steeles Avenue and  
Hurontario Street  
Fletchers Creek Secondary Plan & City South  
Our File Number: SP24 & T1W14.11

REG. No.:  
FILE No.:

JUN 22 1990

T1W14.11

## EXECUTIVE SUMMARY

Senior staff are concerned about a number of aspects of the 1990 06 18 Planning Committee recommendation to increase apartment densities to 65 units per acre (i.e. beyond a recommended level of 52 u.p.a.) in the southwest quadrant of Steeles Avenue and Hurontario Street and to reference bonusing to the provision of sportsplex/recreation facilities, daycare facilities and architectural guidelines rather than to the provision of affordable housing and daycare facilities as recommended in staff reports.

With respect to density levels, the June 5, 1990 staff report clearly indicated that apartment developments at a maximum of 52 units per acre subject to bonusing (with the proposed office component) would yield the lowest acceptable level of service for ultimate traffic projections and are consistent with the desirable planning objectives for the area.

The barely adequate level of service associated with a maximum apartment density of 52 u.p.a. is equivalent to the low end of Level of Service 'E' or a volume to capacity ratio (v/c) of 0.90 - 0.93 compared to a normal ideal of Level of Service 'D' or a v/c ratio of 0.80 - 0.85 (see attached descriptions of level of service).

Density bonusing should be based on appropriate guidelines to ensure that sound planning and municipal administration principles are upheld. Bonusing for a sportsplex or other recreational facilities or "architectural guidelines" is inappropriate without further comprehensive study.

Bonusing is a reasonably well established and supportable way of achieving affordable housing objectives and ought to be reinstated as a mechanism for the subject area. With respect to all of the bonusing items proposed, it is essential that broad bonusing guidelines be established for the City as soon as possible.

It should also be clearly recognized that bonusing provides no relief or solution to the fundamental traffic servicing constraints (i.e. Level of Service 'E') that have been identified for the subject area.

Traffic signals are not helpful nor technically required at the intersections of Malta Avenue with the east-west internal road and with Sir Lou Drive.

Based on the foregoing, this report recommends that Council:

- o adopt the original recommendations in the staff reports dated June 5, 1990 (Fletchers Creek) and June 12, 1990 (City South Limited) dealing with the subject matters, and
- o strike a working committee to formulate a comprehensive bonusing policy for the City as soon as possible and prior to the initiation of individual negotiations.

1. Introduction

A staff report dated June 5, 1990 dealing with and containing recommendations respecting the subject matters was considered by Planning Committee at its meeting of 1990 06 18. Among the recommendations of that report were the following:

- C.2 "the high density residential designations be developed at a base density of 40 units per net acre and that, a bonus density to a maximum of 52 units per net acre be applied to projects ensuring the provision of 25 percent affordable housing or a lesser proportion of affordable housing in conjunction with other community objectives such as day care facilities;"
- C.8(b) "ensure developer contributions to road and intersection improvements, including traffic signals as required;"

The recommendation as adopted by Planning Committee contained the following revised versions of sections C.2 and C.8(b):

- C.2 "the high density residential designations be developed at a density range of approximately 40-65 units per acre and that staff prepare an amendment to provide flexibility with respect to bonusing from 40 to 65 in conjunction with fiscal support of community objectives such as sportsplex/recreation facilities and daycare facilities in the area and architectural guidelines;"
- C.8.(b) "ensure developer contributions to road and intersection improvements, including traffic signals as required including:
- Steeles/McMurchy
  - Internal Road/Malta
  - Malta/Sir Lou Drive;"

The City South application (T1W14.11) was also approved, contrary to the staff recommendation in a report dated June 12, 1990, to permit densities up to 65 units per acre in exchange for fiscal support for community objectives. The recommendation reads:

"That a public meeting be held with respect to the proposed application and that staff prepare an amendment to provide flexibility with respect to bonusing up to 65 u.p.a. with fiscal support to community objectives such as sportsplex/recreation centre in the area and in consideration of architectural guidelines."

Senior staff are very concerned about a number of aspects of the above referenced portions of the Planning Committee recommendations respecting the subject area. The primary concerns relate to:

- o Density Levels
- o Traffic Implications and Levels of Service
- o Overall Aspect of Density Bonusing
- o Bonusing for Affordable Housing
- o Architectural Guidelines and Bonusing.

The purpose of this report is to describe and discuss the staff concerns respecting each of these aspects of the Planning Committee Recommendation and to request Council to take them into account before making a final decision

respecting the density, bonusing, and traffic control measures appropriate to the subject portion of the Fletchers Creek South Secondary Plan.

2. Density Levels

The staff recommendation provided for densities of 40 u.p.a. up to 52 u.p.a. through bonusing for affordable housing or other community objectives such as day care facilities. This recommendation evolved from planning considerations and the comments of Regional and City Traffic staff. The Regional traffic comments recommended 40 u.p.a. with an office component or 60 u.p.a. without an office component. The City traffic comments recommended 50 u.p.a. with an office component which represented the lowest acceptable level of service for ultimate traffic projections. With street intersections along Hurontario at poor service levels, a density of 50 u.p.a. will provide somewhat of a "cushion" at those intersections to maintain more acceptable operation of the intersections.

There is an emerging predominance of high density residential units in the Fletchers Creek South Secondary Plan Area compared to the original Secondary Plan which provided for 20-30% of units in the high density form. At 50 u.p.a., high density units represents 44 percent of all dwelling units in Fletchers Creek South and the gross residential density is 11.2 units/gross residential acre. The density target in the original Secondary Plan is 10.5 units per gross residential acre. At 60 u.p.a. high density units represent 47 percent of total units and a gross density of 11.8 u.p.a.

Existing high density sites in Fletchers Creek South have been developed at 40-50 u.p.a. which establishes a reasonable precedent for the area. A density of 50 u.p.a. will still maintain the gateway concept and give vertical definition to the area but not represent such an intense level of development. Densities of 60 u.p.a. may lead to excessive building heights given gross and ground floor areas and development site configuration. In the subject area, only the Peel Non-Profit development on Sir Lou Drive (67 u.p.a.) exceeds 50 u.p.a. The PNPFC project is on a small site, is only a 9 storey building, the floor space index (f.s.i.) is comparatively low (because of the small units) and it has a less stringent parking standard. The locationally best site (City South) in the area was originally processed at a density of 50.6 units per acre.

3. Traffic Implications and Level of Service

The report entitled "Traffic Impact Analysis of Secondary Plan No. 24: Southwest Quadrant of Steeles and Hurontario" by B-A Consulting Group Limited makes reference (page 22) to using the Canadian Capacity Guide to determine the capacity of signalized intersections. It also (page 30) claims that a traffic volume to capacity (v/c) ratio of less than or equal to 0.95 is a level which is acceptable. The disagreement of Brampton and Peel staff with the conclusions of the B-A Consulting Group study stems primarily from an objection to that claim.

The attachment entitled "Capacity Analysis at Signalized Intersections" is extracted from the 1987 "Downtown Transportation and Parking Study" by Marshall Macklin and Monaghan. The latter study used the same Canadian Capacity Guide Saturation Flow Method to calculate intersection capacity and recommended road improvements that achieved an intersection service level of 'D' or better.

Similarly, the matter of an appropriate level of service is addressed in two recent studies completed for the City by the Proctor and Redfern Group, namely the "Brampton Secondary Plan No. 28 Transportation Study" and the "City of Brampton Highway 7 Bypass Feasibility Study". The General Stage report of September, 1987 for the former study notes (page 3-5) that the practical road capacities used in the transportation model for that study represent a level of service 'D'. The June, 1989 report for the latter study contains the statement (pages 16 and 32) that:

"As a target, the maximum desirable v/c ratio should be 0.8 which represents a design level of service D, although v/c ratios from 0.80 - 0.90 would be acceptable if no other solutions are available."

The above noted Marshall Macklin Monaghan and Proctor Redfern Group studies adopt level of service 'D' or a v/c ratio of 0.8 as an appropriate target and v/c ratios in the range of 0.8 - 0.9 as tolerable only if no other solutions are available. In the case of the Highway 7 Bypass study, grade separated improvements are recommended to achieve v/c ratios at or below the mid range of level of service 'D' (i.e. at 0.85 or less).

The claim in the B-A Consulting Group report that a v/c ratio of 0.95 (i.e. the mid range of level of service 'E') is acceptable is not tenable. To quote from the attached extract from the Marshall Macklin Monaghan study, level of service 'E' represents a situation with "long queues of vehicles waiting upstream of the intersection and delays to vehicles may extend to several signal cycles."

The recommendation by Brampton and Peel staff to limit the apartment densities to 52 units per acre or lower is intended to keep volume to capacity (v/c) ratios from exceeding the barely tolerable lower portion of the level of service 'E' range (i.e. 0.90-0.93).

4. Density Bonusing

The statutory basis for the use of density bonusing is contained in Section 36 of the Planning Act, 1983. In essence that section allows a municipality to pass a zoning by-law:

- o to "authorize increases in the height and density of development otherwise permitted by the by-law",
  - "in return for the provision of such facilities, services or matters as are set out in the by-law", and
  - "provided that there is an official plan in effect containing provisions relating to the authorization of increases in height and density of development."

The above quoted bonusing provisions of the Planning Act are devoid of specific limitations on the extent of bonusing or on the range and extent of the facilities, services or matters than can be requested in return for bonusing. However, careless application of the bonusing powers could easily violate basic planning principles, establish undesirable precedents and/or lead to inequity in municipal administration.

Based on a review of several articles, reports and OMB decisions dealing with or related to the use of the bonusing provisions of the Planning Act, staff have concluded that the following guidelines for the use of bonusing are appropriate to ensure that sound planning and municipal administration principles are upheld:

- a) Density bonusing should be based on comprehensive official plan policies that prescribe where extra density can and ought to be accommodated in various areas of the City.
- b) The City should not offer bonuses for "facilities, services and matters" to which it is already lawfully entitled.



- c) Bonuses should be comprehensively addressed in an Official Plan so as to be available on a consistent and equitable basis to all landowners in similar circumstances.
- d) A bonus facility should be in some way relevant to the development being bonused or the area of the City being developed.
- e) A sophisticated bonusing policy will probably have to include some mechanism of rendering bonus "facilities, services and matters" comparable between separate projects so that equity can be determined and the bonus conferred related to the advantage received.
- f) Where a cash in lieu payment is used, the cash should be related to a specific project which can be defined as to location, cost and commencement of construction.
- g) Facilities, services or matters provided in exchange for height and density bonuses should be related to the physical character of the municipal environment (i.e. capital cost items) rather than be in the form of operating grants for services such as day care centres, drop-in-centres, mental health councillors, etc.

The reference to the use of bonusing in the Planning Committee Recommendation quoted above respecting the Southwest Quadrant of Steeles Avenue and Hurontario Street (Fletchers Creek Secondary Plan) runs contrary to a number of these guidelines. The recommendation proposes bonusing in return for "fiscal support for community objectives such as sportsplex/recreation facilities and daycare facilities in the area and architectural guidelines."

Firstly, with reference to guideline a) above, the proposed bonusing can not be based on official plan policies that can properly indicate that the bonused density (i.e. 65 u.p.a.) can or should be accommodated in the subject portion of the Fletchers Creek area since staff's technical opinion is that it can not be accommodated with respect to traffic service.

With respect to guideline b), recreation facilities are items to which the City is already wholly or partly entitled by use of the parkland dedication provisions of the Planning Act (Sections 41, 50 and 52) and the Capital

Contributions Policy (i.e. levies). This interpretation is reinforced by the specification of those costs that are subject to levy in the new Development Charges Act. That act defines "net capital cost" as excluding "capital grants, subsidies and other contributions". It may be that a portion of bonuses for recreational facility items (and other items covered under Development Charges By-laws) would have to be subtracted from what would otherwise be levied.

Architectural guidelines also fall into this category of matters which the City can already substantially address by lawful means. A subsequent section of this report addresses this matter of architectural guidelines in more detail.

Guideline c) suggests that a bonus should be available on a consistent and equitable basis to all landowners in a similar circumstance. Is the City now prepared to bonus all apartment developments in the City to 65 u.p.a. regardless of adverse traffic impacts as in this case? The implications of this precedent should not be regarded lightly.

Guideline f) is a most troublesome one with respect to the proposal to bonus for a sportsplex, since that facility is not an approved project and can thus clearly not be defined as to location, cost and commencement of construction.

The proposal to bonus in exchange for the provision of daycare facilities arising out of discussions related to the Finer/Trigreen application shares some of the pitfalls that apply to recreational or other items. However, daycare facilities are not a City levy item and in the subject case, a local need has been identified by the YMCA. It would nevertheless be prudent to formulate general policies respecting bonusing for daycare before specific negotiations with developers are initiated.

In fact on a general basis and with respect to most of the bonusing facilities/matters discussed herein (i.e. affordable housing, daycare, recreation facilities and architectural guidelines/amenities) it would be wise (for the reasons noted above) to formulate a careful and comprehensive City bonusing policy as soon as possible.

##### 5. Bonusing for Affordable Housing

A Strategic Plan Initiative to achieve an objective of more affordable housing is to explore an appropriate density bonusing policy by August 1991 that may facilitate the construction of affordable housing units. Examples of

bonusing in exchange for affordable housing are evident in Montgomery County (Maryland) whereby local housing authority stock and affordable housing constitutes 15 percent of total new units through a 22 percent increase in density (for developments greater than 50 units).

Another consideration is that the Ministry of Municipal Affairs is responsible for the final approval of official plan amendments. Municipalities must have regard for the Housing Policy Statement and provide for the "opportunity" to meet the 25 percent affordable housing objective.

Recently, in the case of official plan amendment 169 (Kodak Lands), the Ministry refused to approve the OPA until the City was satisfied that the developer would provide 25 percent affordable housing. This led to the development of a draft agreement between the developer, City and PNPHC to guarantee that 25% of the units within the 1400 unit subdivision will be affordable. It is probable that the Province will request compliance with the 25 percent affordability objective in the OPA to implement the subject secondary plan review since it accounts for a total of 2100 dwelling units.

6. Architectural Guidelines & Bonusing

The City practices a certain amount of architectural control through the site plan approval process. Basic standards required upon site plan approval are: wrought iron fence, 60% landscaping, screening of parking areas, and street trees.

Other amenity features such as tennis courts and recreation facilities are a necessary marketing feature for the developer in selling the units.

There may be some opportunity to bonus for justified architectural features such as a terraced roof garden, sloped roof, large fountain or waterfall and tinted glass. However it will be a very difficult task to accurately quantify design features/appearance with the value or opportunities created by bonusing. In some instances it is questionable whether bonusing for architectural features would benefit the community as a whole or the specific project involved.

With the variety of concerns, the concept of bonusing for architectural guidelines (i.e. on-site amenities and design features) needs to be further clarified and studied.

7. Conclusion

The maximum apartment density of 52 units per acre subject to bonusing as recommended in the June 5, 1990 staff report is judged to be the highest level that can be adequately serviced by the road system. This "adequate" service is already calculated to be at the low end of Level of Service 'E', a level that is already beyond the normal ideal of a 0.80 - 0.85 v/c ratio (i.e. Level of Service 'D').

Apartment density levels beyond 52 units per acre are not required to achieve any of the desirable planning objectives for the Fletchers Creek South area.

It is at least premature and may be inappropriate to propose density bonusing related to a sportsplex (a project that has no official endorsement or status) or other recreational facilities without further comprehensive study.

Bonusing for "architectural guidelines" is not required, although bonusing for added amenities and design features could be considered, but ideally only as part of an overall City wide policy study.

Bonusing is a reasonably well established and supportable mechanism for achieving affordable housing objectives and ought to be reinstated as a condition related to the subject area.

Daycare facilities are not a City levy item and bonusing for day care may facilitate the provision of a day care centre for the McMurphy Street Y.M.C.A. (Finer/Trigreen application).

With respect to all of the bonusing facilities or matters discussed herein (i.e. recreational facilities, architectural guidelines/amenities, affordable housing and daycare) and others that may be proposed, it is essential that broad bonusing guidelines be established for the City as soon as possible, and certainly prior to the initiation of specific bonusing negotiations with individual developers.

It should also be clearly recognized that bonusing in any of the forms discussed herein (including the original staff proposal) provides no relief or solution to the fundamental traffic servicing constraints that have been identified and forecast for the subject portion of the Fletchers Creek South area.

There is no technical basis for requiring traffic signals at Malta Avenue and the east-west internal road or at Malta Avenue and Sir Lou Drive, nor do such measures contribute in any way to lessening traffic problems at the intersections along Hurontario Street and Steeles Avenue.


8. Recommendation

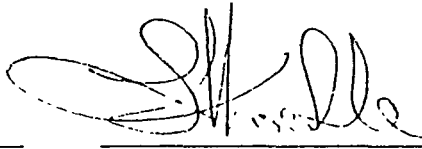
IT IS RECOMMENDED THAT CITY COUNCIL:

1. rescind the Planning Committee recommendations of June 18, 1990 numbered P111-90 (Fletchers Creek South Secondary Plan) and P116-90 (City South Limited) and adopt the recommendations as contained in the original staff reports dated June 5, 1990 (Fletchers Creek) and June 12, 1990 (City South Limited); and
2. strike a working committee of council and staff members to research and develop a comprehensive density bonusing policy dealing with a broad range of facilities and matters including affordable housing, daycare, recreational facilities and architectural amenities for implementation in the City as quickly as possible, prior to the initiation of specific bonusing negotiations with individual developers.

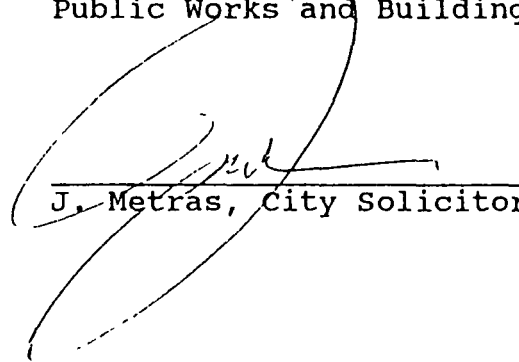
Respectfully submitted,

Members of the Development Team

  
\_\_\_\_\_  
John A. Marshall, M.C.I.P.  
Commissioner, Planning and  
Development

  
\_\_\_\_\_  
L. Koehle, Commissioner of  
Public Works and Building

  
\_\_\_\_\_  
A. Solski, Chief Administrative  
Officer

  
\_\_\_\_\_  
J. Metras, City Solicitor

  
\_\_\_\_\_  
D. Gordon, Commissioner,  
Community Services

CB/am/bonusing

## CAPACITY ANALYSIS AT SIGNALIZED INTERSECTIONS

The capacity of signalized intersections has been determined on the basis of the Saturation Flow Method taken from the Canadian Capacity Guide for Signalized Intersections, First Edition, Institute of Transportation Engineers, February 1984.

