



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 229-89

To adopt Amendment Number 169  
and Amendment Number 169 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:

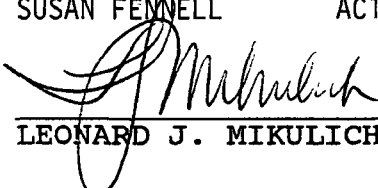
1. Amendment Number 169 and Amendment Number 169 A to the Official Plan of the City of Brampton Planning Area, are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 169 and Amendment Number 169 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 23rd day of August 1989.

APPROVED  
AS TO FORM  
LAW DEPT.  
BRAMPTON

DATE           

  
~~KENNETH G. WILLIAMS XXX MAYOR~~  
 SUSAN FENELL ACTING MAYOR

  
 LEONARD J. MIKULICH- CLERK

AMENDMENT NUMBER 169  
and AMENDMENT NUMBER 169 A  
to the Official Plan of the City  
of Brampton Planning Area

Amendment Number 169

to the  
Official Plan  
for the  
City of Brampton

This amendment to the Official Plan for the City of Brampton Planning Area which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved pursuant to Sections 17 and 21 of the Planning Act, R.S.O. 1983, as Amendment Number 169 to the Official Plan for the City of Brampton Planning Area.

Date:

1990-05-25

Diana Jardine

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

**RECEIVED**  
CLERK'S DEPT.

JUN 26 1990

REG. No.: 9969  
FILE No.: OPA 169



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 229-89

To adopt Amendment Number 169  
and Amendment Number 169 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 169 and Amendment Number 169 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 169 and Amendment Number 169 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 23rd day of August 1989.

*Susan Fennell*  
~~XX~~  
 SUSAN FENNEL ACTING MAYOR

*Leonard J. Mikulich*  
 LEONARD J. MIKULICH- CLERK

CERTIFIED A TRUE COPY

*Leonard J. Mikulich*  
 City Clerk  
 City of Brampton

SEP 06 1989

AMENDMENT NUMBER 169  
AND AMENDMENT NUMBER 169 A  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE:

The purpose of this amendment is to recognize the development of a property in accordance with City Council's approval of an application to amend the Official Plan and zoning by-law. In addition, this amendment, will establish, in accordance with section 7.2 of the Official Plan, detailed policy guidelines for the development of the lands within Area 6; Brampton West Secondary Plan, as identified in the City of Brampton Official Plan. The subject property will be developed as a residential neighbourhood with a mix of housing types and density; Open Space, recreation facilities and school sites; and appropriate Commercial land use; arterial and collector streets; and, identification of environment constraints.

2.0 LOCATION:

The lands subject to this amendment comprise a total area of approximately 75.74 hectares (187 acres), and is situated between Williams Parkway and Highway Number 7 West, and between Canadian Pacific Railroad and McLaughlin Road North, being part of the west half of Lots 9 and 10 Concession 1, W.H.S. in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are more particularly shown as "subject lands" on Schedule A to this amendment.

3.0 AMENDMENTS AND POLICIES RELATIVE THERETO:

3.1 Amendment Number 169 :

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

- (i) by adding, to the list of amendments and chapters pertaining to Secondary Plan Area Number 6 and set out in the first paragraph of section 7.2.7.6; "Amendment Number 169 A and Part IV - Chapter 6(b) of this plan,"
- (ii) by adding, to Schedule "A", General Land Use Designations thereto, a symbolic "Commercial" designation in the location shown on Schedule A to this amendment;
- (iii) by changing, on Schedule "A", General Land Use Designations thereon, the land use designation from "Industrial" to "Residential" of the lands shown outlined on Schedule A to this amendment;
- (iv) by adding, to Schedule "F", Commercial, thereto, a "Convenience Commercial" designation in the location shown on Schedule B to this amendment;
- (v) by adding thereto as Schedule SP6(b), Schedule C to this amendment;
- (vi) by adding to Schedule "K", Secondary Plan Areas, thereto "Secondary Plan Area Number 6(b)" as shown on Schedule D to this amendment.
- (vii) by adding to Part IV - Secondary Plans, the following new chapter title:  
  
"Chapter 6(b): the Brampton West Secondary Plan Area"; and,
- (viii) by adding to PART IV - SECONDARY PLANS, as Chapter 6(b), the following text:  
  
"Chapter 6(b): The Brampton West Secondary Plan as it relates to Area Number 6.

1.0 PURPOSE:

The purpose of this chapter, together with Schedule SP6(b), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of

the land shown outlined on Schedule SP6(b), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. This chapter will form part of the Brampton West Secondary Plan.

2.0 LOCATION:

The land subject to this amendment comprise a total area of approximately 75.74 hectares (187 acres), and is situated between Williams Parkway and Highway Number 7 West, and between Canadian Pacific Railway right-of-way and McLaughlin Road North, being part of the west half of Lots 9 and 10 Concession 1, W.H.S. in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are more particularly shown on Schedule SP6(b).

3.0 DEVELOPMENT PRINCIPLES:

3.1 Residential Policies:

3.1.1 Housing mix target ranges, as indicated on Table 1, shall apply to Secondary Plan Area Number 6(b).

TABLE 1

<u>Housing Type</u>	<u>Percentage of Total Dwelling Units</u>
Single Detached Density Type	40 - 60%
Townhouse Density Type	20 - 30%
Apartment Density Type	<u>15 - 20%</u>
Total	100%

3.1.2 The density range for Secondary Plan Area Number 6(b) shall be 18 to 32 units per hectare (7.4 to 13.0 units per acre) of gross residential area; with a maximum density of 100 units per net residential hectare (40 units per net acre) for areas designated High Density Residential.

- 3.1.3 In areas designated "Low Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.4 In areas designated "Medium Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the Medium Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.5 In areas designated "High Density Residential" on Schedule SP6(b), permitted uses include those residential uses within the High Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.6 Residential development adjacent to railways and arterial roads will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, Subsections 1.8.2 and 1.8.3 of this Plan;
- 3.1.7 Where residential development, for which noise control measures will be required, precede the construction of the proposed grade separation at the Canadian Pacific Railway and Highway Number 7 West, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authority;
- 3.1.8 Prior to subdivision approval for lands situated adjacent to the Canadian Pacific Railway right-of-way, noise and vibration impact studies shall be undertaken by the developer, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment and the City, in consultation with Canadian Pacific Railway are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the imposition of adequate building setbacks.



3.2 Affordable Housing

Council shall promote and encourage the provision of affordable housing to the extent practicable in accordance with Government of Ontario Policy and the limits of its own municipal powers. Such affordable housing will predominantly be provided within the High Density Residential and Medium Density Residential designations indicated on Schedule "SP6(b)".

3.3 Institutional Policies:

One separate elementary school site and one public elementary school site are required in the location designated on Schedule SP6(b). If a school site is not required by either the Peel Board of Education or The Dufferin-Peel Roman Catholic Separate School Board, then it may be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.

3.4 Open Space:

3.3.1 Lands designated open space on Schedule SP6(b) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply;

3.3.2 A "Neighbourhood Park", with an area of approximately 3.47 hectares (8.57 acres) shall be located in the general location indicated on Schedule SP6(b), and this shall be developed in accordance with the provisions of CHAPTER 2, Subsection 2.5.1.3.17, of this Plan;

3.3.3 Three "Parkettes", with areas of approximately 0.61, 0.4 and 0.37 hectares (1.50, 0.99, and 0.914 acres) shall be located in the general locations indicated on Schedule SP6(b), and shall be developed in accordance with the provisions of CHAPTER 2, Subsection 2.5.1.3.16 of this Plan.

3.4 Open Space - Hazard:

3.4.1 Lands designated Open Space - Hazard west of the Canadian Pacific Railway north of Williams Parkway have been identified by the appropriate Conservation Authority as having inherent environment hazards to flood susceptibility. Accordingly, the policies of CHAPTER 1, Section 1.2 of this Plan shall apply.