To assist in clarifying the arithmetic analysis associated with traffic engineering, it is often useful to refer to "Level of Service". The term, Level of Service, implies a qualitative measure of traffic flow at an intersection. It is dependent upon vehicle delay and vehicle queue lengths at the approaches. The Level of Service is often calculated in terms of the ratio between traffic volumes and approach capacities. The following table describes the characteristics of each level:

Level of Service	Features	V/C Ratio
A	At this level of service, almost no signal phase is fully utilized by traffic. Very seldom does a vehicle wait longer than one red indication. The approach appears open, turning movements are easily made and drivers have freedom of operation.	0-0.59
B	At this level, an occasional signal phase is fully utilized and many phases approach full use. Many drivers begin to feel somewhat restricted within platoons of vehicles approaching the intersection.	0.60-0.69
C	At this level, the operation is stable though with more frequent fully utilized signal phases. Drivers feel more restricted and occasionally may have to wait more than one red signal indication, and queues may develop behind turning vehicles. This level is normally employed in urban intersection design.	0.70-0.79
D	At this level, the motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough cycles with lower demand to permit occasional clearance of developing queues and prevent excessive backups.	0.80-0.89
E	At this level, capacity is reached. There are long queues of vehicles waiting upstream of the intersection and delays to vehicles may extend to several signal cycles.	0.90-0.99
F	At this level, saturation occurs, with vehicle demand exceeding the available capacity.	1.00 or greater

# INTER-OFFICE MEMORANDUM

PC - June 17

Office of the Commissioner of Planning & Development

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June 13, 1991

TO: The Chairman and Members of Planning Committee  
FROM: Planning and Development Department  
RE: Southwest Quadrant of Steeles and Hurontario Street  
Part of Lot 15, Concession 1 W.H.S.  
(FORMER TOWNSHIP OF TORONTO)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our File Number: P25S-024

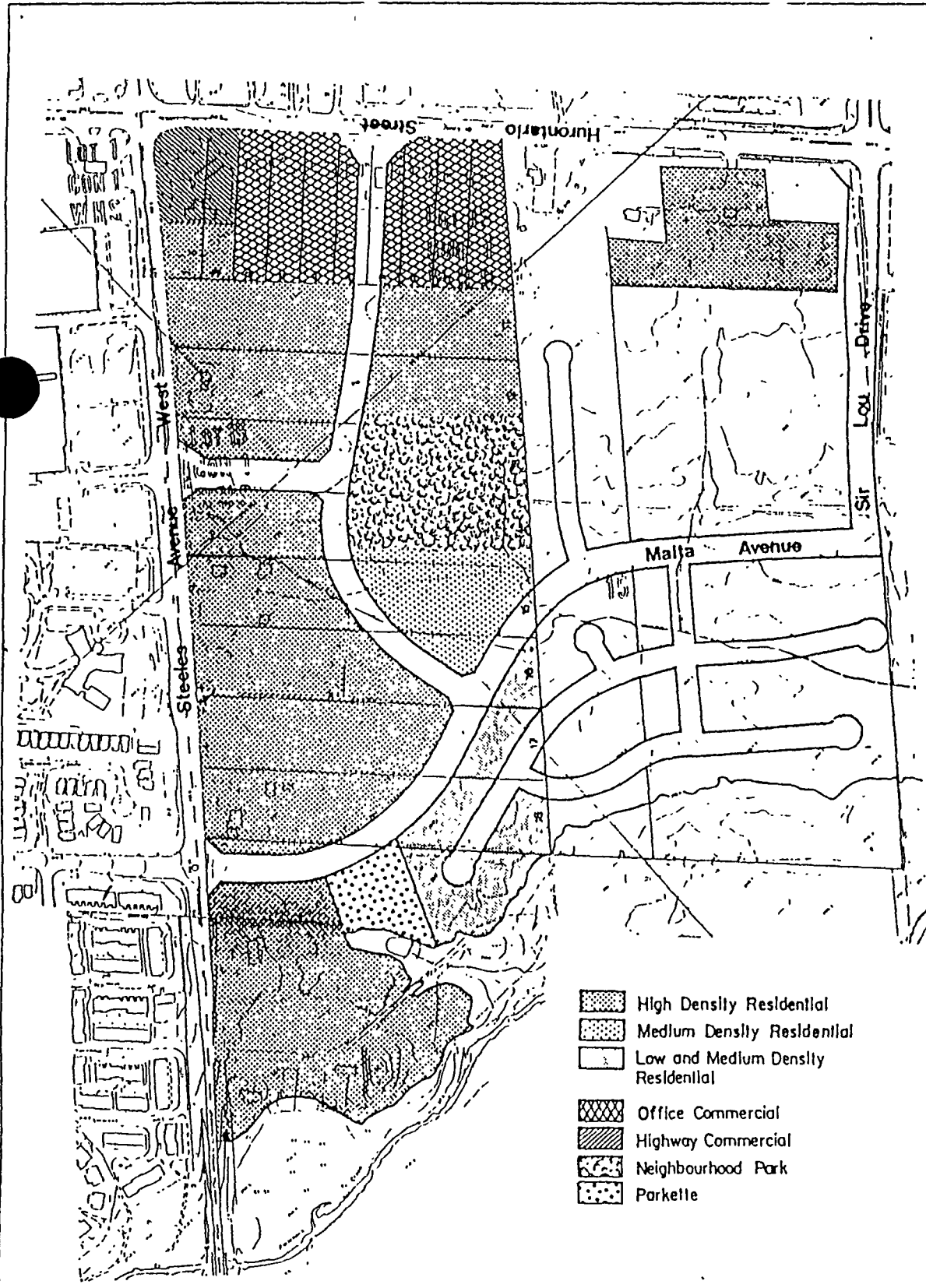
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




## 1.0 INTRODUCTION

A portion of the Fletchers Creek South Secondary Plan Area has been the subject of a secondary plan review. The study area is approximately 65 acres in area situated in the southwest quadrant of Hurontario Street and Steeles Avenue, and bounded in the west by the Fletchers Creek Valley. The secondary plan review was necessary in light of the inconsistency of a number of development applications with the Fletchers Creek South Secondary Plan.

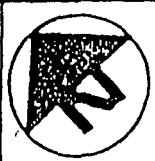
Subsequent to the necessary public meeting (July 4th, 1990) for the above noted matter, City Council adopted the attached resolution at their meeting of August 22nd, 1990. The resolution approved a development concept (Concept 3 Revised as attached) for the study area which is subject to a review of the applicable secondary plan. The resolution of City Council directed that the implementing Official Plan amendment contain density bonusing policies permitting residential development from 40 to 65 units per net acre and office development up to a coverage of 1.0 times the lot area (f.s.i.).

This report summarizes the progress of efforts to implement City Council's resolution and seek Council direction in respect of the maximum residential density to be permitted without bonusing. In lieu of bonusing, there is a commitment by the affected developers to contribute to the implementation of the Hurontario Creek gateway concept. There are basically four outstanding issues that need to be addressed, these being; density bonusing, permitted development densities within the subject area, parkland requirements and City Council's policy for the phasing of residential development.



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

**Proposed Secondary Plan Designations**  
**CONCEPT 3 (REVISED)**



1:5400

**CITY OF BRAMPTON**  
 Planning and Development

Date: 90 05 08  
 File no.

Drawn by: JRB  
 Map no. 75-27H



2.0

DENSITY BONUSING PROVISIONS

The original amendment proposed for the subject development area proposed density bonusing up to 52 units per acre in exchange for the provision of affordable housing in accordance with the draft Provincial Policy Statement on Housing. When City Council approved Development Concept 3 (Revised) for the subject area the achievable density through bonusing became 40 to 65 units per net acre and the concept of bonusing was expanded to include other considerations such as the provision of road improvements, recreation facilities, architectural excellence and the gateway improvement program for Hurontario Street south of Steeles Avenue.

A committee of Council and staff members was struck to investigate density bonusing and to develop a comprehensive policy. Staff developed a draft density bonusing policy specifically for The Fletchers Creek South development area despite the many administrative and philosophical difficulties with the whole concept of density bonusing. In addition, the Ministry of Municipal Affairs has indicated that site or area-specific density bonusing policies in Official Plans will no longer be considered; but rather municipalities will be required to formulate comprehensive bonusing policies covering the entire municipality.

After discussions of the draft policy involving the ward alderman, area developers and staff, it was concluded that it was not practical or possible to implement density bonusing at this time in the Fletchers Creek area and that area developers would otherwise contribute to the gateway improvement program on a voluntary basis through eventual development approvals. It was also concluded that the pursuit of any density bonusing policy in the City would have to await the conclusion of the Development Charges Act exercise because of the potential for conflict between bonusing policies and any new development levy structure.

As a result of the above, staff are requesting that the implementing amendment for Fletchers Creek South not contain density bonusing policies and that as a condition of development approvals, developers be requested to contribute their fair share to the gateway improvement program for Hurontario Street South of Steeles. Cost estimates for the program have been in the neighbourhood of \$550,000 which would translate to approximately \$8,500 per gross acre for applications within the study area.

3.0 PERMITTED DEVELOPMENT DENSITIES

The original staff position on development densities for Development Concept 3 (Revised) was 52 units per net acre for high density residential uses and that office development could achieve a coverage of 1.0 times the lot area (floor space index).

Staff realize that Council previously resolved that up to 65 units per acre was an acceptable density for residential development in the area despite the concerns of the Public Works Department with available capacity on the road network in the area. With respect to density bonusing, the developers have agreed to voluntarily contribute to the gateway improvement program for Hurontario Street South of Steeles Avenue and contend that they should still be permitted maximum residential densities of 65 units per net acre. Staff continue to hold their position on 52 units per acre based on traffic concerns that were set out in detail in previous reports. In the view of City staff, contributions to the gateway program do not justify a disregard for the traffic problems that are inherent in permitting development densities of 65 units per acre within the study area. Bonusing and traffic are two separate issues to be dealt with and Planning Committee direction is requested in this regard.

The decision in respect of residential densities affects the following current development applications:

- o 756277 Ontario Inc. (north-west corner of Sir Lou Drive/Hurontario).
- o TriGreen/Finer (south-east corner Steeles/north-south internal gate).
- o City South (north-west corner Malta Avenue/Ray Lawson Boulevard).

In the view of planning staff, the City South application should be considered independently of Fletchers Creek South Secondary Plan Review Study Area. The City South property was proceeding as a separate matter until it appeared at Planning Committee at the same time as the final Fletchers Creek Secondary Plan report and thus became mired in the density bonusing issue. The City South application is removed from the study area and was the subject of a separate planning report, traffic study and Council decision. This property started with a base density of 50.6 units per net acre, and was approved-in-principle by City Council on the basis of an application for 63.2 units per net acre. In addition, any official plan amendment to implement Development Concept 3 (Revised) may be subject to objections to the Ontario Municipal Board which have absolutely no bearing on development of the City South high density residential site.

Also of note for the interest of Committee, a rezoning application has been received for lots 7, 8, 9 and 10 in Plan 347 which is the proposed office commercial block at the southwest corner of Hurontario Street and the east/west collector road interval to the study area. Although the draft official plan amendment proposed 1.0 times coverage for this office block, the proponent seeks 2.5 times coverage with full turning movements at the intersection of Hurontario and the east/west interval road. Department of Public Works position on this intersection has been that it be restricted to right in/out movements only. It is recommended that these issues be dealt with through the site specific rezoning application rather than become an issue to be resolved concurrent with the official plan amendment for the entire study area.

4.0 PARKLAND REQUIREMENTS

Of further issue in the study area has been the provision of parkland in the area with none of the landowners wanting to provide parkland and the Parks Department having concerns about providing sufficient parkland for approximately 2000 high density dwelling units. Based upon a parkland requirement of 1 hectare per 300 high or medium density units and Development Concept 3 (Revised) the following parkland requirements are estimated for development densities of 52 and 65 units per acre:

- o (52 upa) 1870 units = 6.23 hectares (15.4 acres) required
- o (65 upa) 2320 units = 7.73 hectares (19.1 acres) required

To provide the desired recreation facilities in the immediate study area, the City seeks a 2 hectare (5.0 acre) neighbourhood park and a 0.81 hectare (2.0 acre) parkette in the locations shown on Development Concept 3 (Revised). The neighbourhood park is in the order of 120 by 170 metres (400 by 550 feet) and is located on the south half of Lots 12, 13 and 14 in Plan 347 (Tri-Green and Barna). The 2 acre parkette is situated on Sheridan College lands between Malta Avenue and the Fletchers Creek Valley and will provide access to that natural feature.

The required parkland conveyances totalling 2.81 hectares (7.0 acres) creates a parkland deficiency of 3.42 hectares (8.45 acres) under the 52 upa scenario and 4.92 hectares (12.16 acres) under the 65 upa scenario. In order to make up the parkland deficiency, developers within the study area will be required to:

1. pay cash-in-lieu of parkland to make up the difference between required and actual dedication; and
2. provide on-site recreational amenities in conjunction with high density residential developments.

The establishment of 2.81 hectares (7.0 acres) of park within the study area in conjunction with cash-in-lieu of parkland payments which will be applied to other public recreational projects in the vicinity and the requirement of on-site recreational amenities will ensure that the future residents of the study area will have adequate recreational opportunities within their neighbourhood.

Other matters which will be dealt with in the implementing official plan amendment will include the conveyance (or leasing) of the Fletchers Creek Valley on the Sheridan College property and contributions to a future pedestrian grade separation at the Fletchers Creek Valley and Steeles Avenue. The grade separation will be realized when Steeles Avenue, and the bridge over the Fletchers Creek Valley, are improved to accommodate a 6 lanes of traffic. These matters were previously confirmed by Planning Committee and City Council in earlier consideration of development policies for the subject study area.

#### 5.0 PHASING OF RESIDENTIAL DEVELOPMENT POLICY

Subsequent to the imposition of a residential development freeze in the fall of 1990, City Council lifted the freeze in favour of a "first-come, first-served" strategy based for road capacities within identified development phasing areas. The relevance of the phasing strategy to this matter is that future development in Brampton South/Fletchers Creek Development Area has already exceeded transportation related capacity. Capacity for the area is pegged at 21,682 dwelling units whereby commitments (existing units, draft approved units and zoned units) already total 22,282 units within the subject phasing area. Properties within the subject study area are not recognized as having "committed" status in the City's approval process. Although many properties in the subject area are proceeding with development applications, the residential properties would be not allowed to proceed under the phasing strategy.

Staff are of the opinion that rezoning applications can continue to be processed once the draft official plan amendment is adopted by City Council. However, zoning would have to be implemented with an "H" (holding) category and the relevant applications be lined up on a "first-come, first-served" in accordance with the phasing policy unless City Council decided to lift or alter the phasing strategy for the Brampton South/Fletchers Creek Development Area.

6.0 CONCLUSION

It is concluded that the implementation of a density bonusing policy is not practical or possible in the Fletchers Creek Area at this time. Therefore, staff request that a draft official plan amendment without a density bonusing provision be forwarded to City Council for adoption to implement Development Concept 3 (Revised) for the southwest quadrant of Steeles Avenue and Hurontario Street. Affected applicants have agreed to contribute to the gateway improvement program on a fair share basis.

Staff continue to recommend a maximum residential density of 52 units per acre and a maximum office commercial coverage of 1.0 times lot area based upon the implications for traffic problems within the area; whereas Council has approved a density range of 40-65 units per acre, with density bonusing. Direction as to the maximum residential density without density bonusing, is requested.

Parkland requirements have been reaffirmed by the Parks and Recreation Department as a 2.0 acre parkette and 5.0 acre neighbourhood park in the locations shown on Development Concept 3 (Revised). Parkland deficiencies will be made up by cash-in-lieu payments and the provision of on-site recreational facilities in conjunction with high density residential development.

The residential development phasing strategy precludes the construction of any residential dwelling units within the subject study area and that the relevant development applications seeking zoning approvals could be processed and zoned with an "H" (Holding) category in place until the issues of available road capacity and the phasing strategy are resolved.

7.0 RECOMMENDATION

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

1. This report be received; and
2. That direction be given in respect of maximum residential densities for the southwest quadrant of Steeles Avenue and Hurontario Street on the basis that:
  - (a) a density bonusing policy not be implemented at this time for the subject area;

Holdings, stated that his client basically agreed with the proposed Secondary Plan revisions which would permit office commercial development along the west side of Hurontario Street, south of Steeles Avenue. Mr. Davis, representing Tri-Green Developments (M. Finer) and 756277 Ontario Limited, stated that both of his clients wanted additional density to the 50 units per net residential acre as proposed by the staff report dated February 28, 1989. Tri-Green Developments is seeking approval for 783 dwelling units and 756277 Ontario Limited is seeking approval for 240 dwelling units. Staff cannot support density increases in excess of 50 units per net residential acre for this area based on reasoning expressed in the report dated February 28, 1989. If Committee is of a mind to permit greater densities, then the possibility of developer concessions (i.e. affordable units) for the extra density should be considered and explored.

Lastly, a written submission from Sheridan College was received and attached to the minutes of the public meeting. The letter offers the following comments:

1. that the College will develop high rise student accommodations at the southwest corner of Steeles Avenue and McMurphy Avenue Extension (Malta Avenue) and would like assurances that all services are available to the site;
2. the College's understanding was that the McMurphy Avenue Extension (Malta Avenue) was entirely off their property and that given the amount of land available for development in the northeast corner of the property, they can ill afford to permit a City street in the area;
3. vehicle access is essential to either Steeles Avenue or the McMurphy Avenue Extension (Malta Avenue), and
4. as the College wishes to develop high density residential uses at the southwest corner of Steeles Avenue and Malta Avenue, they would prefer to see high density development remain on adjacent properties to the east (i.e. lot 18 and 17, Plan 347).

If the College wishes to develop a high density residential development for student accommodations at the southwest corner of Steeles Avenue and Malta Avenue, then any application by them would be considered on its merits. However, such a development would comply with the concept which a number of people seem to support for the south side of Steeles, west of Hurontario Street. Full services are available in the area however Sheridan College would bring them to their site at their own expense. The College is dismayed that Malta Avenue is shown on their lands but from

staff's viewpoint, it always has been. Obviously Malta Avenue can only intersect with Steeles Avenue directly opposite to McMurchy Avenue on the north side of Steeles to provide appropriate intersection spacing and traffic light control. Since neither McMurchy Avenue or the Sheridan College lands have ever been moved, Malta Avenue (McMurchy Street Extension) has always been envisioned on Sheridan College property. Vehicle access to the northeast corner of the Sheridan College property would be available to Malta Avenue at an adequate distance south of the Steeles Avenue intersection. The opinion of the College that the south side of Steeles Avenue, east of Malta Avenue, should be developed for high density residential uses coincides with the opinion of others on this matter.

### Conclusion

There are many different opinions on how the southwest quadrant of Steeles Avenue and Hurontario Street should be developed. The general feeling at the public meeting was that the south side of Steeles Avenue between Malta Avenue and Hurontario Street should be developed for high density residential purposes. This largely agrees with Development Concept 1 (copy attached) which was originally proposed in a report dated February 16, 1989. Development Concept 2 (copy attached) is the proposal which Planning Committee forwarded to the Public Meeting.

### Recommendation

IT IS RECOMMENDED THAT PLANNING COMMITTEE:

1. give staff direction regarding the preferred development concept for the southwest quadrant of Steeles Avenue and Hurontario Street.

Respectfully submitted,

Carl Brawley  
Carl Brawley,  
Policy Planner

AGREED:

J.R. Dalzell  
J.R. Dalzell, Commissioner,  
Planning and Development

Carl Brawley  
per. J.A. Marshall, Director of  
Planning Policy and  
Research

Attachments

CB/am/icl

# INTER-OFFICE MEMORANDUM

Office of the City Clerk

City of Brampton PLANNING DEPT.	
Date	AUG 24 1990 Rec'd
File No.	SP24

1990 08 23

*JAM*  
*WHL*  
*CB*

TO: J. A. Marshall  
RE: Fletchers Creek South Secondary Plan  
Part Lot 15, Con. 1, W.H.S.  
Clerk's File: O.P.A.

The following recommendation contained in the Planning Committee report was approved by City Council at its meeting held on 1990 08 22:

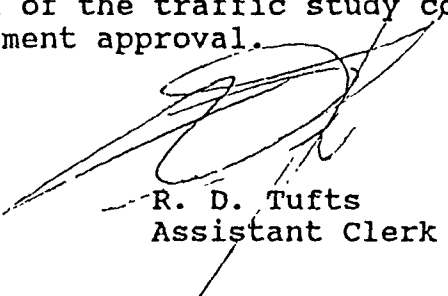
"THAT the report dated 1990 07 32 re Southwest Quadrant Steeles and Hurontario Street be received, and;

1. The notes of the Public Meeting held on July 4, 1990 be received;
2. Development Concept 3 (Revised) be endorsed as the preferred development concept for the subject study area; and
3. Staff be authorized to forward to City Council for consideration and adoption of the appropriate official (secondary) plan amendment to implement Development Concept 3 (Revised) which among other matters, will address the following:
  - 1) Land use within the study area be distributed as proposed by Development Concept 3 (Revised);
  - 2) The high density residential designations be developed at a base density of 40 units per acre and that staff prepare an amendment to provide flexibility with respect to bonusing up to 65 units per acre;



- 3) The office commercial designations within the study area be developed at a base coverage of 0.75 f.s.i. with the amendment providing flexibility with respect to bonusing up to a floor space index of 1.0 and that retail uses within the office commercial designation be limited to 10 percent of the gross floor area;
- 4) A neighbourhood park of approximately 2.0 hectares (5.0 acres) and a parkette of 0.6 to 0.8 hectares (1.5 to 2.0 acres) be provided for in the study area, generally in the locations shown on Development Concept 3 (Revised);
- 5) Development approval conditions shall include the conveyance of valleylands in accordance with City policy and contributions to a future pedestrian grade separation at Steeles Avenue and the Fletchers Creek Valley;
- 6) The capacity housing mix and density values for the Fletchers Creek South Secondary Plan Area be adjusted as necessary to accommodate Development Concept 3 (Revised);
- 7) The ability of the City to review any development proposal in the interests of comprehensive development or redevelopment, relative to the extent of land assembly within the study area and the size/location of abutting properties;
- 8) The recommended road network be implemented in the secondary plan in addition to any policies necessary to:
  - a) Limit new office growth south of Steeles Avenue to 550,000 square feet until Malta Avenue is complete to Steeles Avenue;
  - b) Ensure developer contributions to road and intersection improvements, including traffic signals as required, including Steeles/McMurphy and Steeles/north-south internal gate;

- c) Convey certain road network and access restrictions such as no direct access to Hurontario Street and the right in/out only at the intersection of Hurontario Street and the east/west internal street;
- d) Staging of internal road network in relationship to the progression of development, particularly the availability of access points to Steeles opposite the Shopper's World entrance and the right in/out access to Hurontario Street for the office component within the study area;
- e) Imposition of conditions to development approval whereby the ability of Steeles Avenue west of Hurontario to accommodate the additional traffic generated by the development proposal in question is considered and access restrictions to Hurontario Street for the office commercial blocks; and
- f) Recover the costs of the comprehensive traffic study and reimburse the developers who front ended the study by inclusion of a best efforts clause to impose a cost per acre on non-contributing developers for their portion of the traffic study costs upon development approval.

  
R. D. Tufts  
Assistant Clerk

RDT:cs

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning &amp; Development

April 13, 1989

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Southwest Quadrant Steeles and Hurontario Street  
Part of Lot 15, Concession 1, W.H.S.  
(former Township of Toronto)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our File Number: SP24

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Attached are the notes of a public meeting held on April 5, 1989. In addition to the number of verbal submissions heard at the public meeting, two written submissions were received (which are attached to the minutes of the public meeting) and staff dealt with a number of phone inquiries.

Mr. Joseph Barna, owner of Lot 14, Plan 347, was the first to address the public meeting and also entered a written submission, a copy of which is attached to the public meeting notes. The main thrust of Mr. Barna's objection is that his property has been allocated a significant portion of the neighbourhood park in a manner which is not equitable with adjacent properties. Mr. Barna also stated that his property must contribute a significant land area for the establishment of the internal road system. Staff are not sympathetic to Mr. Barna's objections for the following reasons:

- o the neighbourhood park is a conceptual designation and its final size and location has not been determined by the Parks and Recreation Department.
- o the Barna property has always carried the neighbourhood park designation.
- o the Barna property is now proposed for high density residential development on the northerly half when the property was originally designated for low and medium density residential.
- o properties which contribute more than their legal share of parkland are financially compensated by the City with cash-in-lieu of parkland contributions received from other developers/properties.

- o since the development of the Barna property will probably be contingent on assembly with abutting Lots 15 and 16, the neighbourhood park will in fact be shared among the three properties. Given the size and configuration of future development blocks and the fragmented ownership in this area, it is inconceivable that the Barna property can be developed in isolation.
- o with respect to roads, there are other properties in the area contributing greater amounts of land for road allowances such as the Tri-Green/Finer property (Lots 11 to 13) and Lots 15 and 16 to the west of the Barna property. These properties cannot hope to obtain direct access to Steeles Avenue so the internal road is a necessary service to develop this area. The traffic section of the Public Works Division has given the matter much consideration in arriving at the preferred internal road pattern.

Mr. Gorham and Mr. Cuttruzzola both expressed a desire to see high quality residential and office development along the Steeles Avenue and Hurontario Street corridors. In their interpretation, this would mean high density developments to give the area some vertical definition and to conceal the majority of parking underground. The concept of high density development along this entire section of Steeles Avenue and Hurontario Street basically coincides with Development Concept 1 which was originally proposed for this area by staff in a planning report dated February 16, 1989.

Mr. Dickey, owner of Lot 18, Plan 347, asked why a high density residential designation was being transferred from his property and Lot 17 to Lots 14, 15 and 16 of Plan 347. Staff had previously indicated to Committee that the "down designation" of Lots 17 and 18 would likely result in objections from these landowners. Staff also received a phone call from a lawyer representing the owners of Lot 17 who questioned the "down designation" of their property. Under the original Development Concept 1 and the wishes of Mr. Dickey, Mr. Gorham and Mr. Cuttruzzola, all of the subject lands along the south side of Steeles Avenue would be developed for high density residential purposes.

Mr. Sagness and Mr. Yu both had questions relating to access and the responsibility for roads within the subject area. Neither voiced any objection to the proposed road and traffic concept for the southwest quadrant of Steeles Avenue and Hurontario Street.

Representatives of three developers in the study area also spoke at the public meeting. Mr. Smith, representing Tupperville

- (b) all developers affected by the subject O.P. Amendment and subsequent O.P. Amendments in the Fletcher Creek South area west of the Fletcher Creek Valley, be required to contribute to the gateway improvements program for Hurontario Street, south of Steeles Avenue; and
  - (c) staff continue to support development densities of only 52 units per acre (residential) and 1.0 times lot area (office commercial) for the subject study area.
3. Relevant rezoning applications within the study area be advanced to the zoning stage utilizing a "H" (Holding) zone and inclusion on a queuing/prioritizing list in accordance with the residential phasing strategy adopted by City Council in April 1991.

Respectfully submitted,



Carl Brawley  
Policy Planner

AGREED:



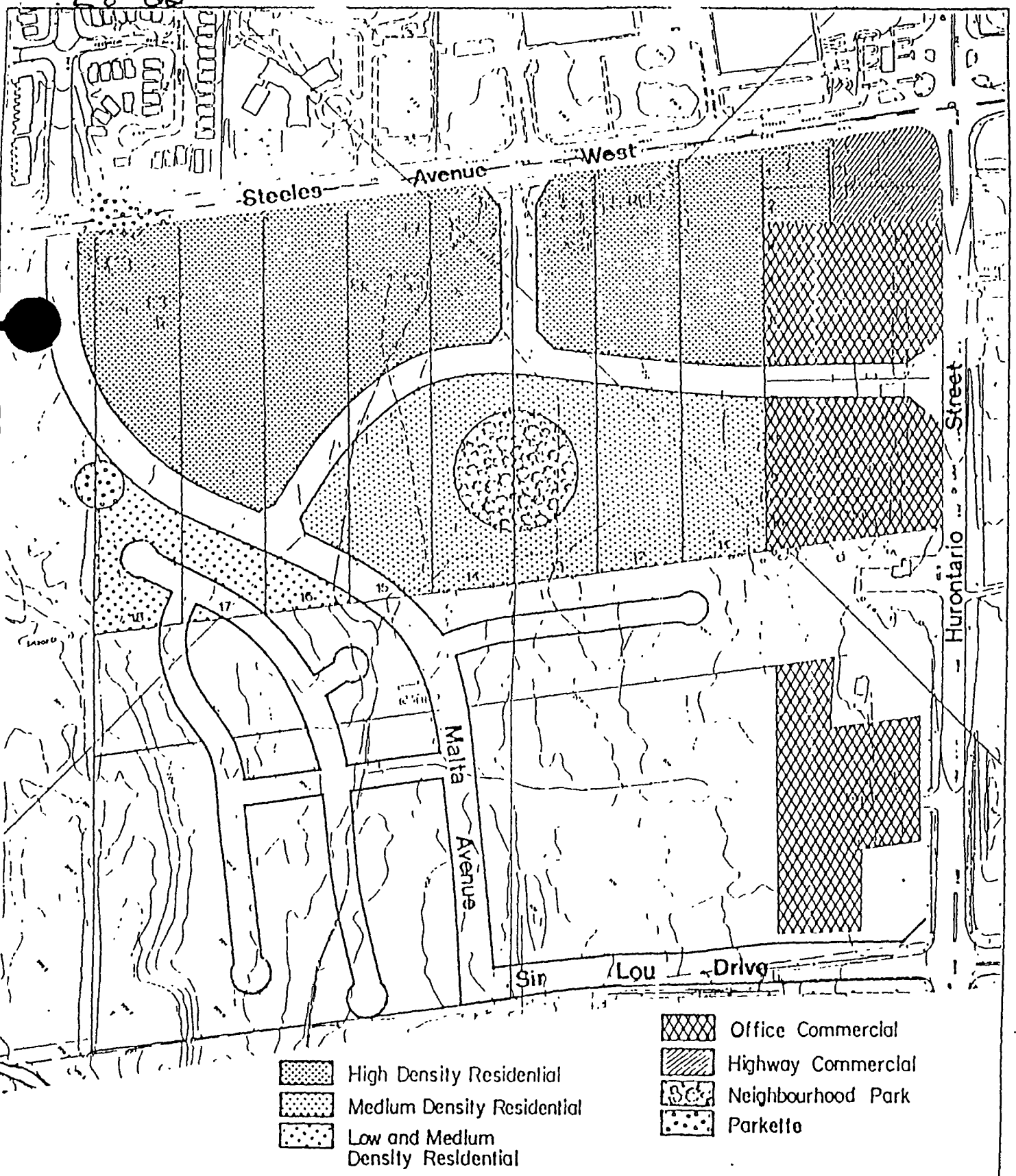
J.A. Marshall,  
Commissioner of Planning  
and Development










W. Winterhalt  
Director, Planning  
Policy and Research

CB/je  
fletcreeksp

E8-22



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential

-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

CONCEPT I

Figure 4

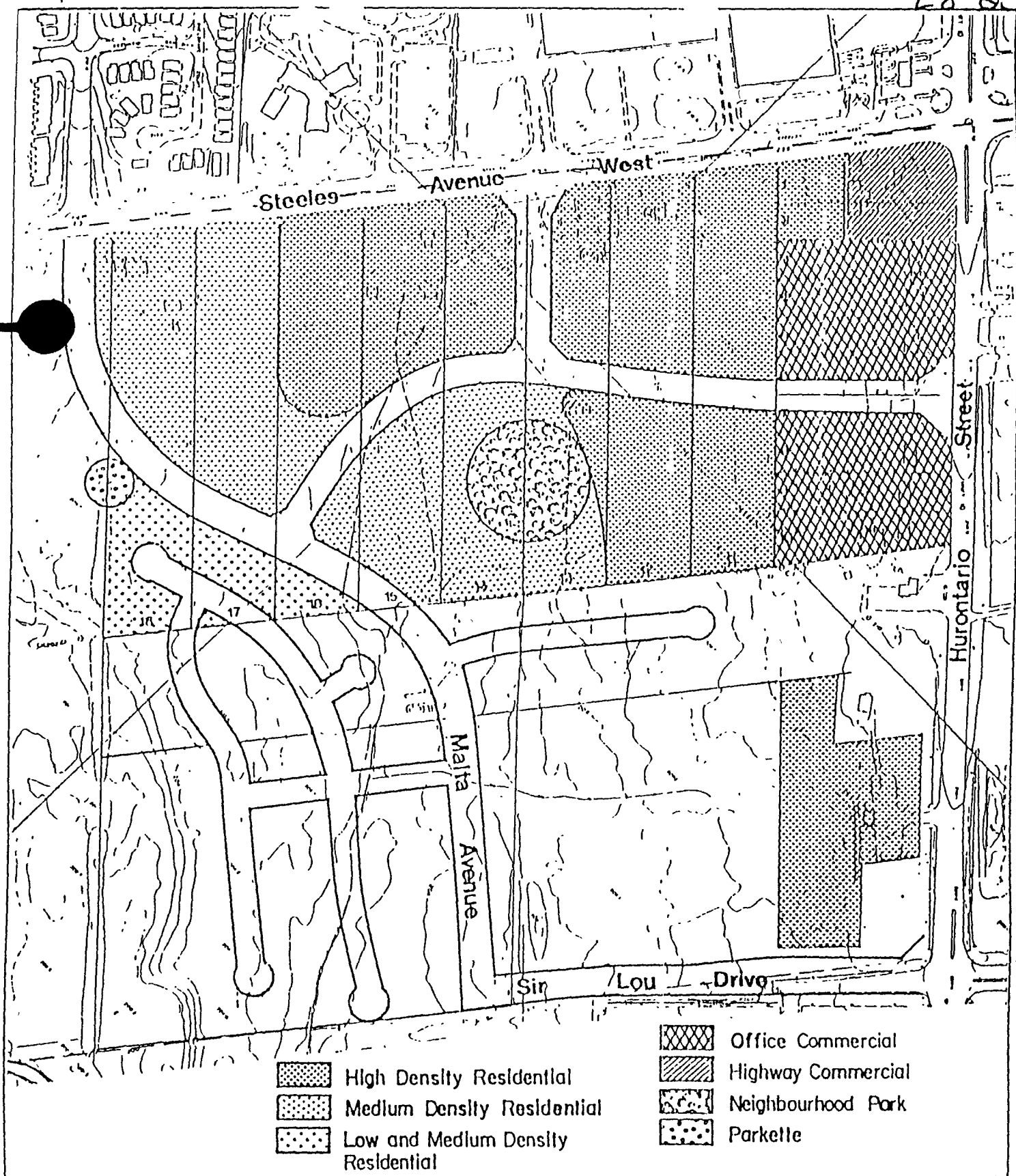


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CITY OF BRAMPTON  
Planning and Development

Date: 1989 03 01  
File no.

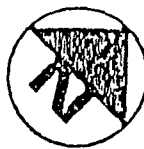
Drawn by: P.S.  
Map no. 75-27A



Proposed Secondary Plan  
Designations

CONCEPT 2

Figure 5



1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 03 01

Drawn by: P.S.

File no.

Map no. 75-27B

A Special Meeting of Planning Committee was held on Wednesday, April 5, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:27 p.m., with respect to a staff report on the FLETCHERS CREEK SOUTH SECONDARY PLAN (File: SP-24)

Members Present: Councillor F. Russell - Chairman  
Alderman S. Fennell  
Alderman E. Ludlow  
Alderman J. Sprovieri  
Alderman A. Gibson  
Councillor F. Andrews

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

---

Approximately 5 interested members of the public were present.

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

Mr. Dalzell replied in the affirmative.

Mr. Brawley outlined the proposal.

After the conclusion of the presentation, the Chairman invited questions and comments from members of the public. Also, he noted receipt of 2 letters relating to the subject matter (see attached).

Mr. Joseph Barna, owner of Lot 14 in the subject area, inquired about the width of the proposed roads and the number of proposed units.

- cont'd. -



Mr. Brawley informed him of the proposed road width of 23 metres, 30 metres at intersections, and that approximately 800 units are being proposed.

Mr. Barna questioned the road width requirement, and asked where the heavy traffic was expected to come from, as most other roads in the City are narrower. He noted that access to Highway #10 may change and that the road pattern should be such that no outside traffic can pass through the subject area. He objected to the loss of 68% of his 5 acre parcel for parkland and road contributions. He feels that the proposed plan is unfair and other lot owners should also contribute land to the parkland and road system, in accordance with the density allocation.

Mr. Brawley explained that the Traffic Division calculates the volume of traffic expected in the future and specifies future road widths on that basis.

Mr. Dalzell commented on the benefit of having one park instead of 5 or 6 smaller parks and noted that the City compensates for excess parkland dedication.

Mr. Tom Gorham, 5 Amantine Crescent, suggested a higher density, generalized plan for the whole area and the use of underground parking. He feels that the Gateway to Brampton concept should be maintained, hoping for development similar to the Sussex Centre in Mississauga.

Mr. Bob Sagness, 4 Silver Maple Court, asked who is responsible for the purchase of land for roads.

Mr. Brawley informed him that the developer is responsible for the purchase of the land and is required to dedicate it to the City as a condition of development approval.

Mr. E. Dickey, owner of Lot 18, asked why the high density designation on Lots 17 and 18 was switched to other locations, and if McMurchy would be widened to 4 lanes.

Mr. Brawley responded that the other locations provided more consistency with the form of development in the surrounding area, and that the width of McMurchy will be 26 metres, around 30 metres at intersections to accommodate turning lanes and daylight triangles.

- cont'd. -

Mr. Dalzell explained that the change in realignment of McMurchy was made to accommodate the land needs of the Police Headquarters to the south.