3.5 Commercial

3.5.1 Lands designated "Convenience Commercial" on Schedule SP6(b) shall be planned and developed as a unit, providing space primarily for retail food and related goods establishments, and personal service shops and shall be developed in accordance with the following principles:

- (i) the area of the commercial site shall not exceed 0.65 hectares (1.61 acres);
- (ii) vehicular access shall only be from a Local or Minor Collector Road and not from the abutting Minor Arterial Road of McLaughlin Road North;
- (iii) no outdoor storage of goods or material shall be permitted;
- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers; and,

- (vi) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

#### 4.0 TRANSPORTATION POLICIES:

##### 4.1 Roads

- 4.1.1 Road facilities in Secondary Plan Area Number 6(b) are intended to be developed and function in accordance with the provisions of CHAPTER 4, Subsection 4.2 of this Plan.
- 4.1.2 The boundary roads of McLaughlin Road North and Williams Parkway are designated as Minor Arterial Roads and Highway Number 7 on the north is designated as a Provincial Highway.
- 4.1.3 The principal road system within the Secondary Plan Area Number 6(b) comprises Collector and Minor Collector Roads as shown on Schedule SP6(b). The local road system will be subject to approval as part of the subdivision approval process.

##### 4.2 Railways

- 4.21 Schedule SP6(b) identifies proposed grade separations at the intersections of Highway Number 7 and the Canadian Pacific Railway and Williams Parkway. Sufficient lands shall be reserved for grade separations purposes as part of the subdivision approval process.

#### 5.0 MUNICIPAL SERVICES:

##### 5.1 Storm Water Management

A comprehensive storm water management study will be undertaken for Secondary Plan Area Number 6(b) and, be submitted for the approval of the Credit Valley Conservation Authority and the City prior to release of draft plans of subdivision for registration.

5.2 Sanitary Sewage and Water Supply

Development within Secondary Plan Area Number 6(b) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

5.3 Clean-up Requirements

The developer shall provide, to the satisfaction of the Ministry of the Environment, evidence that the level of soil contamination is acceptable for residential and recreational purposes.

6.0 IMPLEMENTATION AND INTERPRETATION

The provision of Chapter 7 of this plan shall apply to the implementation and interpretation of this chapter."

3.2 Amendment Number 169 A





















1. The document known as Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Brampton West Secondary Plan Area (being subsection 2.3 of Chapter B2 of section B of Part C and Plate Number 6) is hereby amended:

(i) by deleting, on plate number 1, the chapter reference "CHAPTER C18" pertaining to those lands outlined as "Secondary Plan Area Number 6(b)" on Schedule A to this amendment, and substituting therefor the following words "see Official Plan Chapter 6(b)"; and,

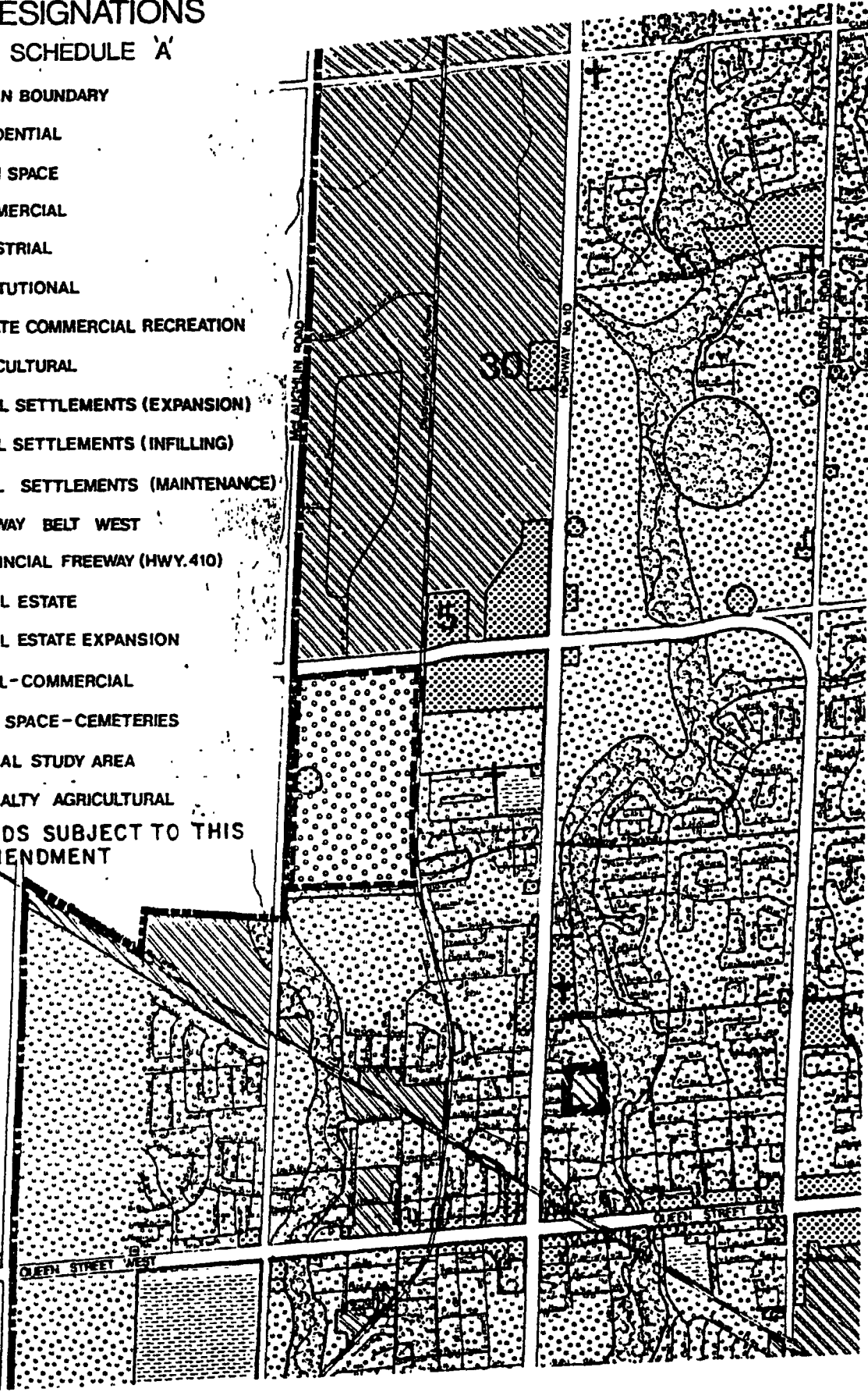
(ii) by deleting Chapter C18, in its entirety, from the text of the Consolidated Official Plan.

# GENERAL LAND USE DESIGNATIONS

## SCHEDULE 'A'

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

12



### SCHEDULE A to OFFICIAL PLAN GENERAL LAND USE DESIGNATIONS

SCHEDULE A to OFFICIAL PLAN  
AMENDMENT No. 169













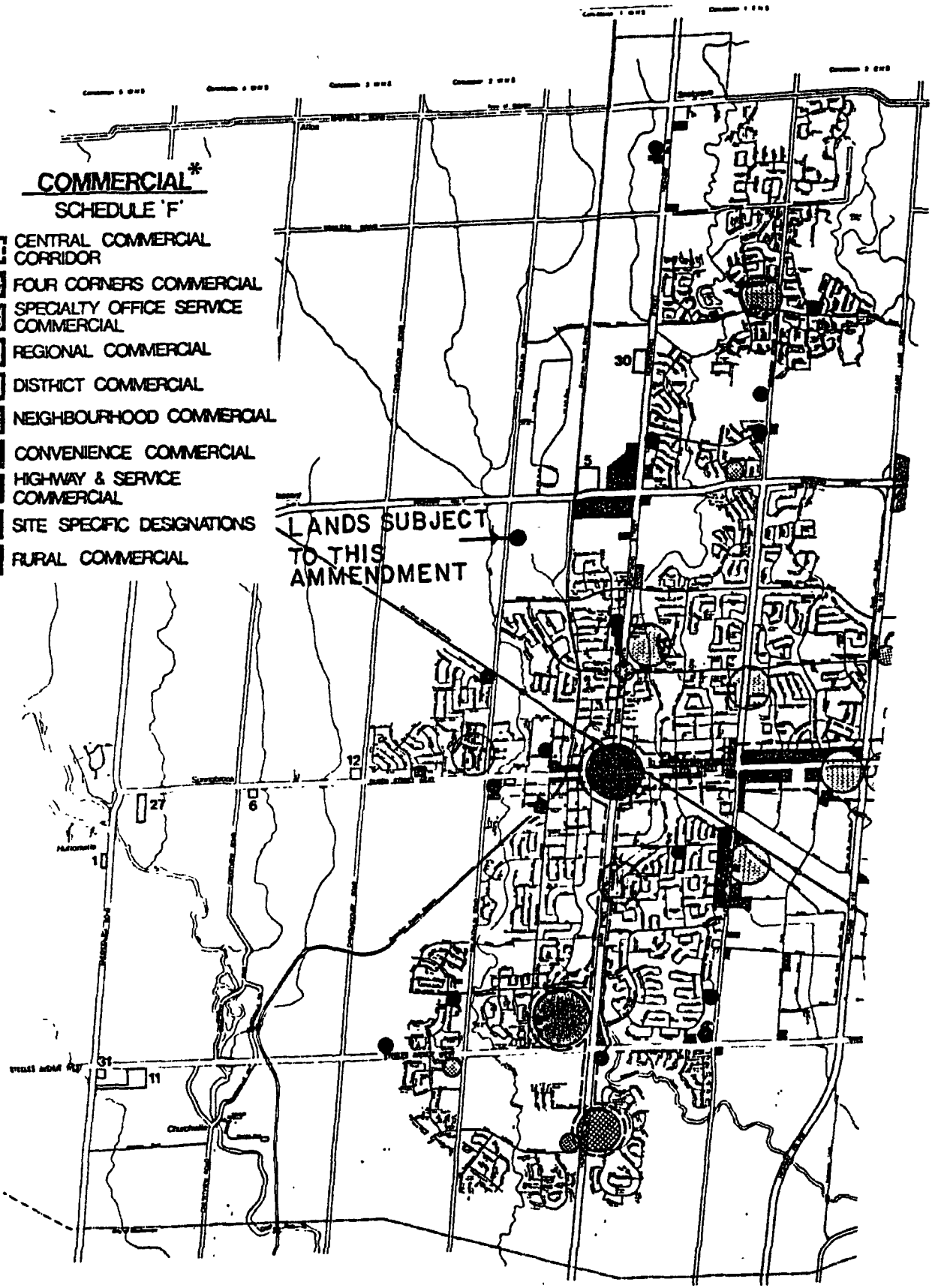
1:25000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 17 Drawn by: CJK  
File no. CIW9.10 Map no.