Mr. Philip Yu asked if the road to Highway #10 would be available to the high density area if it is developed before the office use and whether access would be permitted to Highway #10.

Mr. Brawley responded that there are various options for temporary access and traffic arrangements and that access will not be permitted onto Highway #10.

Mr. Dalzell said one option would be a temporary road ending in a cul-de-sac.

Mr. John Cutruzzola, R.R. #2, Norval, noted that he owns property on Steeles Avenue, west of McMurchy Avenue. He wanted to know the reason for shifting densities, for the mixed densities and proposed development for the west side of McMurchy. He commented that the south side of Steeles Avenue should be only high density development, rather than the effect that would be created by mixing the density areas.

Mr. Neil Davis advised that the owners of 756277 Ontario Limited and Tri-Green Developments both support the concept as proposed, except that they wanted approval at the densities they submitted and not be limited to 50 units per acre. He voiced agreement with Mr. Cutruzzola that higher density improves the quality of the concept, and noted no objection to higher density designations for land owned by Mr. Dickey and Mr. Cutruzzola.

Mr. Peter Smith, of John Bousfield and Associates, representing Tupperville Developments, voiced agreement with the general thrust of the recommendations.

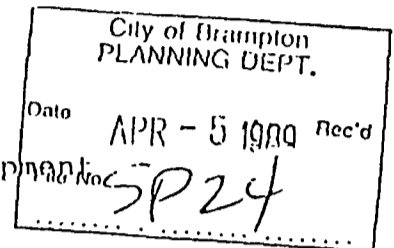
Mr. Tom Gorham agreed with the idea of high density development along the entire south side of Steeles Avenue, right to McMurchy Avenue.

There were no further questions or comments and the meeting adjourned at 9:11 p.m.

89 04 05

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

Attention: Mr. F.R. Dalzell - Commissioner,  
Planning & Development



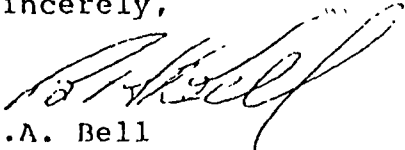
Dear Mr. Dalzell:

This will acknowledge receipt of the notice dated March 15, 1989 regarding zoning of the lands south of Steeles Ave. and between the Sheridan College Property and Hurontario Street. The College would like to register the following comments:

1. Development of the north eastern portion of the Brampton Campus is still several years in the future. However, it is most likely that the College will build high rise student residence accommodation in this portion of the campus. To this end the College would appreciate assurance from the City of Brampton that adequate water, sewer, gas and hydro services will be available to service high density in this area.
2. The College is dismayed to find that the plan shows Malta Avenue swinging west over College property to meet Steeles Avenue. In a City plan viewed several years ago, the southern extension of McMurchy was shown to be entirely to the east of College lands. In view of the configuration of the north east corner of the Brampton Campus the College can ill afford to permit a City Street in this area. Because of the large area of flood plane, to the east of Fletcher's Creek, there is limited space available for the College to develop the north east corner of the Brampton Campus.
3. Vehicle and service access to the north east portion of the Brampton Campus is essential from either Steeles Ave. or Malta Avenue.

4. In view of the likelihood of high density development of the north east portion of the Brampton Campus it might be preferable for adjacent lands to the east to be zoned for high density rather than the low and medium density shown on your plan.

Sincerely,

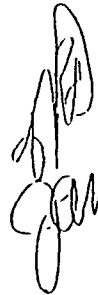


B.A. Bell  
Director, Campus Services

tb

cc: M. Patrick

March 29, 1989



City of Brampton PLANNING DEPT.	
Date	APR 11 - 1989 Rec'd
File No.	SP24

Planning Committee  
 c/o F. R. Dalzell, Commissioner  
 Planning and Development  
 City of Brampton  
 150 Central Park Drive  
 Brampton, Ontario  
 L6T 2T9

Mr. Chairman and Members of Committee

Re: Fletchers Creek South Secondary Plan (File No. SP24)

We are the landowners of lot #14 Registered Plan No. 347 total of 5 acres land located south west corner of Hwy #10 and Steeles Avenue.

We have received a copy of a report dated March 15, 1989 and we wish to reply as follows:

A EXISTING SECONDARY PLAN

Fletchers Creek South Secondary Plan Amendent No. 61 Schedule 'A' Plate 43 dated 1980/09 indicates a neighbourhood parkland next to McMurchy Street extension. We were told by planning department at that time (a lady) that parkland would be on lot #16, #15 and #14 furthermore partially on land located south to these lots. (See attached copy of Secondary Plan, 1980).

The same plan indicates a parkland on lot #12 area for high density development located on lot #11, #12 and #13. We were told that this parkland would be contributed by the owners of high density development (lot #11, #12 and #13).

Our land lot #14 was designated a low and medium density.

B THE PROPOSED FLETCHERS CREEK SOUTH SECONDARY PLAN

The proposed Fletchers Creek South Secondary Plan (File No. SP24) concept 2 Figure 5 dated 1989 March 1st Map No. 75-27B as presented is unacceptable to us in the present form for the following reasons.

F.R. Dalzell, Commissioner  
Planning Committee  
March 29, 1989  
Page 2

1. The proposed high density development parkland is located on our land and it appears that more than 50% of our land is designated as parkland to accomodate high density on lot #11, #12 and #13.

We also want to develop this land like our neighbours and build on it therefore we suggest that the high density development on lot #11, #12 and #13 (15 acres owned by one group) should create the required parkland on their own land to support their high density and we would contributed to this parkland as required by Planning Act in accordance with our density requirement. We feel that this would be a fair solution and the present proposal is unfairly designates our land for park use to support high density development on lot #11, #12 and #13.

2. We accept the fact that roads must be build and it requires land. According to this proposed Secondary Plan we loose further land for the road going North-South and for the road going East-West. This should be another reason to reduce the parkland designation on our land (most land owners have only one road).
3. We as the owner of the land were never consulted before we contacted the Planning Development in the past years in person but no plans or proposals were discussed or presented to us.

If this plan is approved in the present form we would be loosing from development approximately up to 68% or 3.4 acres land for two roads and parkland and would be able to develop approximately 1.6 acres land or 32% of our 5 acres lot.

...../3

F. R. Dalzell, Commissioner  
Planning Committee  
March 29, 1989  
Page 3

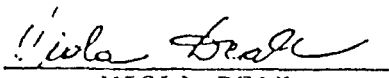
CONCLUSION


We respectfully request the Planning Committee to revise the plan before it is forwarded to Council of the City of Brampton for adoption, by altering the proposed parkland designation on our property lot #14 in accordance to the proposed density located on our land and alter the designated parkland area on lot #11, #12 and #13 in accordance with the density designated on these lands. Furthermore other lot owners should also contribute land to the parkland in accordance with density.

We feel that the proposed plan is unfair to us and we want to be treated equally and fairly with our neighbours.

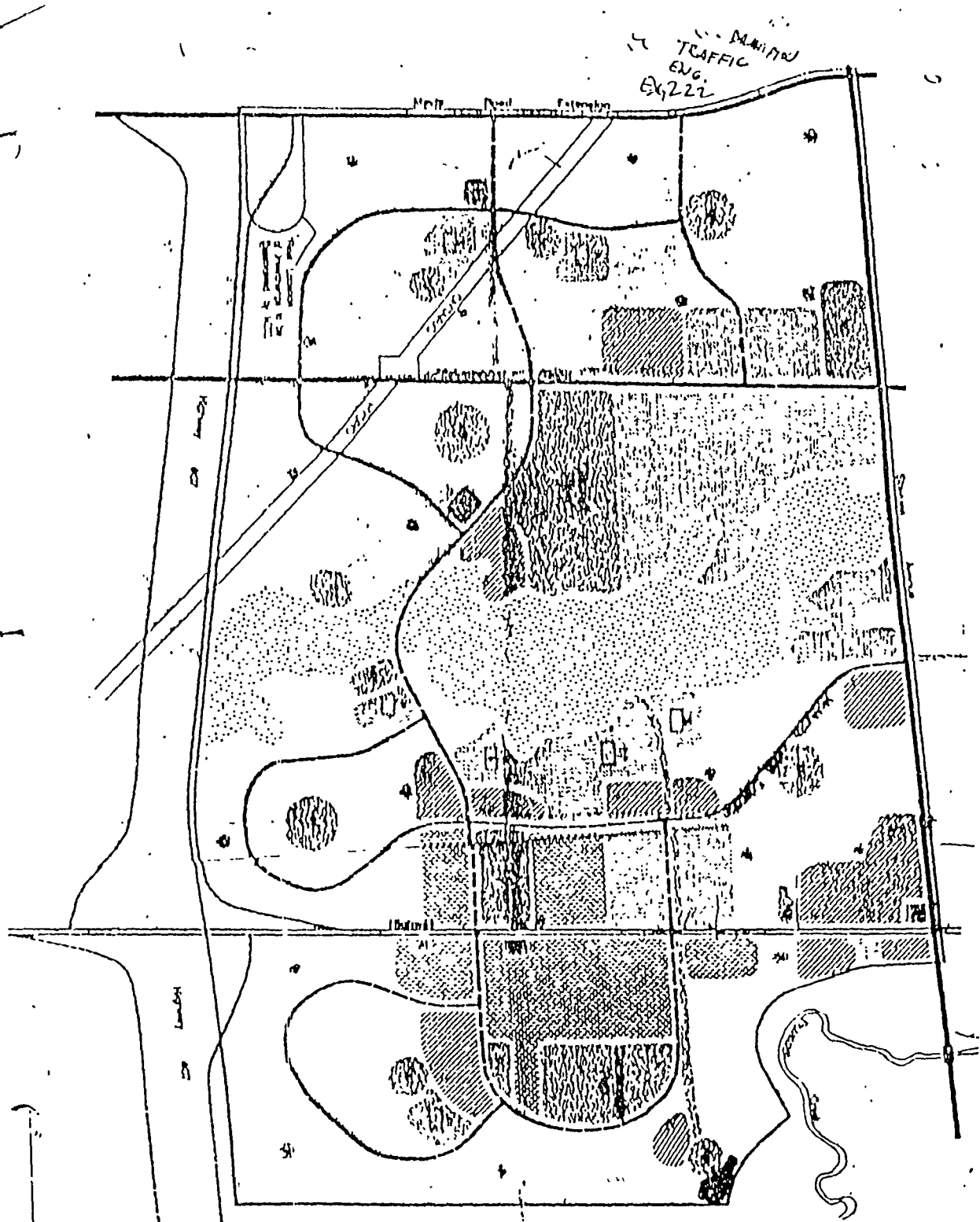
We trust that our request is reasonable and fair to any landowner in this subdivision.

Sincerely yours,

  
\_\_\_\_\_  
VIOLA DEAK  
75% Owner

  
\_\_\_\_\_  
JOSEPH BARNA  
25% Owner

Encls.



City of Calgary 313-4110  
 Official Plan  
 Amendment No. 61  
 Schedule A

FB-62

- Secondary Plan Boundary
- RESIDENTIAL
  - Low and Medium Density
  - High Density
- COMMERCIAL
  - Highway Commercial
  - Commercial Commercial
  - Neighbourhood Commercial
  - Specialty Office - Service Corridor
- PUBLIC OPEN SPACE
  - State Open Space
  - Neighborhood Park
  - Community Park
  - Neighbourhood Park
  - Parkland
  - Wooded
  - Community
  - Specialty
  - State Land
  - Neighbourhood
  - Neighborhood
- SCHOOLS
  - Neighborhood
  - Secondary School
  - Senior Public School
  - Public School
  - Specialty School
- ROADS
  - Primary
  - Neighborhood Highway
  - Neighborhood
  - Arterial Road
  - Collector Road

Fletcher's Creek South  
 Secondary Plan

Page 43  
 Scale 1:7500  
 Date 1970





# INTER-OFFICE MEMORANDUM

*sent to PC  
Aug. 13*

Office of the Commissioner of Planning & Development

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July 31, 1990

The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: Southwest Quadrant Steeles and Hurontario Street  
Part of Lot 15, Concession 1, W.H.S.  
(former Township of Toronto)  
FLETCHERS CREEK SOUTH SECONDARY PLAN  
Our file: SP24

---

1.0 Introduction

Attached are the notes of a public meeting held on July 4, 1990 regarding the above noted matter. In addition to the verbal submissions heard at the public meeting, a written submission has been received from the owners of Lot 14, Plan 347 (V. Deak and J. Barna), a copy of which is attached.

2.0 Issues

2.1 Office Commercial Blocks

The consultant (H. Thompson) and owner (W. Wong) of the proposed office commercial block (Lots 7-10, Plan 347) at the southwest corner of Hurontario Street and the proposed internal east/west collector road both addressed the public meeting. The following points were made:

1. mixed uses (office and/or high density residential) be accommodated on the subject property;
2. a coverage of 1.5 times the lot area be permitted for office uses on the site as opposed to 1.0 times coverage as proposed; and
3. a traffic light be installed at the intersection of Hurontario Street and the internal east/west collector road in order to afford full movement access to the office commercial blocks.

With respect to mixed uses on the subject property, staff are not necessarily opposed to such a concept. However, the property owner has just purchased the subject lands and staff have seen nothing in terms of a submission and how multiple uses would be accommodated and integrated on the site. For this reason, it is recommended that the designation for the site remain as office commercial and if the applicant wishes to develop for mixed use purposes, they submit for the same in any forthcoming rezoning application.

The owner's (Wong) requests for 1.5 times coverage for office uses and a traffic signal at the intersection of Hurontario Street and the east/west internal collector road would both have a detrimental impact upon traffic within the study area. The BA Consulting Traffic Study conducted to support the land use designations proposed for the study area looked at traffic generation by land use in addition to the functioning of the road network in relationship to the anticipated traffic using it. Since office uses are intense traffic generators and the existing road network will be functioning at near capacity service levels with the existing proposal (Concept 3 Revised), there is no justification to increase office space to 1.5 times coverage to the detriment of traffic movement and service levels in the area.

The BA Consulting traffic study also specifically examined traffic control at the intersection of Hurontario Street and the internal east/west collector road. The report concluded that this right in/out intersection would benefit the distribution of study area traffic through the road network. Staff also note that the spacing between the subject intersection and the Steeles Avenue/Hurontario Street intersection would only be 180 metres (600 feet). Such a traffic signal spacing is unacceptable to the Public Works Department in order to facilitate an appropriate level of service to through traffic along the Hurontario Street arterial.

## 2.2 Neighbourhood Park

In the vein of earlier submissions at the public meeting of April 5, 1989, the owners of Lot 14, Plan 347 (V. Deak and J. Barna) continue to object to the location of the neighbourhood park on the southerly portion of their holdings. Their written submission of June 15, 1990 (a copy of which is attached) requests a more equitable solution to the park location proposed by Concept 3 (Revised) and suggests two alternatives to that concept. Also in the vein of a report dated April 13, 1989 to the Planning Committee, the staff position has not altered on the neighbourhood park location. After review of the alternatives suggested by Mr. Barna in the attached submission of July 15, 1990, staff continue to support the designation of an approximately 2.0

hectare (5.0 acre) neighbourhood park on the south halves of Lots 12, 13 and 14 in Plan 347. This unsympathetic position to Mr. Barna's objections remain for the following reasons:

- the neighbourhood park, as proposed in Concept 3 (Revised), is centrally located to its intended service area, in the location of preference to the Parks and Recreation Department;
- Schemes A and B, proposed by Mr. Barna, are not of a shape typically preferred by the Parks and Recreation Department;
- Scheme A proposed by Mr. Barna does not provide for an efficient conclusion for the residential streets to the south (Garny Court and Mast Drive) and also exposes the neighbourhood park to an excessive amount of road frontage;
- the neighbourhood park, as proposed in Concept 3 (Revised) ties into an existing walkway from Tina Court;
- Mr. Barna's property (Lot 14, Plan 347) has always carried the conceptual neighbourhood park location;
- Mr. Barna's property is now designated for high density residential uses on the northerly half when it was previously designated for low and medium density residential uses. At a density of 15 units per acre the 5 acre property (with no park) would have yielded 70 units whereas under Concept 3 (Revised), the property could yield up to 160 units;
- since the development of the Barna property will probably be contingent on assembly with abutting lots 15 and 16, the neighbourhood park will in effect be shared among the three properties; and
- Mr. Barna will be compensated for any over-dedication of parkland in accordance with City policy.

### 2.3 Density Bonusing

One final issue to be addressed is the matter of density bonusing. City Council's resolution of June 25, 1990 suggest residential densities up to 65 units per acre, in exchange for bonus items such as affordable housing, traffic, daycare and recreational facilities and architectural amenities. City Council has also struck a working committee to develop a comprehensive bonusing policy for the City with the first meeting of that group pending. The bonusing policy is to be in place prior to the negotiation of any bonusing provisions for any particular development application within the study area.

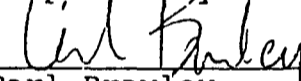
Staff are of the opinion that the official plan amendment necessary to implement Concept 3 (Revised) can proceed to City Council for adoption. Although the density bonusing question has not been resolved, the subject official plan amendment can set out very general parameters relating to density bonusing which will still need to be refined and incorporated into a zoning by-law amendment at the rezoning stage. In this manner, the City can proceed with the approval of the official plan amendment and properties which are not going to exercise the density bonusing option may advance rezoning applications. Those properties wanting to utilize the density bonusing provisions will have to wait for their zoning approvals until the density bonusing question is resolved.

3.0 RECOMMENDATION

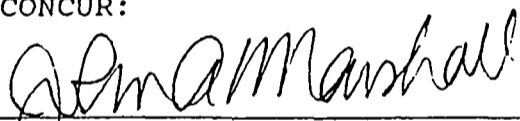
IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:


1. the notes of the public meeting held on July 4, 1990 be received;
2. Concept 3 (Revised) be the preferred development concept for the subject study area and that it be implemented in accordance with City Council's resolutions of June 25, 1990; and
3. staff be authorized to forward the appropriate official plan amendment to City Council for consideration and adoption.

Respectfully submitted,

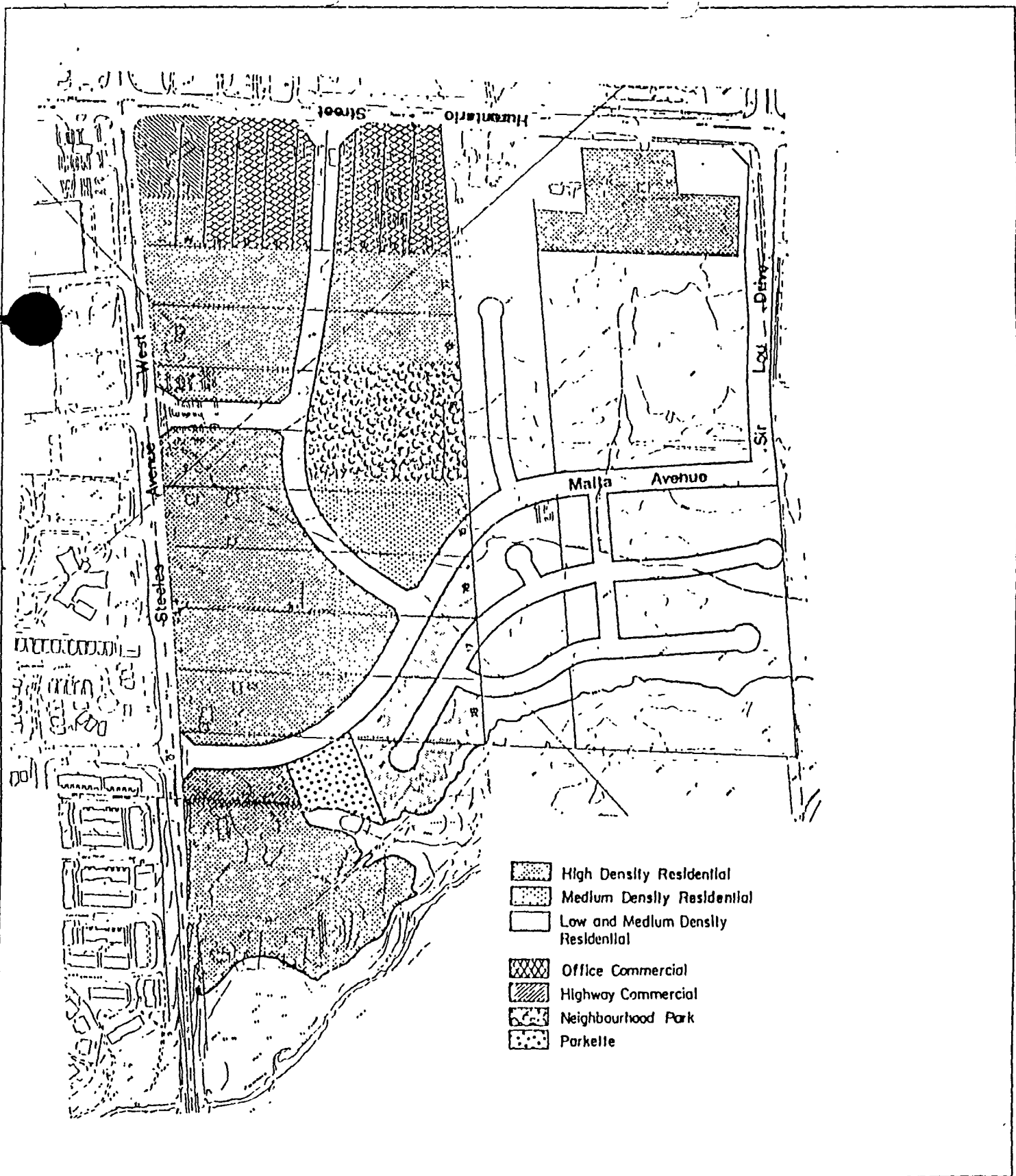
  
\_\_\_\_\_  
Carl Brawley  
Policy Planner

CONCUR:

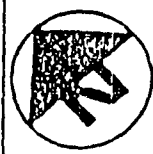
  
\_\_\_\_\_  
J.A. Marshall, M.C.I.P.  
Commissioner of Planning  
and Development

  
\_\_\_\_\_  
W.H. Winterhalt, Director  
Planning Policy and  
Research Division

CB/jo  
FLETCHERS



Proposed Secondary Plan Designations  
**CONCEPT 3 (REVISED)**



1:5400

**CITY OF BRAMPTON**  
 Planning and Development

Date: 90 05 08  
 File no.

Drawn by: JRB  
 Map no. 75-27H



Mr. Carl Brawley outlined the proposed Official Plan Amendment and explained the intent of the proposal. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Councillor Russell submitted to the Chairman a letter he had received from Mr. Joseph Barna.

Mr. Hugh Thompson, Consultant for the south/east office commercial block, said that he would like the options of office commercial and/or highrise apartments left open, as it was questionable how the market would progress in the next two years.

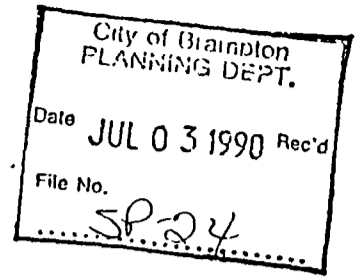
Mrs. Melinda Barna spoke on behalf of her father, Mr. Joseph Barna, 45 Huntingdale Blvd., Agincourt, and read his letter to express his concern of a five acre park in the neighbourhood. This plan would take away 50% of his land. Mr. Barna suggested two other alternatives as to the location and size of the proposed park and feels that the parkland could be distributed more equitably. He would like the park to be located on the west side of Malta.

Mr. William Wong, owner of Lot 9, asked that a traffic light be installed at the Highway #10/Collector Road intersection, so that full movement access would be permitted to the office blocks. He would like to have 1.5 vs. 1.0 times coverage for office purposes.

There were no further questions or comments and the meeting adjourned at 9:05 p.m.

June 15th, 1990.

Planning Committee  
c/o J.A. Marshall, M.C.P., M.C.I.P., O.P.P.I., Commissioner  
Planning and Development  
City of Brampton  
150 Central Park Drive,  
Brampton, Ontario.  
ST 2T9



Mr. Chairman and Members of Planning Committee

Re: FLETCHERS CREEK SOUTH SECONDARY PLAN  
File Number: SP24-WARD 3  
SOUTHWEST QUADRANT STEELES & HURONTARIO STREET.

As the owners of lot #14, Plan 345, a 5 acres parcel of land, we have concerns regarding the location of the proposed 5 acres (400' x 550') Neighbourhood Park --- more than 50% of our land is designated as parkland as per latest proposed official plan amendment namely the report dated June 22/90 designates the location on Lot #14 & #13 however the concept 3(revised) shows the location on lot #14, #13, and #12, furthermore the report dated June 5th, 1990, indicates the location also on lot #14, #13 and #12.

In the past, the Official Plan Amendment N° 61 SCHEDULE 'A' [ate 43 indicates the location east side of MacMurchy extension (see attached copy including the location of various lots). We were told that the location is on the south and of Lot #16, #15, #14 and on land south of these lots. The size of Park approximately up to 3.0 acres maximum.

The proposed Secondary Plan concept 1&2 dated March 1/89 indicates irregular park located on lot #14 and #13. We were told the park is s\ conceptual designation and its final size and location has not been determined, but the size would be between 3 acres and 5 acres (see attached copies of concept 1 & 2 and also large scale sketch).

We had a meeting with the planning department and expressed our concerns regarding the location and size of park and explained we are able to develop and build medium to low density by ourselves and are awaiting this opportunity since 1968; but, if this land is taken away for parkland our opportunity is taken away. We requested a more equitable parkland distribution as it was indicated on plate #43 Official Plan Amendment N° 612.

We have entered a written submission dated March 29th/89 and explained verbally at a Public Meeting dated April 5th/89.

The present proposed Secondary Plan Concept 3(revised) does not offer any attempt of resolution regarding our present request but rather confirms our previous concerns and singles out our land to provide a Neighbourhood Park in approximately 2 and a half acres --- approximately 50% of our land.



In view of the up-to-date occurrences, we propose a solution which solves the problem -- a more equitable parkland distribution and provides parkland as required and perhaps, the new location of park better serves, if not equals, the present proposal.

#### PARKLAND REQUIREMENTS (Section 4.4)

*Parks and Recreation Department requires 2 hectares (5.0 acres) neighbourhood park and a 0.6 to 0.8 hectare (1.5 to 2.0 Acre) parkette.*

The report suggest the neighbourhood park on lots 12,13 and 14 of Plan 347 and the parkette on the west side of Malta avenue. This is a change from the Official Plan Amendment N° 61, Plate 43 (see attached copy)

There are other changes also regarding Official Plan Amendment N°61 -- commercial development the west side of Hurontario (HWY#10) and high density is shifted on south side of Steeles Avenue up to Fletcher Creek including the land of Sheridan College of Applies Arts and Technology (on the east side of Fletchers Creek). The density changes or increases toward the west, which in our opinion, necessitates the change of the location and orientation of the proposed Parks.

The Neighbourhood Park should be more centrally located and we suggest the potential location of the west side of Malta Avenue (McMurphy Street Extension) or on the east side of Malta Avenue (McMurphy Street Extension as shown on Official Plan Amendment N°61, Plate 43, please see attached copy) and the parkette to be located between Malta Avenue and Hurontario Street (HWY #10).

We propose two schemes:

#### SCHEME 'A' (See attached sketch)

A Neighbourhood Park ( 5 acres table land) is located on the west side of Malta Avenue and extends up to Fletchers Creek Valley. Such a location allows South side quiet residential streets to be completed with Cul-de-sac and pedestrian entrance to parkland. The parkette to be located on lot 15,14,13,12,11, east-west direction on west side of Malta road. The further advantages are as follows:

1) The Fletchers Creek Valley parkland system through this neighbourhood parkland is extended up to Malta Avenue into the centre proposed high density development through east-west parkette.

2) Existing residential development residents, including school children from the nearby school, can enter the park through residential roads on the southside of Park including Fletchers Creek Valley land.

3) This parkland including the parkette on West side located on lot 15,14,13,12 & 11 will create greenbelt zone between the low density development and the proposed high density development. Highly recommended.

4) Medium and high density located on lot 15,14,13,12, and 11 will have access through this parkette into neighbourhood parkland and to Fletchers Creek Valleylands.

5) The five acre tableland neighbourhood park can be extended in the future into the Valley through improvement if desired.

6) This could be a very active park for various activities -- baseball, football, soccer, playgrounds etc., and is removed from the high density development to preserve a sense of a quiet enjoyment of private parklands located on each individual highrise apartment for the residents. Activities on the parkland would create minimum disturbances to adjacent neighbourhoods.

7) An amphitheater can be located on this side could potentially have open live performances, concerts, etc., facing the southside on the ravine side of Fletcher Creek. As required, subject to size, a manmade mound can be created to increase seating capacity. This would blend nicely into the existing topography of the valley land.

8) The present condition of this site is an almost park-like setting and would need less capital investment to create a natural setting for the neighbourhood parks -- it is not farmland but natural ravine environs, easily adaptable to park needs with minimal cost and worth the effort of nature conservation.

9) The present natural condition with its trees, wildlife, birds, and vegetation can be preserved especially near Fletcher Creek Valley. A nature conservation area that all residents can enjoy in the area.

10) Cross country skiing or all kinds of winter activities could be developed in this location extending into the Fletchers Creek Valley surrounds.

11) The conceptual designation of Parkette and Neighbourhood Park (on lot 12,13 and 14, Plan 347) shown on Concept 3 maintains the location of neighbourhood parkland near high density development as planned on Concept 2 which was discussed in a Public Meeting on April 5th, 1989. The proposed new high density development on Concept 3 is further developed; however, the parkland location does not reflect the new development. Scheme 'A' reflects the new possibilities in which high density is extended from Hurontario up to Fletchers Creek and takes into account the unique existing natural surrounds, low, medium and high density including office development and creates an alternative solution regarding parkland and to serve the residents and neighbourhood better.

#### SCHEME 'B' (See attached sketch)

This is an alternative solution if for some reason the neighbourhood park should remain on the east side of Malta avenue. This parkland has a main axis East/West direction located on lot 12,13,14,15,16 and extends north up to East-West road and West up to Malta Avenue.

COMMENT

In our opinion Scheme 'A' has more merit based on the location, economy of landscaping and serving future residential needs. The use of this park traffic pattern would ensure quiet residential neighbourhoods buffered from any activities in the neighbourhood park. The private gardenscapes of each development would also provide greenbelts leading to the roads and the Neighbourhood Park; most importantly, the overall configurations would provide a balance between the low, medium and high density developments. Scheme 'A' neighbourhood parkland also serves as a gateway to the Fletchers Creek Valley Lands system while also creating a buffer zone of activity preserving the valley lands.

CONCLUSION

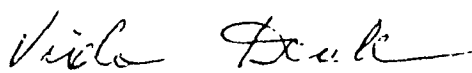
It is obvious that the other landowners supply none or a maximum of 16% of their land for parkland and therefore, accept the proposed parkland location as it does not infringe upon their future development plans. We, on the other hand, as the landowners who face a 50% allocation of the neighbour parkland on to our property, must once again reiterate that this is taking away 2 and a half acres of land or 50% of our land from potential development.

Firstly, we respectfully request the consideration of our concerns regarding a more equitable solution and distribution of parkland without taking away of quality of parkland serving the future and present community. As presented, by Scheme 'A' or 'B' or any other scheme developed in the future by the Planning department staff, our concerns should be considered.

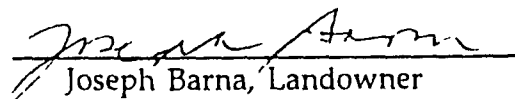
Secondly, parkland use, location, and size on the Secondary Plan should be a conceptual designation subject to further and final site development of the surrounding land.

Finally, we trust the alternative solution for Secondary Plan as described by us or similar will be recommended regarding parkland by Planning Committee before it is forwarded to Council of the City of Brampton for approval and adoption.

Yours sincerely,



Viola Deak, Landowner

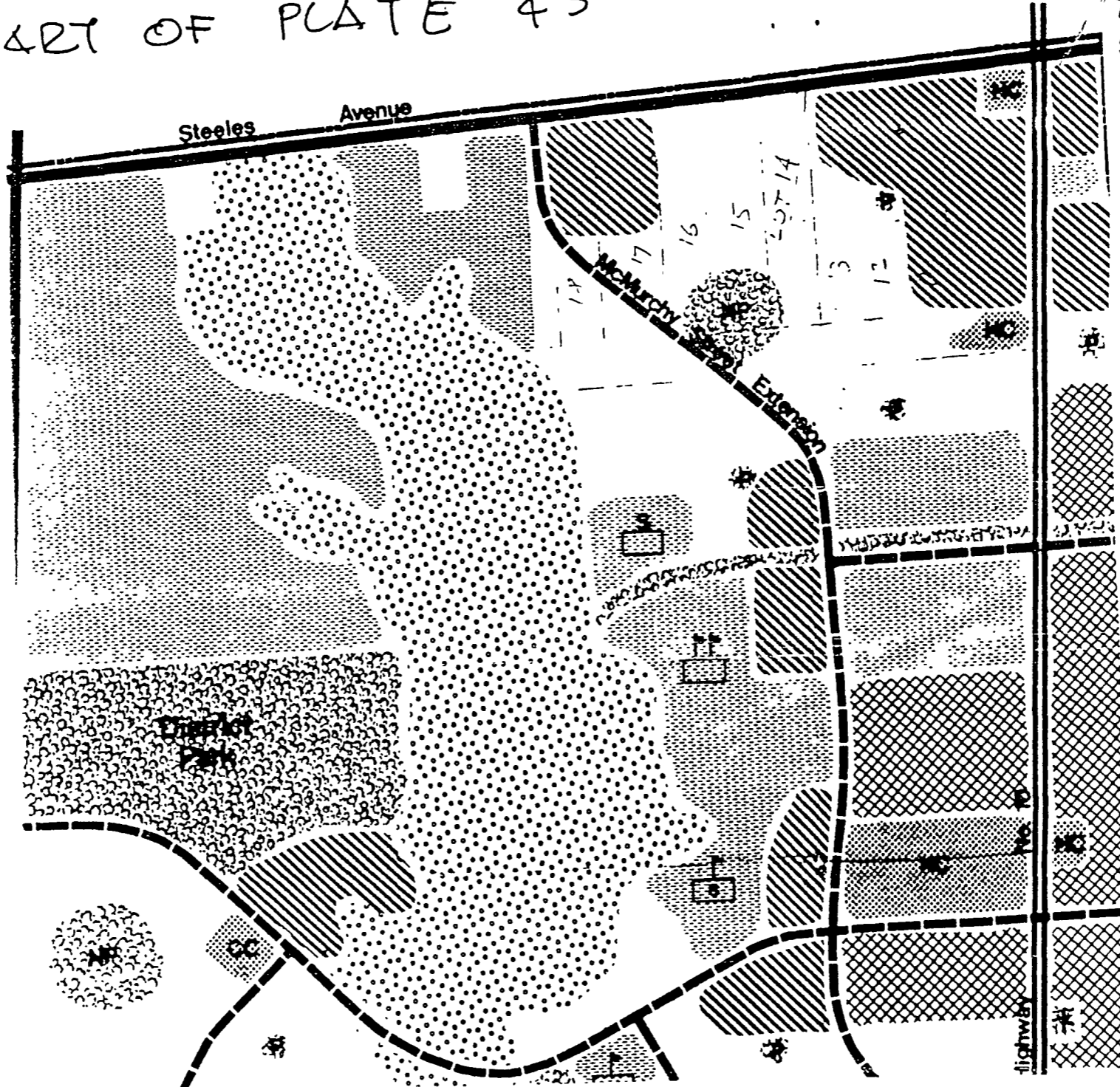


Joseph Barna, Landowner

Encl: Plans Scheme 'A' & 'B',  
Concepts 2 and 3  
Plate 43 of Official Plan Amendment

ART OF PLATE 43

Official Plan  
Amendment No. 61  
Schedule A



- Secondary Plan Boundary
- RESIDENTIAL**
  - Low and Medium Density
  - ▨ High Density
- COMMERCIAL**
  - HC Highway Commercial
  - CC Convenience Commercial
  - NC Neighbourhood Commercial
  - SO Specialty Office - Service Commr
- PUBLIC OPEN SPACE**
  - Public Open Space
  - DP District Park
  - CP Community Park
  - NP Neighbourhood Park
  - P Parkette
  - W Woodlot
  - C Cemetery
  - H Hazard Land
- INSTITUTIONAL**
  - Institutional
  - SS Secondary School
  - SPS Senior Public School
  - PS Public School
  - SSS Separate School
- ROADS**
  - Freeway
  - == Provincial Highway
  - Arterial Road
  - - - Collector Road