**COMMERCIAL\***  
SCHEDULE 'F'

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



**SCHEDULE F, to OFFICIAL PLAN  
COMMERCIAL**

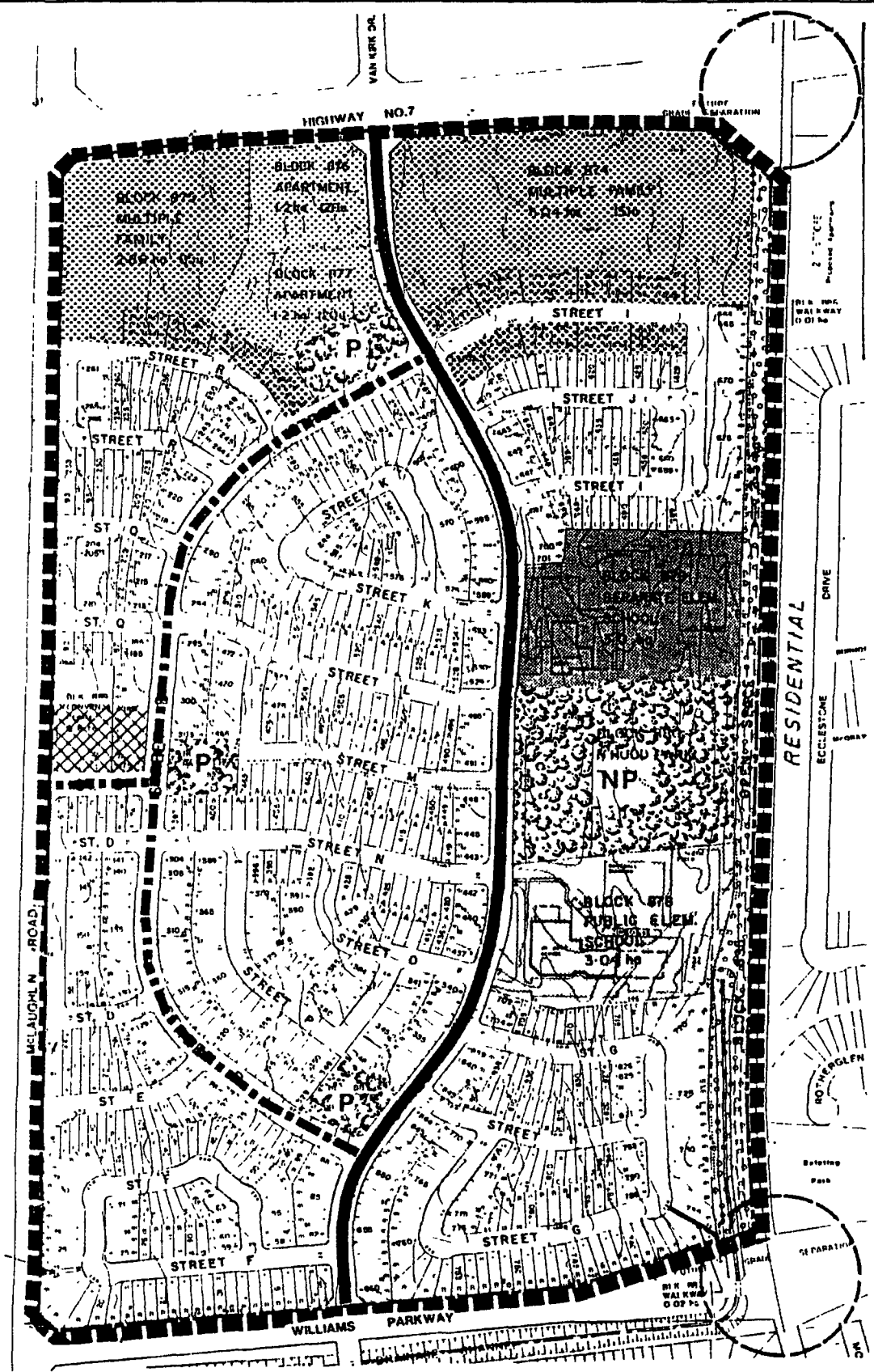
**SCHEDULE B to OFFICIAL PLAN  
AMENDMENT No. 169**



1:56700














**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 17 Drawn by: CJK  
File no. C1W9.10 Map no.



**SCHEDULE SP6(b)**

**LEGEND**

- |   |                                   |   |                                |
|---|-----------------------------------|---|--------------------------------|
|  | SECONDARY PLAN AREA 6(b) BOUNDARY |  | HIGH DENSITY RESIDENTIAL       |
|  | COLLECTOR ROAD                    |  | CONVENIENCE COMMERCIAL         |
|  | MINOR COLLECTOR ROAD              |  | INSTITUTIONAL: PUBLIC SCHOOL   |
|  | PROPOSED GRADE SEPARATION         |  | INSTITUTIONAL: SEPARATE SCHOOL |
|  | LOW DENSITY RESIDENTIAL           |  | PARKETTE                       |
|  | MEDIUM DENSITY RESIDENTIAL        |  | NEIGHBOURHOOD PARK             |
|   |                                   |  | HAZARD OPEN SPACE              |