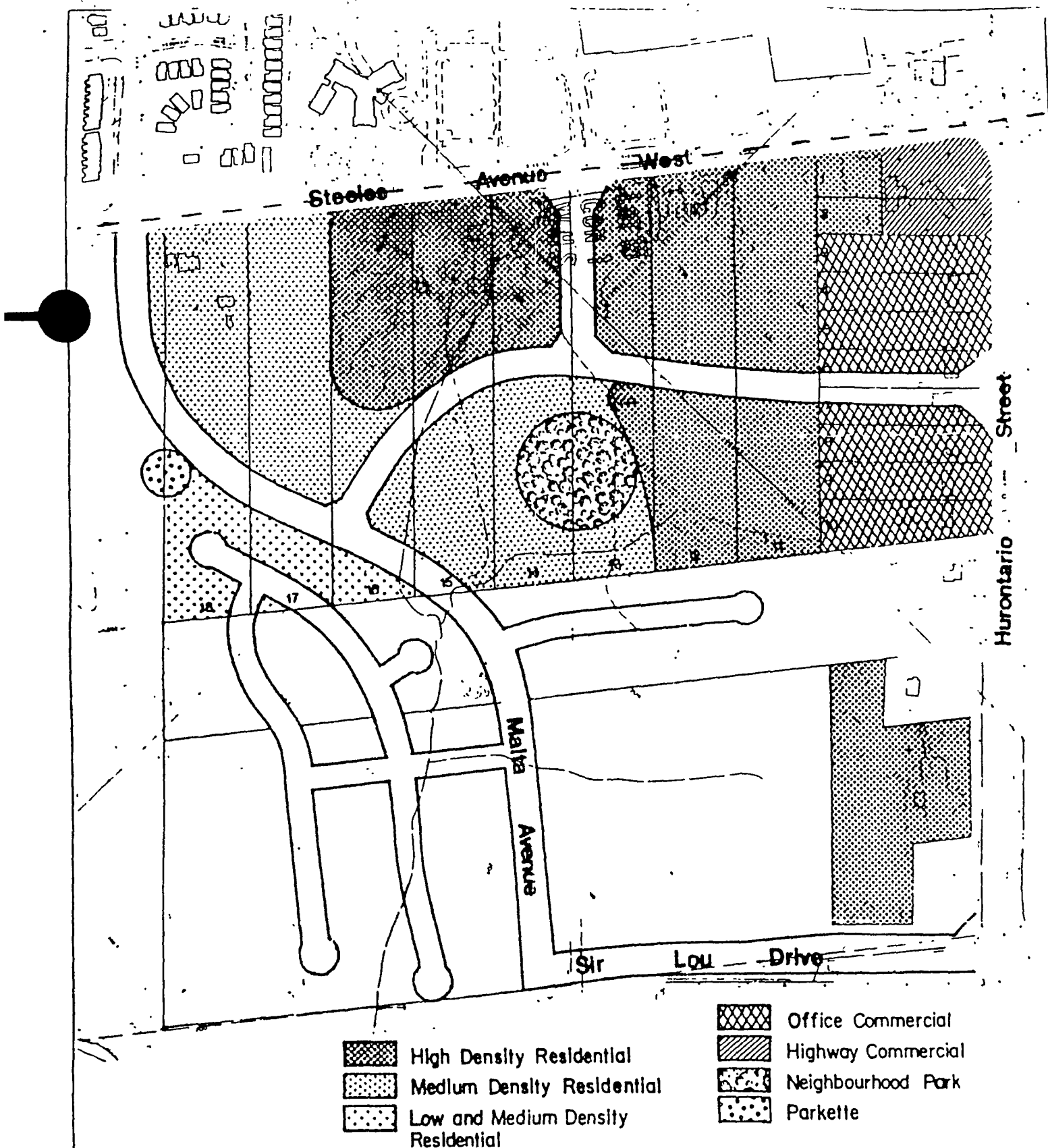
Fletchers Creek South  
Secondary Plan




Plate 43





scale: 1:7200

July 1980 09





-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential

-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

**Proposed Secondary Plan Designations**

CONCEPT 2

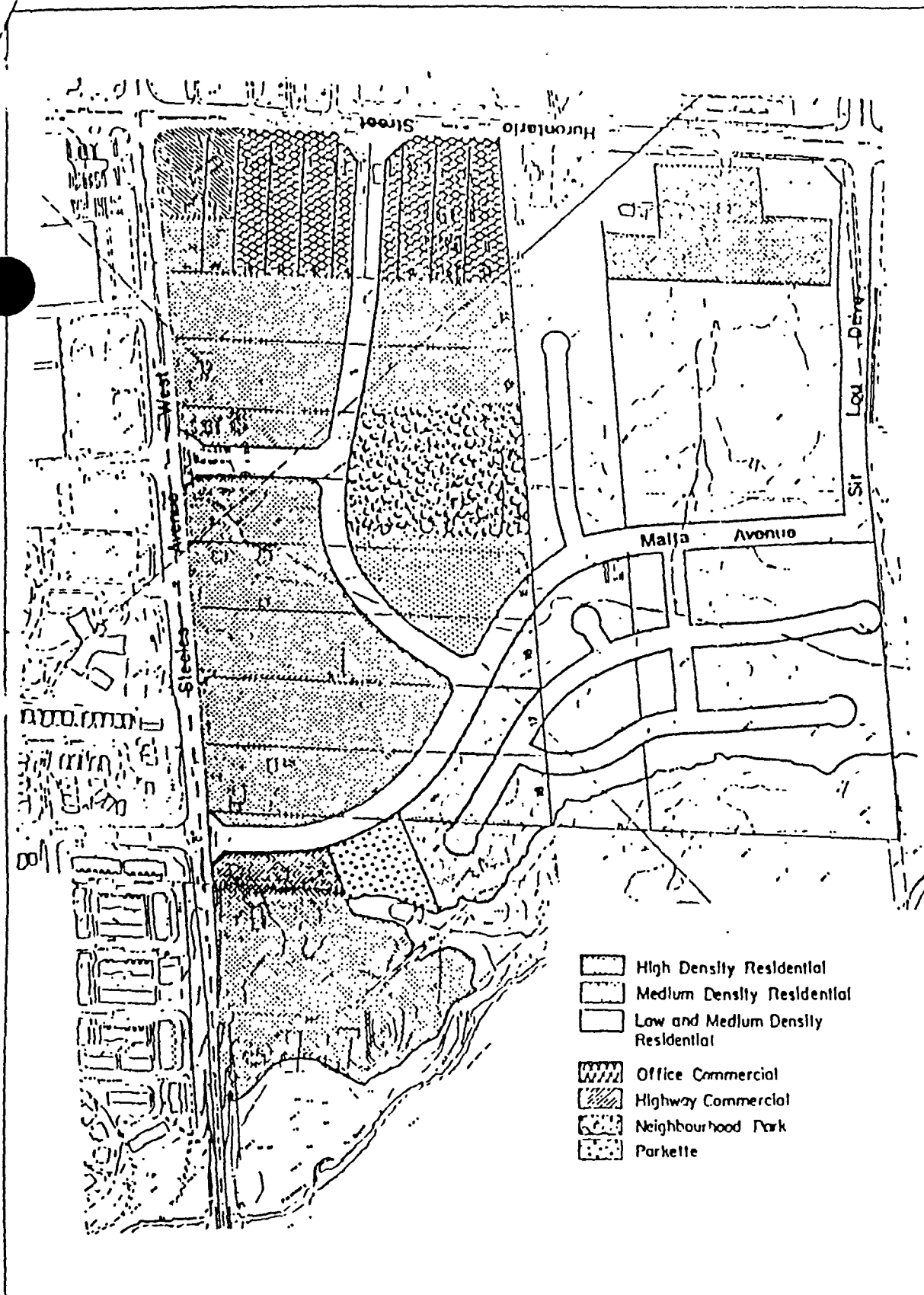
Figure 5










1:4000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 03 01      Drawn by: *P.S.*  
File no.                      Map no 75-27B



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

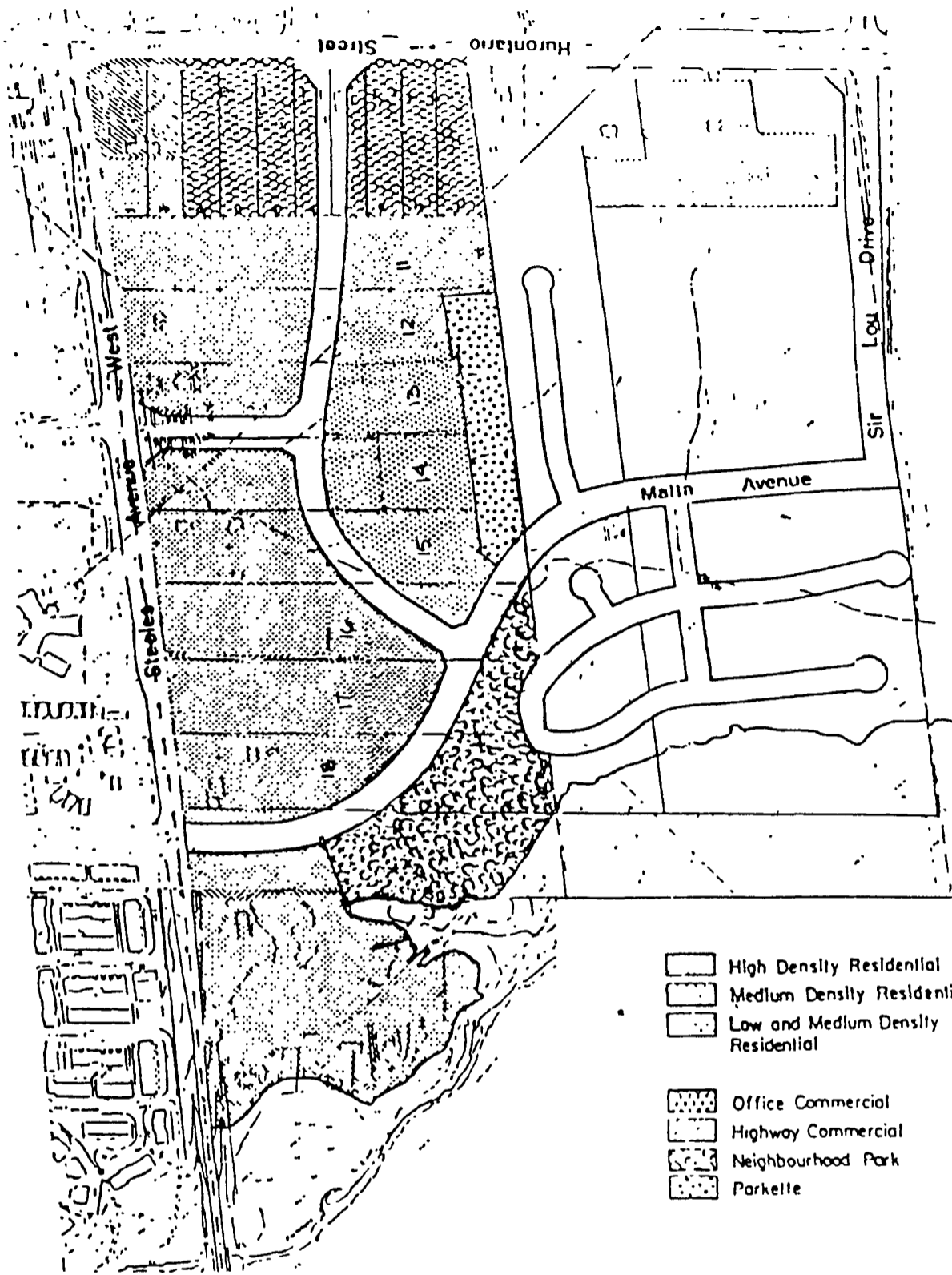
Proposed Secondary Plan Designations  
 CONCEPT 3 (REVISED)










1:5400

CITY OF BRAMPTON  
 Planning and Development

Date: 90 05 08      Drawn by: JRN  
 File no.                      Map no. 75-274



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

(CITY OF BRAMPTON)

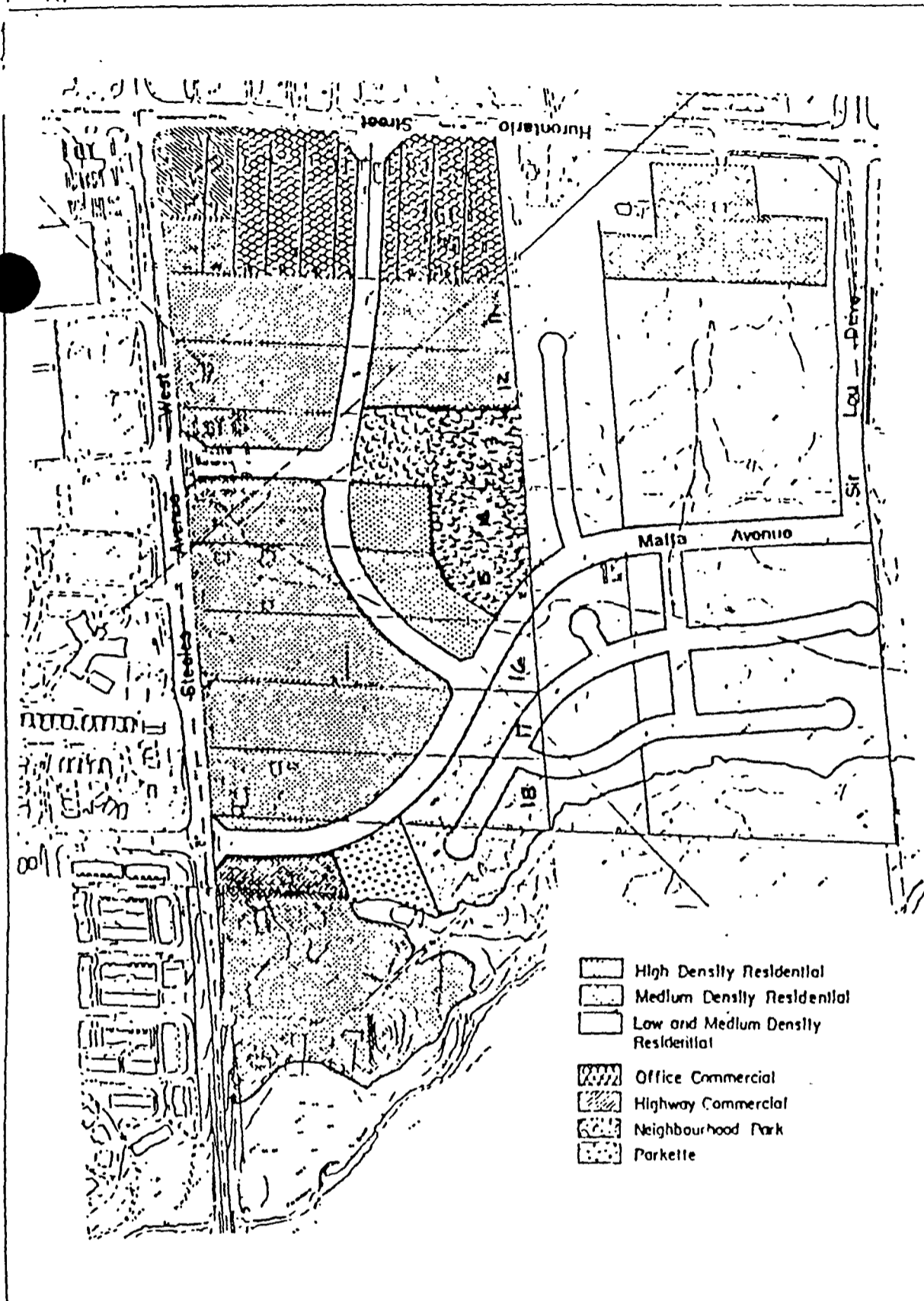
CONCEPT 3 SCHEME (A)



14000

SCHEDULE 'A'

JUNE 15, 1990



Proposed Secondary Plan  
Designations CITY OF BRAMPTON

CONCEPT 3 SCHEME (B)



1:5400

SCHEDULE 'B'

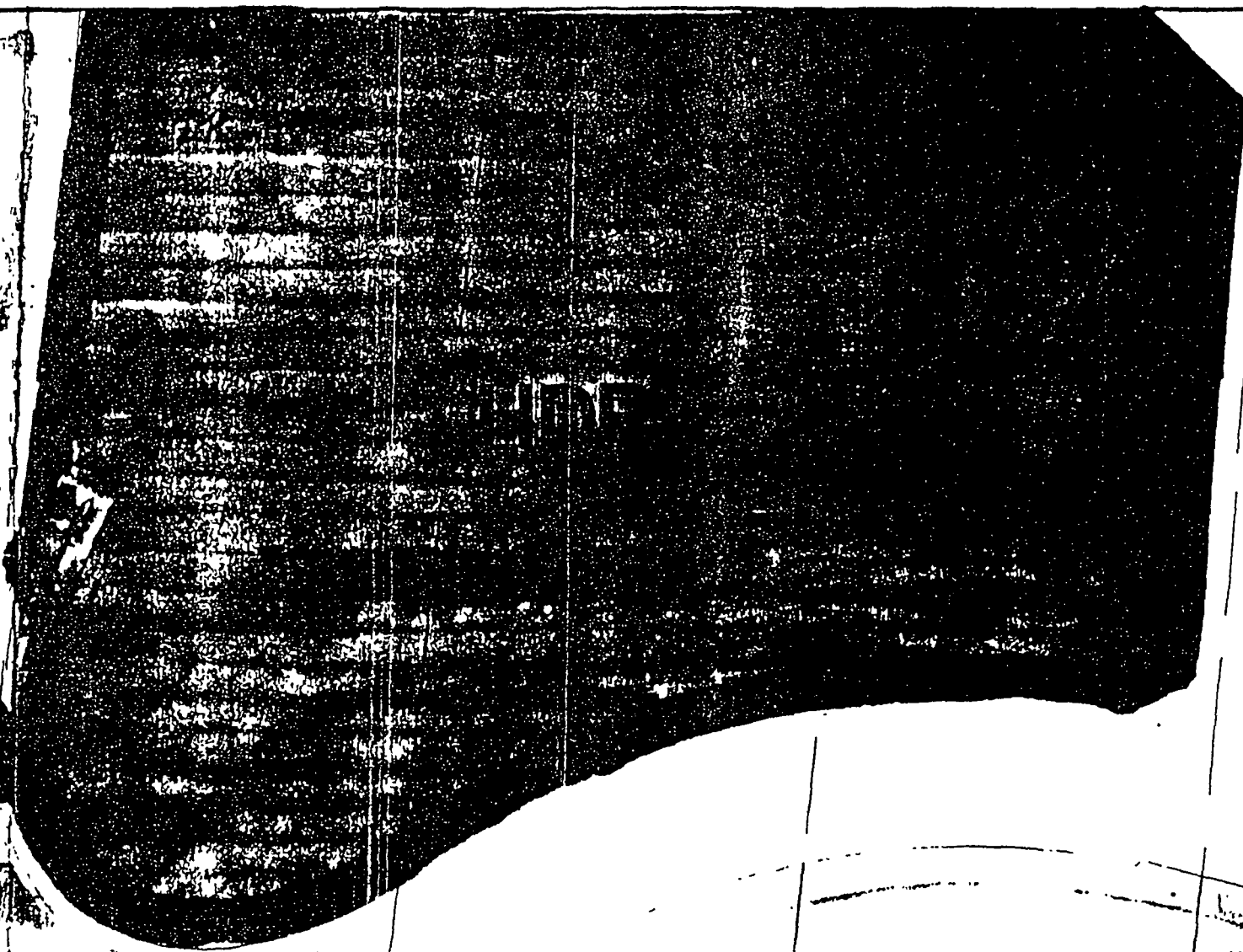
JUNE 15/1990



STEELES

AVE

R



- Zip -

- 134.0m R  
39AE  
10 +

April 5, 1990  
File: B-6

City of Brampton PLANNING DEPT.	
Date	APR 05 1990 Rec'd
File No.	SP.24

*JAM*  
*WHW*  
*→ Carl BCB*

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

Re: Secondary Plan Area 24  
Fletcher's Creek Traffic Impact Study

Enclosed please find a copy of our Traffic Section's comments in connection with the Fletcher's Creek Traffic Impact Study.

*DJK*  
DJK/hp

Enclosure

*C. Otten*  
C. Otten, P. Eng.  
Planning & Development Engineer  
Engineering & Construction Division



MEMORANDUM

To Cope Otten

Date March 2, 1990

From Maggie Easton

Subject Secondary Plan Area 24  
Fletcher's Creek Traffic Impact Study.

We have completed our review of the subject Traffic Impact Study, which was prepared in accordance with the Terms of Reference issued by the City of Brampton Planning and Development Department. We have the following comments to offer:

- As indicated in the study, the densities as currently set out in the official plan, can be accommodated by the road network, provided Hurontario and Steeles Avenue are both widened to 6 lanes and dual westbound left turns are provided at the intersection of Steeles/Hurontario.

At the developer's request, several increased density levels were examined in the study. After reviewing the additional impact that these increased densities would have on the surrounding road network, we recommend that the maximum allowable densities be as follows:

- a) 40 units per acre, with 360,000 sq. ft. of office
- or b) 60 units per acre, without office.

*Revised assessment of Steeles Ave.*

These increased densities, in conjunction with the implementation of surrounding developments, will cause the intersection of Hurontario/Steeles Avenue to operate at, or very near capacity. These conclusions are, of course, based on the assumption that both Hurontario and Steeles Avenue will be widened to 6 lanes before the Fletcher's Creek development is complete.

*See P. 10  
Addition*

The levels of development that can be accommodated by the existing road network (i.e. without the widening of Steeles Avenue) are to be determined by B-A Consulting Limited and submitted for our review. The widening of Hurontario through Steeles Avenue is scheduled for 1990.

*Developer's plan for widening*

It is also possible that with the completion of the Highway 410 ramps to Highway 401, the requirement for the dual westbound left turn lanes at Steeles/Hurontario will be eliminated. This requirement can be reassessed during the preliminary design stages for the widening of Steeles Avenue, currently scheduled for 1994.

*capacity of intersection*

*Feasibility study*

- Funds for traffic signal installation at Steeles Avenue and the street opposite the Shoppers World Entrance should be provided by the developer.

*1994*

cont'd....

*1  
in SP 2*

- Funds for traffic signal relocation works should be obtained for the installation of additional control at Steeles Avenue and McMurchy. The particular amount required will be specified at the time of site plan circulation. This will allow us to provide a more accurate estimate.
- We have assumed that all signal relocation works required at Steeles/Hurontario and Steeles/McLaughlin will be covered under the Region's capital works program, (i.e. the scheduled widening of Steeles Avenue in 1994).
- As indicated in the study, the Steeles/Hurontario intersection can support roughly 550,000 sq. ft. of new office development south of Steeles Avenue prior to the need for construction of the Malta Avenue extension.

statement in OP.

Finally, the conditions outlined above are subject to the approval of a right-in and right-out access to Hurontario by the City of Brampton.

✓/r. 1/11/94  
approved  
people

If you have any questions regarding our comments, please feel free to discuss them with me.

*Maggie Easton*

Maggie Easton, P. Eng.,  
Acting Manager, Traffic Engineering Services,  
Operations Division,  
Department of Public Works.

ME/sh

cc: Peter Crockett, Transp. Planning.

May 8, 1990  
File: B-6

City of Brampton  
150 Central Park Drive  
Brampton, Ontario

Attention: Carl Brawley  
Planning Department

City of Brampton PLANNING DEPT.	
Date	MAY 09 1990 Rec'd
File No	..... SP.24.....

Re: Traffic Impact Analysis  
Secondary Plan Area 24  
(Fletcher's Creek)

CB

The traffic impact analysis indicated that the densities, as currently set out in the Official Plan, can be accommodated by the road network, provided Hurontario and Steeles Avenue are both widened to 6 lanes and dual westbound left turns are provided at the intersection of Steeles/Hurontario.

At the developer's request, several increased density levels were examined in the study. After reviewing the additional impact that these increased densities would have on the surrounding road network, we recommend that the maximum allowable densities be as follows:

- (a) 40 units per acre, with 360,000 sq. ft. of office
- or
- (b) 60 units per acre, without office.

These increased densities, in conjunction with the implementation of surrounding developments, will cause the intersection of Hurontario/Steeles Avenue to operate at, or very near capacity. These conclusions are, of course, based on the assumption that both Hurontario and Steeles Avenue will be widened to 6 lanes before the Fletcher's Creek development is complete.

The levels of development that can be accommodated by the existing road network (i.e., without the widening of Steeles Avenue) are to be determined by B-A Consulting Limited and submitted for our review. The widening of Hurontario through Steeles Avenue is scheduled for 1990.

It is also possible that, with the completion of the Highway 410 ramps to Highway 401, the requirement for the dual westbound left turn lanes at Steeles/Hurontario will be eliminated. This requirement can be reassessed during the preliminary design stages for the widening of Steeles Avenue, currently scheduled for 1994.

Funds for traffic signal installation at Steeles Avenue and the street opposite the Shoppers World Entrance should be provided by the developer.

Funds for traffic signal relocation works should be obtained for the installation of additional control at Steeles Avenue and McMurchy. The particular amount required will be specified at the time of site plan circulation. This will allow us to provide a more accurate estimate.

City of Brampton  
Attention: Carl Brawley

May 8, 1990  
File:B-6  
Page:2

We have assumed that all signal relocation works required at Steeles/Hurontario and Steeles/McLaughlin will be covered under the Region's capital works program (i.e., the scheduled widening of Steeles Avenue in 1994).

As indicated in the study, the Steeles/Hurontario intersection can support roughly 550,000 sq. ft. of new office development south of Steeles Avenue prior to the need for construction of the Malta Avenue extension.

The conditions outlined above are subject to the approval of a right-in and right-out access to Hurontario by the City of Brampton.

It should also be pointed out to the City of Brampton that the requirement for the dual westbound left turn lanes at Steeles Avenue and Hurontario Street, which will be required as a result of the proposed office/commercial developments in the vicinity of Ray Lawson Boulevard and Hurontario, may or may not be able to be accommodated based on the feasibility of acquiring the necessary road widenings.

The widening of Steeles Avenue, from Hurontario to 2nd Line West, is currently planned for 1999. As the widening of Steeles Avenue, from Hurontario to 2nd Line West is required in order to accommodate all proposed levels of development, it is recommended that approval of this development proposal be withheld until satisfactory arrangement can be made to include these works in the Region's five year major road improvement program.

The above are the comments from Public Works and our Planning Department may have additional comments. By copy of this letter to D.R. Billett, I am requesting him to forward Planning's comments directly to you.

If you have any questions, please contact the undersigned at your convenience.

Yours truly



C. Otten, P.Eng.  
Planning & Development Engineer  
Engineering & Construction Division

CO/tc

c.c. D.R. Billett - Region of Peel  
M. Easton - Region of Peel

**B-A Consulting Group Ltd.**

Transportation Planners and Engineers

City of Brampton PLANNING DEPT.	
Date	JUN 29 1990 Rec'd
File No.	SP.24

June 27, 1990

File No. 6077.04

JAM  
WHL  
Carl B  
CB

Mr. L. Koehle  
Commissioner of Public Works & Bldg.  
The Corporation of the City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Upon reading the Development Team report of June 22, 1990 to members of Council, I am compelled to write this letter in order to properly clarify what we believe to be a relatively simple difference of opinion that has been blown way out of proportion due to a general misunderstanding of several elements of our traffic report entitled "Traffic Impact Analysis of Secondary Plan No. 24: Southwest Quadrant of Steeles and Hurontario".

In reading the original staff report dated June 5th, it is clear that the Region of Peel, the City of Brampton and B-A Consulting Group were all prepared to accept long-range traffic conditions portrayed in our report as having intersection capacity indices in the mid .90's. To be brief, I will refer just to the major intersection of Hurontario/Steeles for comparison purposes.

The Region of Peel stated that it would accept 40 UPA with office (Concept 2) which, according to our report, results in a volume to capacity index of .95 and .93 in the morning and evening peak hours, respectively; or, alternately 60 UPA without office (Concept 5) with volume to capacity indices of .94 in each peak hour.

The City of Brampton's position was that they could accept 52 UPA with office. We were never requested to look specifically at this land use by the City and to include it in our report. However, if one compares Concept 2 and Concept 4, it is logical that the volume to capacity ratios for this Concept would be somewhere between the two; i.e., approximately .96 and .94 for the morning and evening peak hours respectively at Hurontario and Steeles.

We, of course, suggested in our report that 60 UPA plus office could be accommodated by the road system identified in our report on Figure 19, with the implication that Hurontario/Steeles would operate at volume to capacity ratios of .97 and .95 (a.m. and p.m.).

The reasons that all three parties are willing to do this are the very reasons described in the June 5, 1990 staff report on page 14, which include the fact that two landowners are each proposing to build 240 residential units instead of the 140,000 square feet of office space, and that it is unlikely that the other office sites assumed in the study will develop to the potential assumed in the B-A study. I have



made the point to both the Region and your staff several times that a reduction in office space will result in significant reductions in traffic generation, as office space generates much more traffic than an equivalent residential floor area, and that if one was looking to reduce development density, this was the place to do it. However, the planning department appears to prefer the office option, even though at least two landowners do not.

In addition to these items, it should also be pointed out that the study results are even more conservative in that the base assumptions in our report regarding the amount of traffic generated, and the traffic added into the analysis for "other" developments is very conservative. In fact, the traffic allowance for other developments is in many cases much more than the traffic which will be produced by the study area itself. This traffic is a much more significant contributor to the V/C ratios than the difference between 52 and 60 UPA.

Furthermore, as the study we prepared is clearly a long range planning study, rather than a detailed operations study, we assumed a 100 second cycle length for signal timing. If long cycle length were implemented in actual practice, the intersection capacities would be increased and in many cases, the volume to capacity ratios would be reduced. Since the Hurontario/Steeles intersection already has a cycle length well in excess of 100 seconds, this is entirely likely.

Therefore, as I pointed out earlier, it is clear that all three parties are willing to accept land uses that result in volume to capacity ratios of .93 to .97 (a difference of only 4.3 percent!). The difference between your staff recommendation and B-A is even less. **Quite frankly, we think the difference between any of these numbers is not worth debating.** Given the assumptions and methodology used in our analyses and the fact that it is by all accounts a very conservative study, all of the land-use concepts will result in very similar traffic conditions. It is with this in mind that we stated in our report that 60 OPA and office (Concept 4) could be accommodated on the road system.

Another item with which I must take issue is staff's contention on page 5 (Item 3) in their June 22nd report that "the claim in the B-A Consulting Group" report that a V/C ratio of .95 is acceptable is not tenable".

The staff report pointed out two studies completed by other traffic consulting firms which did not support the use of a .95 volume to capacity ratio as acceptable. We can produce many other reports prepared by consultants other than us that have supported the use of V/C ratios in the .90 to .95 range, and in some cases up to 1.00. To quote the other studies mentioned by staff or any other studies in general for that matter out of context with the situation we are dealing with is not appropriate.

In order to understand what intersection volume to capacity ratio is appropriate, one must put the situation in the proper land-use planning context. Is the area urban, suburban or rural? Clearly, when one is dealing with residential densities over 40 UPA and the office densities assumed in our study, the area of context is not suburban (at least in historical terms) -- it is urban. If one decides as a policy that urban type development is appropriate, then one also has to accept that volume to capacity ratios will rarely, if ever, fall below .90. This is borne out by the fact that the V/C ratios contained in our report for the existing UPA (Concept 1) and for the intersection of Hurontario/Steeles are reported as .91 and .90 for the morning and evening peak hours. If Brampton were to seriously decide that V/C ratios less than .90 are desirable, as stated in the staff report, then you should consider down-zoning the Fletchers Creek area, and probably many other areas in Brampton as well.



In summary, I believe the issue of what is an appropriate V/C ratio is a "red herring" in this discussion. The real question as it relates to B-A's report is: is the difference between residential densities of 52 UPA to 60 UPA significant in terms of traffic impact. We contend that it is not.

I stand ready to discuss this matter in more detail with you or directly with members of the development team, perhaps in a forum more conducive to dialogue than a public council meeting.

Yours truly,

B-A Consulting Group Ltd.



Ralph F. Bond  
Principal Associate

cc: Mr. John A. Marshall  
Commissioner, Planning & Development

Mr. D. Gordon  
Commissioner of Community Services

Mr. A. Solski  
Chief Administrative Officer

Mr. J. Metras  
City Solicitor

Law Office  
of  
Stephan Martin Frankel  
Barristers & Solicitors

STEPHAN M. FRANKEL, B.A., LL.B.  
BETH R. BROMBERG, B.A., LL.B.

SUITE 4200  
100 MAIN STREET EAST  
Hamilton, Ontario

LBN 3W6  
(416) 522 3972  
FAX (416) 528 2767

June 5th, 1989

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



City of Brampton PLANNING DEPT.	
Date	JUN - 8 1989 Rec'd
File No.	3024

Attention: Carl Brawley, M.C.I.P.  
Policy Planner

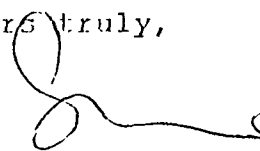
Dear Sirs:

Re: Lot 17, Plan 347  
Steeles Avenue, Brampton  
Your File Number: SP24  
Our File Number: 141/89

I have reviewed the matter further with my client, and his concerns with the proposal is in fact the interior roads which apparently are required by the developer to the south. It would appear to me that these interior roads could run along his lands without dissecting our property, which would only then require one of the main artery roadways crossing our lands and linking up to Steeles Avenue. I can see no good reason why the additional roads could not cross the developer's lands and avoid the additional loss of land by my client over and above the main artery.

I would appreciate you contacting the writer so that we might discuss this matter further.

Yours truly,



STEPHAN MARTIN FRANKEL

SMF/kmd

Mr. Seigel.  
89.6.14.  
talked to Trachel & explained  
reason for internal road on  
Lt 17, south of Malta - in  
access to Malta & to access  
development potential south of Malta.  
CB



FRANKEL & ASSOCIATES

Barristers and Solicitors

Stephan M. Frankel

City of Brampton PLANNING DEPT.	
Date	OCT 04 1990 Rec'd
File No.	SP24/101
Beth R. Bromberg	

September 27th, 1990

*WAW*

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

*90.10.10*

Attn.: Carl Brawley, Policy Planner

Dear Sir,

RE: Fletcher's Creek South Secondary Plan  
 File No. SP24-~~101~~

*written  
Vagley*

Further to our conversations, I have reviewed the matter further with my client, the principals of Tranrose Developments Limited, the owners of parcel 17 as designated on the enclosed plan.

My client does not appear content with the proposed plan as it relates to the roadway designated area. It would appear that the two roadways proposed to cross my client's lands, would thereby reduce significantly the amount of land to be developed. My client is wondering why in fact two roads are needed to cross their lands rather than simply one road. My client does not have any objection with the designated road location for that road closest to Steels Avenue, but is quite concerned as to the small roadway crossing over lots 17 and 18 and ending in what appears to be some type of a court yard or deadend to the left of lot 18. I wonder why in fact this roadway could not be diverted in such a way as to avoid lot 17 altogether.

Would you please advise as to whether or not there will be a further forum for submission to be made by the land owners affected, or whether we should present a more formal proposal at this time in writing.

*passage of  
OPA only*

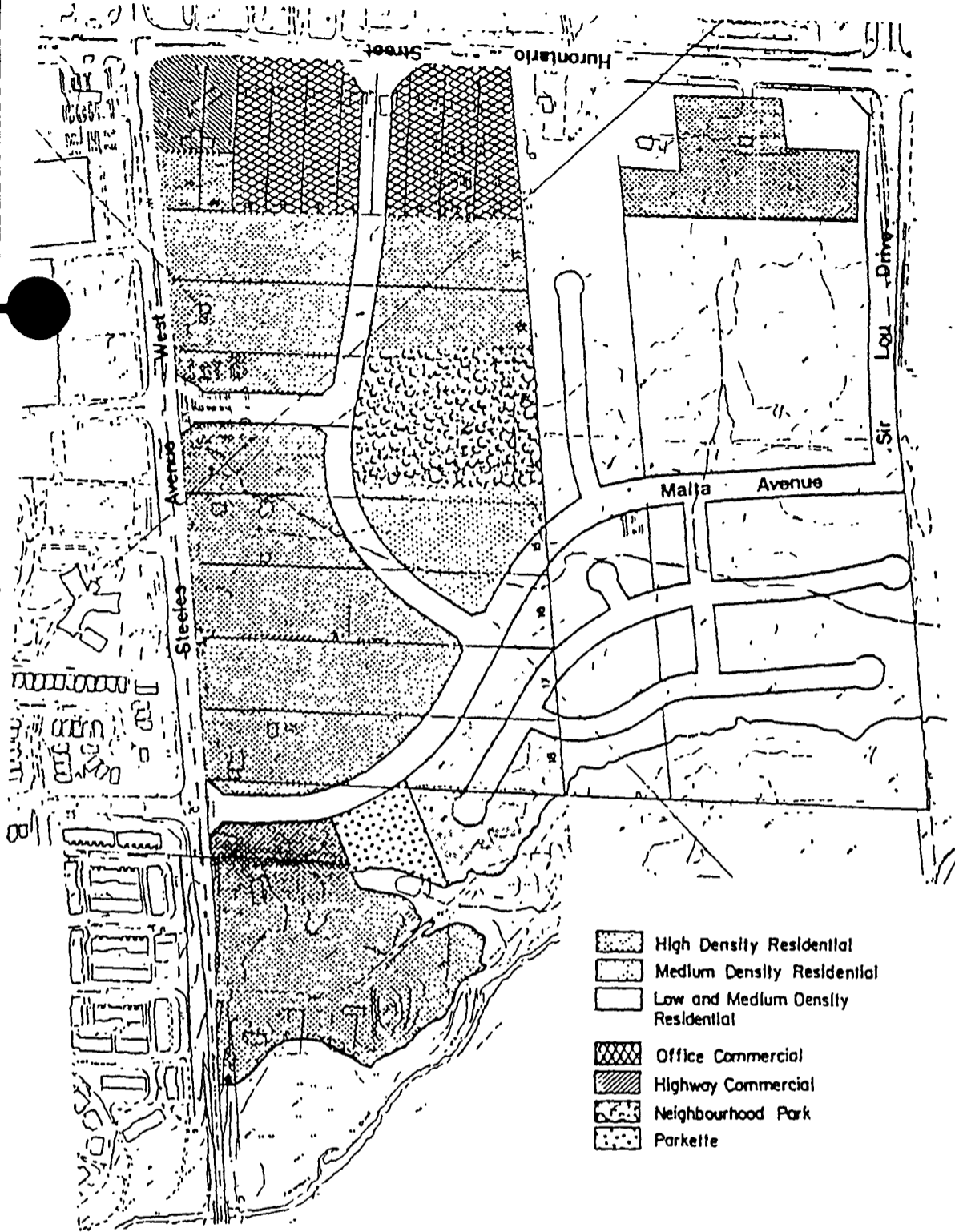
Your earliest attention to this matter would be greatly appreciated.