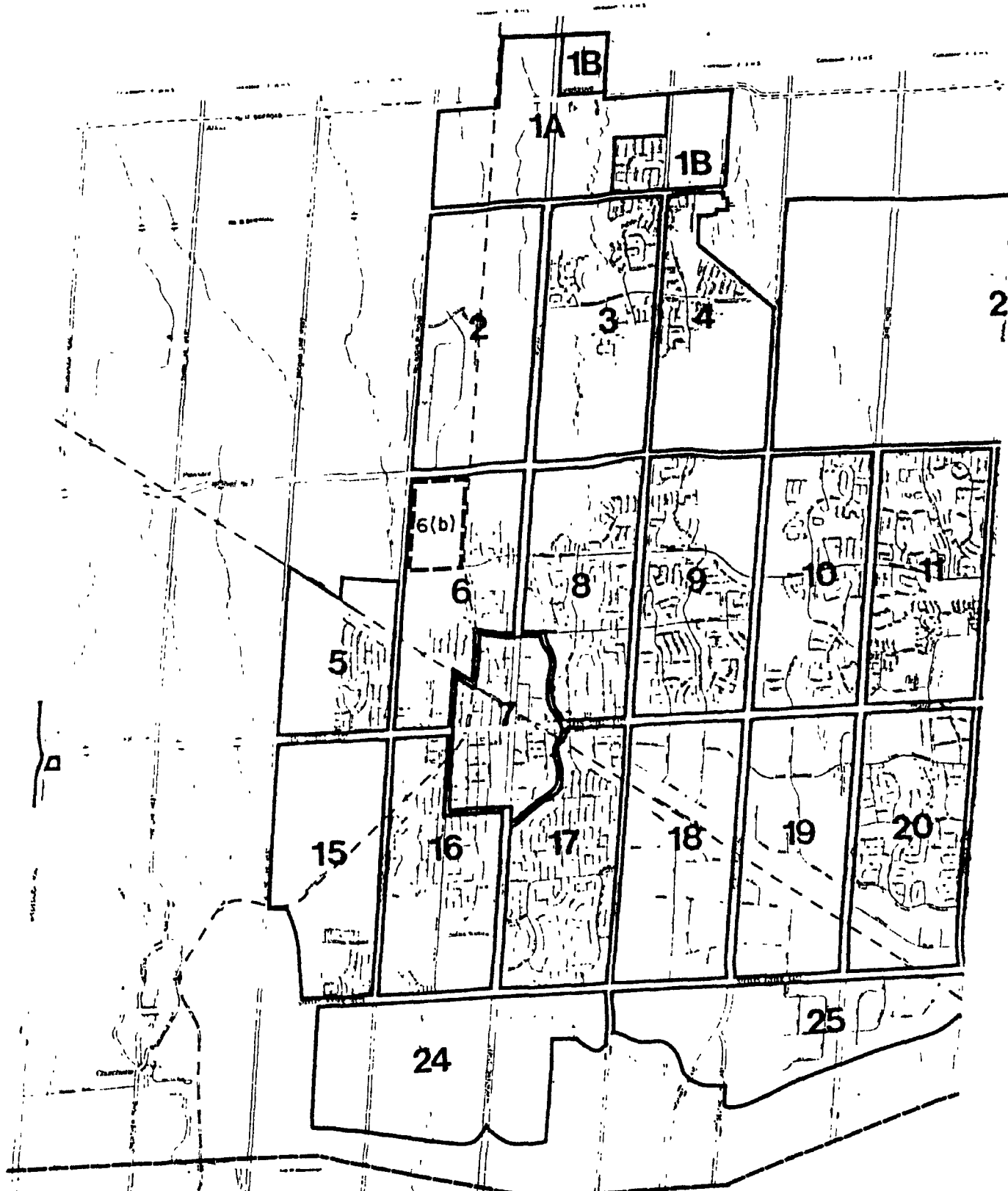
SCHEDULE C to OFFICIAL PLAN AMENDMENT No. 169



1:5864

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 18 Drawn by: CJK  
File no. CIW9.10 Map no.



--- LANDS SUBJECT TO THIS AMMENDMENT

SCHEDULE K to OFFICIAL PLAN  
SECONDARY PLAN AREAS

SCHEDULE D to OFFICIAL PLAN  
AMENDMENT No. 169



1:66670

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 17 Drawn by: CJK  
File no. CIW9.10 Map no.



BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 169  
AND  
AMENDMENT NUMBER 169 A

Attached are copies of the planning reports dated June 15th, 1989, July 7, 1989 including the notes of a Public Meeting held on July 5th, 1989 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject land and written submissions received.

The Region of Peel Public Works	May 10, 1988; May 30, 1988; November 14, 1988; November 22, 1988 and June 23, 1989
Ministry of Transportation of Ontario	July 8, 1988; December 7, 1988 and May 8, 1989
Ministry of the Environment	September 6, 1988; February 1, 1989; February 16, 1989; May 5, 1989; May 8, 1989 and August 8, 1989
Ministry of Natural Resources	July 12, 1989
Credit Valley Conservation Authority	May 11, 1988; July 5, 1988; August 23, 1988 and February 3, 1989
Peel Board of Education	August 23, 1988; September 8, 1988 and January 25, 1989
The Dufferin-Peel Roman Catholic Separate School Board	May 23, 1989; July 5, 1989 and July 19, 1989

Peel Non-Profit Housing Corporation	July 6, 1988; November 14, 1988 and March 31, 1989
Canada Post Corporation	December 16, 1988
Bell Canada	July 28, 1988 and November 22, 1988
Canadian Pacific Rail	May 4, 1988; July 25, 1988; December 14, 1988 and February 20, 1989
Ministry of Culture and Communications Archeology Unit Heritage Branch	February 13, 1989 and June 7, 1989
Brampton Hydro	July 15, 1988
Ontario Hydro	November 25, 1988
Peel Regional Police	July 8, 1988; July 18, 1988 and November 9, 1988
Consumers Gas	June 27, 1988 and November 25, 1988

20/89/icl/bm

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

June 15, 1989

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to amend the Official Plan  
and Zoning By-law  
Part Lots 9 & 10, Concession 1, W.H.S.,  
(Chinguacousy Township)  
Ward Number 5  
717495 ONTARIO LIMITED, GLEN ROSE PARK DEVELOPMENTS  
(Former Kodak Lands)  
Region of Peel File Number: 21T-88014B  
Our File Number: C1W9.10

---

1.0 INTRODUCTION

An application to amend the Official Plan and Zoning By-law to permit the use of property located at the southeast corner of the intersection of Highway Number 7 and McLaughlin Road, for a mixed residential and commercial development, has been referred by City Council on May 9, 1988 to staff for a report and recommendation.

2.0 SITE DESCRIPTION

The subject property has a frontage on Highway Number 7 of approximately 670 metres (2,109 feet) between McLaughlin Road and the Canadian Pacific Railroad, and extends approximately 1186 metres (3,891 feet) south along the east side of McLaughlin Road to Williams Parkway and comprises a total area of approximately 75.74 hectares (187 acres).

The subject property is flat and vacant. The surrounding land uses are as follows:

- o EAST - beyond CPR tracks vacant and residential development.
- o SOUTH - beyond Williams Parkway, residential development.

- o WEST - beyond McLaughlin Road, agricultural land.
- o NORTH - beyond Highway Number 7, industrial development.

### 3.0 OFFICIAL PLAN and ZONING STATUS

- Official Plan, Schedule "A": Industrial
- Brampton West Secondary Plan: Industrial
- By-law 151-88, as amended: Industrial 1(A)-Section 164

### 4.0 PROPOSAL

The applicant proposes a residential development with the following mix of building types:

<u>Type of Building</u>	<u>Number of Units</u>
Residential Singles (9, 11 and 12 metre wide)	860
On-street townhouses	96
Multiple Family (30 uph)	236
Apartment (100 uph)	<u>240</u>
Total Units	1,432

The distribution of land uses are as follows:

<u>Land Uses</u>	<u>Area (hectares)</u>	<u>Area (acres)</u>
Residential	45.27	111.86
Elementary Schools (2)	6.04	14.92
Neighbourhood Park & Parkettes	4.85	11.98
Open Space & Walkways	2.54	6.28
Convenience Commercial	0.60	1.48
Roads & Widening	<u>16.44</u>	<u>40.62</u>
Total	75.74	187.15

5.0 COMMENTS FROM OTHER AGENCIES AND DEPARTMENTS

Public Works and Building Department:

The Development and Engineering Services Division has provided the following comments:

1. A complete storm water management and drainage report must be provided for the entire watershed prior to final draft plan approval. Provision must be made for the drainage of the existing industrial lands on the north side of Highway Number 7 and the east side of the CPR Rail tracks;
2. Road widening on McLaughlin Road of 8 metres is required;
3. A complete traffic impact study must be provided prior to final approval;
4. The plan must be reviewed to insure a minimum of 90 metres of site distance on all collector roads;
5. A sidewalk must be provided along Highway Number 7, McLaughlin Road and Williams Parkway where abutting this plan;
6. Approval must be obtained from the Credit Valley Conservation Authority;
7. Continuous overland flow must be contained within the road allowance or approved walkways;
8. Road widenings will be required on Highway Number 7 as per the requirements of the Ministry of Transportation of Ontario;
9. Signal lights will be required at the intersection of Street A and Williams Parkway;
10. Additional lights may be required as a result of the traffic study;
11. The applicant shall be required to satisfy the requirements of the Ministry of the Environment regarding clearing of the property of possible contaminants that may have been deposited by the previous owners;

12. The storm water drainage report must be addressed prior to the approval of any draft plans, to determine the open space widths required to accomodate an open water course or storm sewer pipe;
13. Staff are concerned about the proximity of the two school sites and the limited frontage, with respect to the lining up of cars especially at 3:00 p.m. to pick up children and the impact of the waiting cars on traffic.

Building Division indicates the following:

1. streets to be named by next submission;
2. proper suffix of street type to be used (i.e. street, avenue, gate, court, crescent, etc.).

Traffic Engineering Services Division has provided the following comments:

1. Prior to draft approval, the applicant is to retain the services of a qualified traffic consultant to prepare a traffic impact analysis study for staff review and approval. Following the review of this study, staff will address the following issues:
  - (a) contribution for traffic signals at Street A/Williams Parkway and also Street C/McLaughlin Road, and
  - (b) road improvements required to provide left turn storage at the intersections described in (a).
2. Street F should be redesigned to exit onto Street B rather than Street A. Consideration should be given to provide reverse frontage for Lots 850 to 860, as they are in close proximity to major intersections;
3. Street I shall provide the necessary sections of 23.0 metre ROW for the proposed on-street townhouses;

4. Matters pertaining to Highway 7 including the intersection of Street A/Highway 7, shall be addressed by the Ministry of Transportation of Ontario, and
5. Block 889 the convenience commercial block, should be re-oriented so that the longest frontage is adjacent to Street C rather than McLaughlin Road.

The Community Services Department has provided the following comments:

Parks and Recreation indicate the following:

1. The existing trunk easement drainage ditch, Block 885, open space in the amount of 2.5 hectares is to be conveyed to the City. No parkland credit will be given for this area. A landscape plan is required for this Block and the applicant shall carry out all works within the landscape plan.
2. The total park tableland dedication requirements is 5.11 hectares. The plan indicates a conveyance of a neighbourhood park and three parkettes for a combined area of 4.85 hectares. Cash in lieu of parkland for the shortfall (approximately .26 hectares) is acceptable.
3. The size, shape and locations for the neighbourhood park and these parkettes are acceptable.
4. Walkway Blocks 886, 887 and 888 are to be conveyed and constructed in accordance with City specifications.
5. To create a continuous pedestrian walkway system, a pedestrian underpass will be required under Williams Parkway, preferably at the future grade separation.
6. Screen fencing and landscaping will be required along the Canadian Pacific Railroad right-of-way.
7. All lots or blocks abutting parkland or open space shall be fenced in accordance with City specification.
8. The applicant shall construct all walkways required in the landscape plans and provide illumination in accordance with Brampton Hydro requirements.
9. In the event that the applicant requires easements for utility services across tableland parkland then the area required for such easements shall not be credited towards parkland conveyances.

10. An open space area of 2.5 ha (6.18 ac) extends the total length of the property, along the easterly boundary, increasing in width from 18 metres at Highway Number 7 to 30 metres at Williams Parkway. Two walkways one at the north end and the other at the south end provides pedestrian access to the Open Space facility. The Open Space also provide additional buffering between the houses and the railroad tracks.
11. Boulevard tree planting will be required along all municipal roads. Boulevard tree planting and special landscaping will be required along McLaughlin Road in areas of sound walls and parallel services roads.

Transit recommends the following:

1. Bus bays will be required along McLaughlin Road;
2. Transit pads are to be shown on the engineering design drawings;
3. The developer must install twenty-four (24) 12 feet X 25 feet concrete bus stop pads at the following locations:

East Side of McLaughlin Road:

- At Lot 114
- At Lot 167
- At and south of Lot 193
- At and south of Highway 7 (Block 875)

South Side of Highway Number 7

- At and west of Street 'A'
- 500 feet east of Street 'A'

East Side of Street A:

- At Lot 844
- At Lot 697
- At Lot 606
- At the Elementary School (Public)
- At the Elementary School (Separate)
- At and South of Highway 7



West Side of Street A:

- At Lot 1
- At and North of Street 'B' (Parkette) 883
- At Lot 443
- At Lot 529
- At Lot 598
- At Parkette 881

Additionally, the following residence facings needs to be changed:

- Lot 844            - onto Street H
- Lot 697            - onto Street I
- Lot 606            - onto Street I
- Lot 529            - onto Street L
- Lot 443            - onto Street N

Detailed location of pads to be obtained from transit staff and included on engineering drawings.

Fire recommend the following lots be designated as firebreaks:

Street A:	Lots 85, 335, 594, 601, 847, 854
Street B:	Lots 93, 136, 180, 270, 277, 284, 291, 299, 309, 316, 323
Street D:	Lots 148, 162, 170
Street E:	Lots 102, 108, 119
Street F:	Lots 7, 14, 21, 28, 35, 42, 49, 56
Street G:	Lots 711, 717, 724, 731, 738, 745, 752, 759, 766, 782, 833
Street H:	Lots 800, 810, 817
Street I:	Lots 652, 670, 677, 684, 691
Street J:	Lots 616, 623, 636
Street K:	Lots 537, 544, 551, 558, 565, 572
Street L:	Lots 502, 515, 527
Street M:	Lots 452, 459, 469, 479, 486
Street N:	Lots 400, 407, 414, 424
Street O:	Lots 387, 432
Street P:	Lots 344, 352, 359, 366, 376
Street Q:	Lots 197, 207
Street R:	Lots 228, 239, 254

The Planning and Development Department has provided the following comments:

Planning Community Design Section has the following comments:

1. A noise feasibility study is required prior to the draft plan approval;
2. A 4 meter high noise/safety barrier is required along railways to be consistent with east side of the tracks;
3. A 2 metre high masonry wall is required between lots and commercial blocks to be constructed within one year after the first building permit for commercial or affected residential lots, and
4. In order to avoid the "all garage" street scape garage widths shall be proportional to the lot width.

Planning Policy and Research Division have advised that the conversion of these lands to "Residential" is a positive move from a community structure viewpoint. This would result in the entire community bounded by Main Street, the C.N. Mainline, McLaughlin Road and Highway Number 7 being completely Residential, rather than having a significant quadrant devoted to industrial uses.

Both School Boards require sites in this area, which, if implemented, will ensure that residents are well served with school facilities. Staff note that existing elementary schools in the area are operating at above OME - 10% capacity, therefore, some relief to this situation may occur if schools are built in this area.

The present inventory of industrial land in the City is as follows (1988 estimates):

OCCUPIED LAND	- 3580 acres
SOLD/NOT OCCUPIED	- 1130 acres
ZONED AND/OR SERVICED	- 550 acres
APPLICATIONS IN PROCESS	- 680 acres
VACANT AND DESIGNATED	- 2010 acres
	<hr/>
TOTAL	7990 acres

Since vacant/unoccupied lands in mature industrial areas usually represent approximately 15% of total acres, the figures above should be reduced by 15% to represent "effective" industrial land supply.

Therefore, the effective supply of unoccupied industrial land in Brampton would be approximately 3300 acres.

Although supply to a particular user is constrained by location, price, access to rail and owner willingness to sell, it is staff's opinion that the use of the Kodak lands for Residential purposes, does not significantly affect the supply of industrial land in Brampton (6% reduction).

The supply of industrial land will be evaluated later this year as part of the 5-year review of the Official Plan and the Strategic Planning Economic Base Study. Any supply constraints will be evaluated at that time; however, a remaining supply of approximately 3100 acres is adequate to accommodate short and intermediate term needs.

Staff note that the Region of Peel has indicated some concern in this regard, and have used statistics related to the residential/industrial assessment ratio to support their concerns. These statistics are related to actual development and it is inferred that industrial development has been constrained by the supply of land, and that a greater supply of industrial land would have resulted in more industrial development. Their analysis does not address this issue directly, and in my view, is unconvincing.

A traffic study should be done by a competent consultant to determine the long term expected traffic volumes on Streets A, B and C, to determine whether the lower segment of Street A should be 4 lane reversed frontage (i.e. if volumes are expected to exceed 700 veh/hour), and to ascertain the proper pavement width and right-of-way width for the remainder of Streets A, B and C.

Based on the recommendations of the Larry Smith Commercial Study for Secondary Plan Number 28 and City Council decisions, the upper size limit for Convenience Commercial Centres is being readjusted downwards from 1400 square metres (15,100 square feet) of gross leasable floor area. This change is one of many incorporated in an OPA that was recently endorsed for a presentation at a public meeting. A convenience commercial site area of 0.6 hectares would appear to be consistent with the maximum floor size limit.

The following departments: Law Department; Business Development Department; Property Division, and Zoning & By-law Enforcement Division all indicate they have no comments.