Yours truly,

STEPHAN MARTIN FRANKEL  
SMF:sp

Suite 4200, 100 Main Street, East, Hamilton, Ontario L8N 3W6 Telephone (416) 522-3972, Telecopier (416) 528-2767

E3-2



-  High Density Residential
-  Medium Density Residential
-  Low and Medium Density Residential
-  Office Commercial
-  Highway Commercial
-  Neighbourhood Park
-  Parkette

Proposed Secondary Plan Designations

CONCEPT 3 (REVISED)



1:5400

**CITY OF BRAMPTON**  
Planning and Development

Date: 90 05 08

Drawn by: JRB

File no.

Map no. 75-27H

# GAMBIN ASSOCIATES

BARRISTERS & SOLICITORS  
NOTARIES & TRADE-MARK AGENTS

TELEPHONE (416) 669-6702

SUITE 501  
7501 KEELE STREET  
CONCORD, ONTARIO  
L4K 1Y2

EMILIO J GAMBIN QC

MICHAEL E CARUSO QC	GEORGE C DAMIANI QC
EDWARD H RICHARDSON	RENZO BELLUZ
CELESTE IACOBELLI	CHRISTIAN R PIERSANTI
DOMENICO C S PRESTA	LOUIS BIANCOLIN
CARLA TATANGELO	GERARD C BOREAN
MURRAY H NIGHTINGALE	TERENCE R WHALEN
NICK DI MONDO	PHILLIP W SUTHERLAND
DANNY BELLIN	

OUTSIDE METRO TORONTO LINE  
TELEPHONE (416) 665-4045  
FAX (416) 669-5770

*Renzo Belluz*  
*gmb*

City of Brampton PLANNING DEPT.	
Date	NOV 14 1989 Rec'd
File No.	TIW 15 11

REPLY PLEASE REFER TO RENZO BELLUZ

November 9, 1989

The Corporation of the  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario L6T 2T9

Attention: Mr. Dalzell,  
Commissioner

Dear Sir:

Re: Fletchers Creek South, Traffic Impact Study  
South-West Quadrant of Steeles/Hurontario  
Your Files: SP24, TIW15.11 and TIW15.19

Further to your letter dated the 1st day of August, 1989 our clients have since had several discussions with representatives of developers in the study area in an attempt to settle "equitable" distribution of the cost of the traffic studies. These discussions have proved to be fruitless as it seems no-one can agree on the definition of a fair and equitable distribution of the costs.

In order to conclude this matter on our client's behalf we would like at this time to state our client's position.

Although approximately 54 acres of land are benefitting by the traffic study it appears that there is only approximately 18 acres under active development at this time. Our client, Tupperville Holdings Inc. controls approximately 3 of the said acres, therefore, in our client's opinion it is willing to pay its pro rated share as follows:  $\frac{3}{18} \times \$17,250.00 = \$2,875.00$ .

In summary our client is willing to pay at this time \$2,875.00 not the \$7,322.60 requested in your aforesaid letter.

*1/1*

*.../2*

TUPPERVILLE	9 AC - 7.44%	= 1233.40	-> 7322.60
FINER	12.1 AC 22.53%	3085.93	-> 9927.40
		5169.83	
Remainder	120 ac. 17 - 2	= 6090.085	

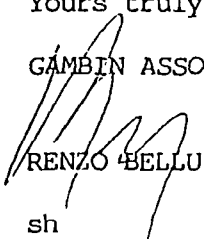
Mr. Dalzell  
City of Brampton  
November 9, 1989  
Page 2

It is apparent at this time that our client is willing to pay  $\frac{3}{18} = 16.67\%$  of the traffic study costs although they only hold 5.58% of the entire land which is being benefitted. In other words our client is paying at the rate of 16.67% less 5.58% = 11.09% more of its share than that which can be justified on the basis of benefit. Under the "endeavour to collect" clause of any agreement that our client would enter into with the City, the City would simply agree to remit to our client 11.09% of that which it is able to collect from all future developers in the study area.

If you can indicate the willingness of the City to proceed on the aforementioned basis our client will remit to you the sum of \$2,875.00 to fund its share of the traffic study.

Yours truly

GAMBIN ASSOCIATES



RENZO BELLUZ

sh

c.c. Tupperville Holdings Inc.

c.c. Ronald Webb, Q.C.

September 10, 1990

Refer to file: 048-001

City of Brampton  
Planning & Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	SEP 12 1990 Rec'd
File No.	D.4.9 SP24

CB

Attention: Mr. Carl Brawley  
Policy Planner

Dear Carl,

RE: Fletchers Creek South Secondary Plan  
Density Bonusing

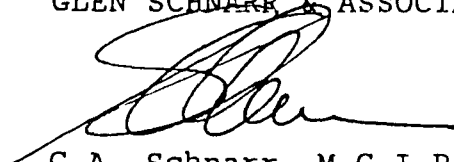
Thank you again for meeting with David Butler and myself on August 24, 1990 to discuss the above noted matter. We understand that the current thinking is that density bonusing will be provided for through general statements in the Official Plan and specifically implemented on a site by site basis through the zoning by-law. We support this approach.

We also understand that a committee has been formed to evolve density bonusing policies for this area. Both Tri-Green and ourselves would appreciate the opportunity of commenting on the proposed density bonusing policies prior to finalization of same. An indication of the schedule to complete the draft policy would also be valuable to us.

Your assistance is most appreciated.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

  
G.A. Schnarr, M.C.I.P.  
GS:lh

c.c. Neil Davis  
Ron Webb  
David Butler

*forced copy of OPA  
90.11.23.*



City of Brampton  
 PLANNING DEPT.  
 Date OCT 29 1990 Rec'd  
 File No. D.4

October 29, 1990

*John  
 → Bill/Karl  
 WDW*

Mr. John A. Marshall, M.C.I.P.  
 Commissioner of Planning  
 The Corporation of the City of Brampton  
 150 Central Park Drive  
 Brampton, Ontario  
 L6T 2T9

Dear Mr. Marshall

Re: Proposed Official Plan & Zoning By-Law Amendment  
City South Limited  
Density Bonusing Policies

In August of this year, City Council, as you know, adopted a resolution with respect to the establishment of policies and guidelines regarding density bonusing. We understand that a committee has been formed and that firstly, general guidelines are to be established to allow the implementation of the City South application as well as the Fletcher's Creek South secondary plan lands at the southwest corner of Steeles Avenue and Hurontario Street, and that secondly, more detailed, permanent policies are to be formulated for inclusion within the Official Plan regulating bonusing on a city-wide basis.

We would appreciate being advised as to the progress of the committee and being provided with any draft policies or guidelines that the committee is able to make public for us to comment on.

Yours truly,

CITY SOUTH LIMITED

*Roger Howard*

Roger Howard, M.C.I.P.

RH/sa

*451-6443  
 451-0116  
 faxed copy  
 of OPA  
 90-11-23*



City of Brampton  
PLANNING DEPT.  
Date DEC 27 1990 Rec'd  
File No. D4

December 20, 1990

WAW  
CB

Mr. John Marshall, M.C.I.P.  
Commissioner of Planning & Development  
Planning & Development Department  
The Corporation of the City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Marshall:

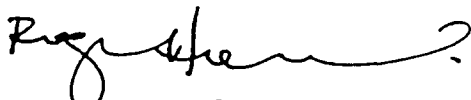
Re: Density Bonusing - City South Limited Official Plan Amendment  
& Rezoning Application

We are writing to inquire on the status of the density bonusing policies being formulated as they relate to the above-referenced site. We have had the opportunity to review the draft Official Plan Amendment document for Fletcher's Creek South secondary plan area and look forward to an amendment on the City South lands proceeding concurrently. We understand that some consideration may have been given to incorporating the City South amendment into the larger Fletcher's Creek amendment, however, in our opinion these are separate matters with distinct issues and we would respectfully request that they not proceed as one document.

We thank you for your attention to this matter and would like to take this opportunity to wish you a Merry Christmas and all the best in the coming new year.

Yours truly,

CITY SOUTH LIMITED



Roger Howard, M.C.I.P.

RH/sa

cc: Mr. L.W.H. Laine

P255-024

HUGH THOMPSON ASSOCIATES INC  
Planning Consultants

3456 Mavis Road, Mississauga, Ontario L5C 1T8  
(416) 566-8833 Mobile: 464-7579 FAX 566-7002

City of Brampton PLANNING DEPT.	
Date	FEB 13 1991 Rec'd
To	<i>[Signature]</i>

91/02/17  
WPLW  
P255-024  
Retail West Smtl  
*[Signature]*

February 11 1991

Mr. Carl A. Brawley, MCIP OPPI  
Policy Planner, Planning & Development  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Brawley,

RE: LANDS WEST OF HIGHWAY 10  
SOUTH OF STEELES AVENUE  
CITY OF BRAMPTON  
OUR FILE 638

We refer to the meeting in your office attended by Mr. Lee Sims, Transportation Engineer with the I.B.I. Group and Mr. Robert Posliff, Architect. We discussed the draft amendment which proposes 0.75 coverage for our client's lands, subject to bonusing provisions. We also introduced to you a traffic study prepared by Mr. Lee Sims, in which he can support at least 2 times coverage for this site and lands to the north.

You undertook to speak with Mr. Don Minnaker with regard to the traffic study and it was our suggestion that wording be included in the Amendment to provide for increased coverage where traffic studies indicate this can be accomplished, as in this case.

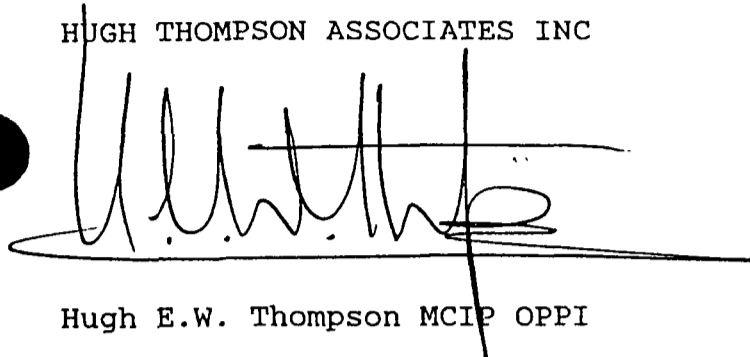
Our Clients are anxious to work with you to provide for increased coverage on their lands, since they see the location of primary importance to Brampton in the provision of an "entry" from the south.

We and the other members of the team are prepared to meet with you, the City Engineer and other members of Staff to provide whatever materials are required to support this modification to the Amendment.

Thank you for your attention. We look forward to bringing this matter to a successful conclusion.

Yours very truly,

HUGH THOMPSON ASSOCIATES INC

A handwritten signature in black ink, appearing to read 'H. E. W. Thompson', is written over a horizontal line. The signature is stylized and somewhat cursive.

Hugh E.W. Thompson MCIP OPPI

c.c. Mr. Alex Ma  
Mr. William H. Wang  
Mr. Lee Sims  
Mr. Robert Posliff

HUGH THOMPSON ASSOCIATES INC

Planning Consultants

3156 Mavis Road, Mississauga, Ontario L5G 1T8  
(416) 566-8833 Mobile 464-7579 FAX 566-7002

Cit.	on
Pl.	LT.
Date	Rec'd
1991 1 11	
File No.	
P25S-024	

March 11 1991

Mr. John A. Marshall, MCP MCIP OPPI  
The Commissioner of Planning  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

WAW  
→ Carl B  
UB

Dear Mr. Marshall,

RE: FLETCHERS CREEK SOUTH  
SECONDARY PLAN REVIEW  
SOUTHWEST QUADRANT STEELES AND HURONTARIO STREET  
CITY OF BRAMPTON  
OUR FILE 638  
YOUR FILE P25S-024

We are in receipt of Mr. Carl Brawley's letter of February 22 1991 with regard to the submission of a separate rezoning application on our Clients' lands known as lots 7, 8 9 and 10, Registered Plan 347.

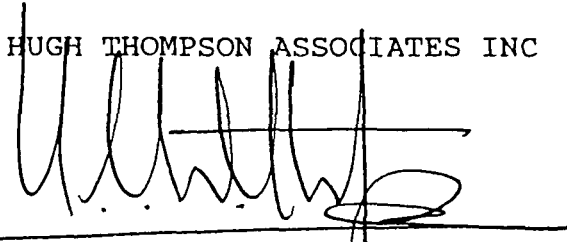
By letter of today's date, a rezoning and Official Plan Amendment application has been made to the City Clerk for rezoning to Service Commercial at 2.5 times coverage.

Accordingly, our Clients have instructed us to submit an objection to the proposed Secondary Plan.

We are prepared to attend any meeting to discuss this matter.

Yours very truly,

HUGH THOMPSON ASSOCIATES INC

  
Hugh E.W. Thompson MCIP OPPI

c.c. Mr. Alex Ma  
Mr. William Wang

HUGH THOMPSON ASSOCIATES INC.

Planning Consultants

3456 Mavis Road, Mississauga, Ontario L5C 1H8  
(416) 566-8833 Mobile: 464-7579 FAX 566-7002

*WHL → Bill W  
→ CARL  
UB*

April 1 1991

Mr. Leonard J. Mikulich  
City Clerk  
City of Brampton  
2 Wellington Street West  
Brampton, Ontario  
L6Y 4R2

Dear Mr. Mikulich,

RE: OFFICIAL PLAN AND REZONING APPLICATION  
LOTS 7,8,9 AND 10 RP 347  
SOUTHWEST QUADRANT, STEELES AND HURONTARIO STREETS  
CITY OF BRAMPTON  
YOUR FILE P25S-024  
OUR FILE 638

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By letter dated March 11 1991, we submitted an application for amendment to the Official Plan and Zoning By-Law on the subject lands. Subsequently, we attended a meeting on March 25 1991 with Mr. John Marshall, Commissioner of Planning at which time we were presented with a outline draft of the proposed Density Bonusing Policy for Fletcher's Creek South.

Our Clients have reviewed the outline draft of the proposed policy in conjunction with the policies contained within the Official Plan Amendment, and hereby give notice of objection to the Official Plan Amendment for the following reasons:

1. Our Clients do not agree with the base floor space index of 0.75 times the lot area as set out in paragraph 6.8.5 (i). On our Clients behalf we have submitted an Official Plan and Rezoning amendment application requesting 2.5 times the lot area, supported by a Traffic Impact Study dated December 28 1990.
2. In our Clients' opinion, these lands are in a strategic location for office purposes. A higher floor space would be more appropriate as an entry to the City of Brampton.
3. Paragraph 6.8.5 (i) proposes a maximum floor space limit of 1.0 times the lot area "..... subject to the Density Bonusing Policies of Section 12.8." Our Clients object to being subject to the Density Bonusing Policies when in their opinion a higher

floor space index should be permitted and can be supported without reference to bonusing.

Our Clients object to Paragraph 12.8, Density Bonusing Policies, in the proposed Secondary Plan. They cannot agree with the implementation of the policies as set out in the outline draft discussed at the meeting with Staff on March 25 as it pertains to "gateway enhancement" contributions. In our Clients' opinion there are alternative methods to provide for street-scape improvements etc. other than set out in Paragraph 12.8.3 (vi) of the Official Plan Amendment.

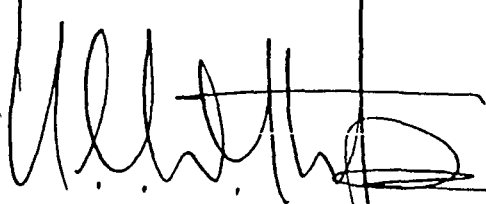
For these reasons and others which will be forthcoming, our Clients object to the proposed Official Plan Amendment for Fletcher's Creek South and will be asking the Minister to refer the Amendment to the Ontario Municipal Board for a Hearing.

Our Clients did not receive notice of the meeting with Staff on March 25 and would appreciate being notified through this office of all future meetings dealing with this matter.

Thank you for your cooperation.

Yours very truly,

HUGH THOMPSON ASSOCIATES INC



Hugh E.W. Thompson MCIP OPPI

✓ c.c. Mr. John A. Marshall, MCP MCIP OPPI  
Mr. Alex Ma  
Mr. William Wang

---

HUGH THOMPSON ASSOCIATES INC

APR 03 1991



SP24

Office of the Vice President, Administration and Finance

1991 04 02

*Handwritten notes:*  
JMM  
→ CAPC  
UB

Mr. John Marshall  
Commissioner of Planning  
City of Brampton  
2 Wellington Street, West  
Brampton, Ontario  
L6V 4R2

Dear Mr. Marshall:

RE: Draft Official Plan Amendment  
Fletchers Creek South Secondary Plan

It is my understanding from Mrs. D. Sutter that Brampton staff, both Parks and Planning, are prepared to review the wording of the draft Secondary Plan amendment relating to the Fletchers Creek area. In particular, the issue relates to the Public Open Space Policies.

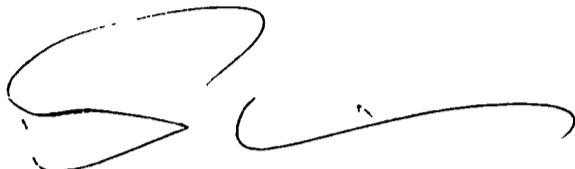
The College's concern deals with the stipulation in Section 9 (Page 7 of the Draft) which requires the conveyance of the valley lands, owned by the College, to the City of Brampton as a condition of development approval for the Sheridan lands east of the Fletchers Creek. Although this conveyance may not be a problem for the College, it is possible that Provincial Policy will not allow this to occur since Government funding was used to secure the lands in the first instance. In order to avoid any delay in the processing of the City's Secondary Plan document, we would like to suggest the following alternate wording be accepted.

"9.1.30 As a condition of development approval for the lands situated east of the Fletchers Creek Valley in Part of the West Half of Lot 15, Concession 1, W.H.S. (Sheridan College) in the geographic Township of Toronto, the valley-lands associated with the Fletchers Creek shall either be conveyed to the City or a long term lease agreement, providing for public access, be entered into between the City and Sheridan College. The availability of these lands for public use will substantially complete the City's linear park system associated with the Fletchers Creek Valley."

The method of providing for future public use can be dealt with during the Development Agreement process which would be required if and when the Sheridan College lands are developed.

If you wish to discuss this matter further, please contact my office. It would be appreciated if the City could accept our suggested amendment.

Yours truly,

A handwritten signature in black ink, appearing to read 'M. Patrick', with a long horizontal flourish extending to the right.

Michael D. Patrick, C.A.  
Vice-President, Administration and Finance

lp

c.c. Mr. Karl Walsh, City of Brampton Parks Department  
Mrs. H.D. Sutter, Dianne Sutter Consulting Services