The Region of Peel - Public Works Department comment as follows:

Servicing

1. Sanitary sewer facilities are available in a 675mm diameter sewer located on an easement along the east limit of the subject lands adjacent to Canadian Pacific Railroad lands;
2. Water facilities
  - (i) the lands are located in water pressure zone WPZ6;
  - (ii) water facilities are available in a 400 mm diameter water main on Highway Number 7 at Van Kirk Drive, and
  - (iii) extension of a 400 mm diameter watermain will be required on Highway Number 7 from Van Kirk Drive to McLaughlin Road. In addition, a 300 mm diameter watermain will be required on McLaughlin Road from Highway Number 7 to the south limit of the subject lands.
3. Region Roads are not adversely affected.
4. Waste Management
  - (i) there are no waste disposal sites on or adjacent to the subject lands according to current Region of Peel records. In addition, there is confirmed solid waste capacity in Peel only until the year 1990;
  - (ii) it is expected that this development will generate approximately 1543 tonnes of solid waste per year. (0.33 tonnes/capita/year X 4,675 people = 1543 tonnes per year).
  - (iii) notwithstanding the waste generation for the above subdivision, release of the plan for registration will not be permitted until such time as the Regional Clerk is in receipt of a Regional Council Resolution, indicating that Council is satisfied that adequate landfill arrangements exist or will exist;

- (iv) in the event there is any doubt about the integrity of the subject lands with respect to the possibility of a waste disposal site or hazardous wastes located on any portion of the subject property or an adjacent property, we recommend that prior to the commencement of developing activities, the developer carry out a detail soil investigation by a qualified Geotechnical Engineer, and
- (v) should the subject property be found to contain an old landfill site, then the developer shall take appropriate measures to clean up the landfill to the satisfaction of the Ministry of the Environment, the Region of Peel and the Area Municipality.

Financial Impact

- (i) Lot levies - full residential lot levies apply;
- (ii) Frontage charges - watermain frontage charges apply on Highway Number 7 from Van Kirk Drive to the east limit of the plan, calculated at the current rate, and
- (iii) Budget - the 400 mm diameter watermain on highway Number 7 is eligible for participation by the Region of Peel on the basis of oversizing, subject to Council approval.

Specific Draft Plan Conditions

- (i) the developer will be required to enter into a Subdivision Agreement with the City and the Region for the construction of municipal sewer, water, and Region road services associated with the lands. These services shall be in accordance with the latest Region standards and requirements, and
- (ii) provision will be required in the Subdivision Agreement for the following clauses:
  - an amount of \$20,000 dollars shall be held in the Letter of Credit until final acceptance of the watermain system is issued by the Region of Peel, to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of

subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of the water in the existing wells is not restored to the original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions including deepening of the wells or providing a permanent water service connection from the watermain to the well systems.

Ministry of Transportation of Ontario have completed their review of the revised draft plan and offer the following comments of conditions of draft approval:

1. that a 0.3 metre reserve extending across the entire frontage of Highway Number 7 with the exception of the proposed Street A entrance, be conveyed by deed to the Ministry of Transportation;
2. that a road widening measuring 23.0 metres from Highway Number 7 centre line, be dedicated as public highway on the owners' certificate of the final plan;
3. that prior to final approval, the owner shall submit a copy of a storm water management report and drainage plan to the Ministry of Transportation for their approval;
4. that the owner submit a traffic report containing the anticipated peak hour turning volumes at the Street A entrance to Highway Number 7 to the Ministry of Transportation for review, and
5. that the owner enter into a legal agreement with the Ministry of Transportation whereby the owner agrees to assume financial responsibility for the street entrance and related highway improvements.

The Ministry also provides the following comments:

1. Ministry will require all commercial/multiple family buildings be set back a minimum distance of 14 metres (45 feet) from the future highway property line, and
2. all residential dwellings must be set back a minimum distance of 7.5 metres (25 feet) from the future highway property line.

The Ministry of the Environment have reviewed the proposed application and provide the following comments:

1. a serious noise concern due to the developments proximity to the Canadian Pacific Railroad line and Highway Number 7 exists and they recommend a noise feasibility study be prepared prior to draft approval to determine what design considerations are necessary to meet the provincial noise level guidelines. This report should be prepared to the satisfaction of the Ministry of Environment and the City of Brampton and,
2. because a portion of the subject property was formerly under industrial use, the Ministry recommends that prior to draft approval, a soil study is to be undertaken to ascertain whether there are contaminated soils on site, and to develop a clean up program, should contaminated soils be discovered.
3. As a result until the Ministry is in receipt of the required studies and information, they recommend that plan be deemed premature.

The Credit Valley Conservation Authority have reviewed the application and provide the following comments:

The Authority initially had concerns regarding the susceptibility of the site to flooding under "Regional Storm" conditions, as well as the increase of storm water run-off and any potential erosion and sedimentation within the lower regions of Fletchers Creek. Since this time, authority staff have reviewed the preliminary Storm Drainage Study, prepared by Knox Martin Kretch Limited, dated November 7, 1988 and a supplementary Information Report dated January 16, 1989. These reports indicate that a re-graded channel (Lot 885) along the easterly property boundary, in addition to the Main's Creek diversion channel, shall have the capacity to convey 100 year storm flows (which are greater than the "regional storm" flows in this location). It is also proposed that the channel will provide storage for the 2, 5, and 10 year storm events at pre-development levels under post development conditions. However, it must be confirmed at the detailed design stage, and prior to the registration Plan, that the re-graded channel can provide storage, as well as convey the 100 year storm without over topping. Subsequently, the top of the re-graded channel will then serve as a limit of development for this site.

On this basis the Credit Valley Conservation Authority recommend that the plan received draft approval subject to the following conditions:

1. Prior to registration of the plan, the limit of the regraded channel (Block 885) shall be shown as a surveyed line on the final plan, referencing geodetic elevations to ensure that all lots and blocks abutting will end at the top of the channel and will not be susceptible to flooding;
2. The municipalities restricted area (zoning) by-law shall contain provisions which will have the affect of:
  - (i) all lands required for 100 year flows and storm water detention purposes (Block 885) in the appropriate "open space" "greenbelt" category;
  - (ii) requiring a minimum setback of 3 metres from the top of re-graded channel for all buildings and structures, including swimming pools, and
  - (iii) prohibiting the erection of all buildings and structures or any kind within Block 885, other than those structures necessary for flood and/or erosions control purposes.
3. Prior to registration, or prior to any site grading or servicing of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will describe:
  - (i) a means whereby storm water will be conducted from the site to a receiving body;
  - (ii) the detailed design of the re-graded channel within Block 885;
  - (iii) the means whereby post-development flows will be maintained to pre-development levels 2, 5 and 10 year storms, in accordance with Storm Drainage Study dated November 7, 1988 and January 16, 1989 prepared by Knox, Martin, Kretch Limited, and
  - (iv) the means whereby erosion, filtration and affects will be contained and minimized on the site both during and after the construction period. Sediment controls are required on the catch basins and areas where surface is leaving the site.



In this regard, the appropriate permits will be required for this authority, pursuant to Ontario Regulations 162/80 (Fill, Construction and Alteration to Waterways Regulations), for the enclosure of the minor tributaries, the reconstruction of the tributary channel of Main's Creek and any required storm water outfall structures;

4. The Servicing/Subdivider's Agreement between the Owner and the Municipality shall contain provisions with respect to the following, or wording acceptable to Credit Valley Conservation Authority, wherein the owner agrees:

- (i) to carry out or cause to be carried out the works noted in condition 3;
- (ii) to carry out any required works in or adjacent to the tributary channel only within the Authority approved periods for construction within this reach of the Credit River (ie. from June 15th to November 30th);
- (iii) neither to place nor remove fill of any kind whether originating on the site or elsewhere, nor to alter any existing vegetation, nor in any way disturb the existing water course, without the written consent of the Credit Valley Conservation authority, pursuant to Ontario Regulations 162/80;
- (iv) to erect a sediment fence (snow fence and filter cloth) 1 metre from the top of the reconstructed channel, ie. lots 664 to 680 inclusive, and Lots 720 to 735 inclusive and Blocks 874, 878, 879, 880, 886 and 887, to prevent the unauthorized placement of fill material and any sedimentation which may occur. A note shall be added to the appropriate plan, to the effect that a sediment fence shall be erected prior to initiating any grading or construction on the site, and shall remain in place and in good repair during all phases of grading and construction;
- (v) to develop Lots 664 to 680 inclusive and 720 to 735 inclusive, Blocks 874, 878, 879, 880, 886 and 887, only according to site and grading plans acceptable to the municipality and the Credit Valley Conservation Authority. The plans shall

indicate the locations of all proposed buildings, structures, accesses, site drainage and existing and proposed grades, and

- (vi) A draft copy of the Servicing/Subdivider's Agreement should be forwarded to the authority office when available.

The Peel Board of Education indicate that they require the following conditions be included in the Conditions of Draft Approval as well as the Engineering Agreement:

1. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's transportation policy. The above signs are to be to the boards specifications at locations determined by the Board.
2. The Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of 5 years from the date of registration of the Subdivision Agreement:

"Whereas despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Boards Transportation Policy. You are advised to contact the Planning and Resources Department of The Peel Board of Education to determine the exact schools."

This plan of subdivision proposes a significant number of units for which there is no available permanent accommodation. The Board will, therefore, be utilizing portable accommodation and busing to holding schools until justification and funding for new school is available from the Ministry of Education.

3. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of schools.

4. The applicant shall guarantee that satisfactory arrangements are made with the Peel Board of Education for the acquisition or reservation for future acquisition of Block 878 designated in this plan for school purposes. The implementation of this prerequisite approval will consider the pertinent policies of the relevant Secondary Plan. Such arrangements shall take into consideration the equitable distribution of educational facilities, the protection of the financial and economic well-being of the province and the City of Brampton and the Regional Municipality of Peel and the health/safety convenience and welfare of the present and future inhabitants of the City of Brampton.
5. In order to ensure that sanitary, storm and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans it is requested that such easements be approved by the Planning and Resources Department prior to their establishment on the proposed school site.

The anticipated yield from this plan is as follows:

JK - 5	310
6 - 8	179
9 - OAC	238

The students generated are presently within the following attendance areas:

	<u>ENROLMENT</u>	<u>OME - 10%</u>
Glendale P.S. JK - 5	484	462
Beatty-Fleming Sr. P.S. 6-8	390	344
Brampton Centennial S.S. 9-OAC	1264	1526

The foregoing comments apply for a two year period at which time updated comments will be supplied upon request.

The Dufferin-Peel Roman Catholic Separate School Board has advised that the elementary separate school site proposed is acceptable to the Board, subject to the following conditions:

1. Satisfactory frontage arrangements.

2. Arrange a site inspection in order to assess the suitability of the topography for the construction of a school.
3. Prior to registration of the plan, the City will be required to ensure that satisfactory arrangements shall have been made with The Dufferin-Peel Roman Catholic Separate School Board for the acquisition, or reservation for future acquisition, of those lands designated in the plan for school purposes.
4. The school site shall be cleared, grubbed and graded to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board.
5. The following clause be inserted in all agreements of Purchase and Sale of residential lots until the permanent school for the area has been completed;

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

6. Warning signs be erected at all major entrances into the subdivision advising prospective purchasers that until a school is constructed in this community, alternate accommodation will be provided.
7. The Board's Consulting Engineers be allowed to perform soil tests and soil analysis of site.
8. The sanitary manhole identified on the separate school site be capped and buried.

Peel Non-Profit Housing Corporation has expressed an interest in the development and are hopeful that a site may be available for the corporation to provide housing for the Region.

Canada Post Corporation have reviewed the application and indicate that three sites be set aside for the location of a kiosk installation. Developer/builders should be prepared to propose locations of kiosk in cooperation with

Canada Post. The Corporation policy with regards to multi-units buildings will be in effect for buildings or complexes, with a common municipal address containing three or more units. It will be the responsibility of the builders/developer to provide the central mail facilities at their expense.

Bell Canada requests that the following be included as conditions of draft plan approval:

1. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the municipality to be installed underground; a copy of such confirmation shall be forwarded to the municipality, and
2. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.

If there are any conflicts with existing Bell Canada facilities or easements the owner/developer shall be responsible for re-arrangements or re-locations.

Canadian Pacific Rail have reviewed the application and wish to state their opposition to it. Residential development in close proximity to the right-of-way is not compatible with railway operations. The health, safety and welfare of residents could be adversely affected by railway activities; however, should the application be approved, CP Rail requests the following conditions be imposed on the development:

1. A berm having a total height of not less than 2.0 metres above the top of rail or 2.0 metres above the ground level at the toe of the berm closest to the tracks and with side slopes not steeper than 2.5:1 must be erected and maintained by the developer on the adjacent property parallel to the CP right-of-way;
2. A 1.8 metre (6 feet) high chain link fence to be constructed and maintained along the common property line of the Railway and development by the developer at his expense;

3. Dwellings should be set back a minimum distance of 15 metres from the property line. Unoccupied buildings, such as garages may be exempted;
4. Ground vibration transmission to be determined through site tests. If in excess of acceptable levels, all dwellings within 75 metres of the nearest track should be protected, possibly by means of rubber pads installed between the foundation and occupied portion. The vertical natural frequency of the structure on the pads should not exceed 12 Hz;
5. Clauses to be registered on and run with the title of all properties within 300 metres of the railway right-of-way warning prospective purchasers of the railways presence and also that the Railway will not take responsibility for complaints as a result of noise, vibration, air quality, etc., generated by present and/or future operations;
6. Dwellings must be constructed such that interior noise levels meet the criteria of the appropriate Ministry level;
7. There shall be no increase or change in the direction of natural drainage affecting railway property without first obtaining written consent from the Railway, and
8. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

The Ministry of Culture and Communications, Archaeology Unit Heritage Branch have reviewed the subdivision application and finds that it has a moderate potential for discovery of archaeological remains. While there are no registered archaeological sites or documented 19th century occupations on the property, there are two tributaries to Etobicoke Creek in the south half of the property that are good predictors of archaeological sites, particularly prehistoric ones. Consequently, the Heritage Branch recommend that standard archaeological conditions of draft approval be applied to this subdivision plan.

#### 6.0 DISCUSSION

The proposal to redesignate 75.7 hectares (187 acres) of land for a comprehensive residential development with

associated schools, park, parkettes, open space and a convenience commercial facility will require an Official Plan Amendment that will take the form of a secondary plan for the area. The property is part of the Brampton West Secondary Plan Area, incorporated in the Consolidated Official Plan of the City of Brampton Planning Area. Plate No. 2 of the Consolidated Official Plan, identifies the property as Industrial and the application proposes a change to Residential and other designations.

This section of this report will provide background information about the proposed residential mix, schools, parks and open space, commercial area, noise, transportation/road network and zoning.

6.1 RESIDENTIAL MIX

The proposed residential mix as outlined on the revised plan of March 21, 1989 indicates the following:

<u>Housing Type</u>	<u>Units</u>	
Single Detached Density Type		
Very Low - 12m plus lots	234	16%
Low - 11m lots	280	
- 9m lots	<u>346</u>	<u>44%</u>
Total	<u>626</u>	<u>60%</u>
Townhouse Density (30 uph)	332	23%
Apartment (100 uph)	<u>240</u>	<u>17%</u>
Total	<u>1432</u>	<u>100%</u>

The Gross Residential Density proposed for the property is 18.9 uph (7.6 upa) and generates a mix of house types within the flexibility ranges outlined in the Official Plan.

6.2 SCHOOLS

The two elementary schools are proposed fronting on Street A, and abutting the neighbourhood park, which will permit the mutual use of the sports playing fields in conjunction with the facilities integral to the schools. Both school boards have expressed an interest in the available school site to serve existing and future population.

### 6.3 PARKS AND OPEN SPACE

Parkland dedication has been determined on the basis of 1 hectare per 300 units of high and medium density and 5% of the remaining lands. The 572 units of high and medium residential development generate a parkland conveyance of 1.906 hectares. The remaining area of 63.3 hectares produces further allocation of 3.165 hectares. The total parkland requirement is (3.165 + 1.906) 5.071 hectares.

The parkland proposed to be provided is a Neighbourhood Park of 3.47 ha (8.57 acres), and three parkettes 0.61 ha, 0.4 ha and 0.37 ha (1.5 ac, 0.98 ac and 0.91 ac) the resultant shortfall of 0.221 hectares must be satisfied.

The planned school sites, abutting and on either side of the Neighbourhood park will provide additional recreational facilities to serve the area.

### 6.4 COMMERCIAL LAND USE

The residents of the development area are served by the District Commercial located at the north-east corner of Vodden Street and Main Street North. These facilities are approximately 1.6 km east along Vodden Street or along Williams Parkway. Distances are to margin of development not from population centre or geographic centre.

Additional District Commercial facilities are situated at Heart Lake Town Centre. Approximately 2 km east along Bovaird Drive, a Neighbourhood Commercial facility is located at Bovaird Drive and Conestoga Drive. Both locations include major food store facilities, retail stores and other facilities catering to personal or household needs.

Although future commercial facilities are designated for the area between Canadian Pacific Railway and Highway Number 10, abutting Highway Number 7, there is a proposal to develop approximately half of this land for high density residential.

The proposed convenience commercial at Street "C" and McLaughlin Road must be re-oriented to expose the longest frontage to Street "C" or a street internal to the subdivision and not onto McLaughlin Road. A red-line revision will be provided for this area. Transportation policies, as outlined in the Official Plan, indicate that



direct access from arterial roads to abutting properties will be discouraged where practical alternatives exist, so as not to interfere with the primary function of moving through traffic.

6.5 TRANSPORTATION

The proposed development will be serviced by the existing local transportation system. The site, bounded on the north by Highway Number 7, a 2 lane highway, with short term plans to expand to a 4 lane highway, on the west by McLaughlin Road, a 4 lane collector road, and on the south by, Williams Parkway, a minor arterial road with 4 lanes east of the CPR and 2 lanes abutting the site.

Direct access to the boundary roads is limited to one point along each of the 3 roads. Street "A", at the south limit is directly opposite Vodden Street, a collector road and at the opposite or north end is Van Kirk Drive, also a collector road. Street "C" is the only access to the site from the west or McLaughlin Road. Street "A" and Street "B" provide a through link within the proposed development.

The Transit Department has requested the road pattern be modified to eliminate one of the two collector lanes to provide a more efficient road pattern. The proposition of one mid-block collector may be better for the transit service, but the design with 2 collector roads, divides the area into smaller residential units, more appropriate for the community.

In order to assess the impact of the proposed development upon the transportation network, the applicant will be required to provide a traffic impact analysis, completed by a qualified traffic consultant, for staff review and approval. The traffic impact analysis will determine what roadways width are required, and where additional traffic signals are needed.

6.6 NOISE SENSITIVITY AREAS

Areas of potential noise sensitivity within the proposal include locations in proximity to:

- o the Canadian Pacific Railway tracks, and
- o boundary arterial roads.

The development area is bounded, at its most easterly limits by a Canadian Pacific rail line. In accordance with the provisions of the Official Plan, noise sensitivity areas are those lands lying within 300 metres (985 feet) of rail lines having a development component that includes outdoor passive recreation areas, or a residential component.

In addition, the Official Plan provides that prior to development approval, the proponent shall undertake a noise and vibration analysis, and to recommend abatement measures to the satisfaction of the City, Ministry of the Environment and Canadian Pacific Railway.

In this regard, Canadian Pacific requirements for noise and vibration protection for new residential development within the noise sensitivity areas include, among others, the following:

- o a continuous berm;
- o a minimum setback distance of 15.0 metres from the property line;
- o appropriate interior noise levels, and
- o an analysis to determine if vibration isolation pads should be installed.

Another area of noise sensitivity includes lands in proximity to Highway Number 7, Williams Parkway and McLaughlin Road. Noise analysis according to criteria stipulated by the Official Plan, will be necessary for all residential development with exposure to these roads. Such an analysis will identify specific subdivision design features, to satisfy the noise attenuation criteria.

It is anticipated that noise attenuation measures will be required along the entire length of Highway Number 7. Accordingly, it is intended that a variety of subdivision features be utilized to achieve sound attenuation objectives. This may include a combination of the following measures:

- o reverse frontage lots of sufficient depth to accommodate required noise attenuation features;

- o frequent landscaping treatments to break the continuity of noise attenuation features, and enhance the amenity of the McLaughlin Road, Williams Parkway streetscape; and,
- o frontage service roads.

6.7 ZONING

The proposed lots and different housing styles can be accommodated by the following zoning categories:

12 metre (40 foot)	lots	R1C
11 metre (36 foot)	lots	R1D
9 metre (30 foot)	lots	R1D
Street Townhouses		R3B
Block Townhouses		R3A
Apartment Blocks		R4B

The school property will be designated Institutional whilst the park, parkette and storm water drainage channel will be designated Open Space. The convenience commercial site will be designated Commercial One Zone (C1).

6.8 GENERAL DEVELOPMENT

The applicant has prepared the preliminary storm water management report which has been reviewed by the Credit Valley Conservation Authority and is satisfactory for the Authority to recommend draft approval.

The applicant is presently preparing a traffic impact analysis, which will address the concerns of traffic signals, volumes and necessary modifications to the street widths and intersections. The plans should be red-lined to change the orientation of Street F so that it will exit onto Street B and not Street A. The plan should be revised to re-orient the commercial block, so that the longest frontage is adjacent to Street C rather than McLaughlin Road.

The plan must be red-lined to provide appropriate flankage lots for the necessary bus stop pads and future shelters.

The preliminary noise study has been submitted and the results indicate that it will be difficult to provide suitable outdoor amenity area for the multiple family dwelling unit because of the potential grade separation of the C.P. Railroad and Highway Number 7.

Although the previous property owner prepared a soils investigation report, the Ministry of the Environment request that an appropriate soils study satisfactory to the Ministry be undertaken.

In response to the interest expressed by Peel Non-Profit Housing Corporation, the applicants are proposing Block 876 and 877, for potential high density, 100 units per hectare development. These blocks, located at the northern boundary of the proposed development will be in keeping with the policies of the Official Plan as previously outlined in Section 6.1.

The applicants have not identified the location for the required Canada Post mail delivery facilities. The location of these facilities should be identified prior to final approval and subject to the approval of the Commissioner of Public Works and Building.

#### 7.0 RECOMMENDATION

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

- A. A public Meeting be held in accordance with City Council procedures, and
- B. Subject to the results of the Public Meeting, staff be directed to prepare an appropriate amendment to the zoning by-law and that draft approval of the proposed plan of subdivision be subject to the following conditions:
  1. The approval be based on the draft plan, dated March 21, 1989, prepared by John Bousfield Associates Limited and redlined revised as follows:
    - 1) Re-orient commercial block to have longest frontage on Street C;
    - 2) Re-orient corner lots, Lots 443, 529, 606, 697 and 844, to provide appropriate flankage lots for bus stop pads;

- 3) provide an 8.0 metre road widening along McLaughlin Road;
  - 4) re-orient Street F to exit onto Street B not Street A as shown;
  - 5) Street I should be shown as 23.0 metres for the proposed on-street townhouses, and
2. The applicant shall satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies with respect to the subdivision.
  3. The applicant shall agree to grant easements, as may be required for the installation of utilities and municipality services, to the appropriate authorities.
  4. The applicant shall agree to support an appropriate amendment to the Official Plan and zoning by-law.
  5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
  6. Development of the plan shall be staged to the satisfaction of the City.
  7. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
  8. The maximum number of single family lots permitted on the site shall be 860.
  9. The applicant shall agree to create easements for maintenance purposes for all lots where less than 1.2 metres (4 foot) side yards are being provided.
  10. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense.
  11. Blocks 880, 881, 882 and 883 shall be conveyed to the City for park purposes in a condition satisfactory to the City and deficiency of parkland conveyance shall be offset by payment of cash-in-lieu.

12. Block 885 shall be conveyed to the City as a buffer, in a condition satisfactory to the City.
13. The applicant shall agree to erect fencing, along the lot lines of all lots and blocks abutting Block 885 in accordance with the City's fencing policy.
14. The applicant shall agree to construct on Blocks 886, 887, and 888 pedestrian walkways, to the satisfaction of the City.
15. The walkways, Blocks 886, 887 and 888, shall be conveyed to the City.
16. The road widening, of 8 metres along the east side of McLaughlin Road, shall be conveyed to the City.
17. The 0.3 metre reserves shall be conveyed to the City along McLaughlin Road, Williams Parkway, reversed frontage of lots abutting Street C and on the hypotenuse of day light facilities of the above noted streets.
18. Where less than 2.4 metres of separation between structures is being provided, no back to front drainage shall be permitted, unless agreed to by the Commissioner of Public Works and Building, and that the applicant, at his expense, shall provide an alternative method of rear yard drainage to the satisfaction of the Commissioner of Public Works and Building.
19. The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings.
20. The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwellings or the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.

21. The applicant shall agree that where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.
22. Prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the City of Brampton, the Ministry of the Environment and the Region of Peel.
23. The applicant shall agree that the noise control measures recommended by the acoustical report, as in condition number 22 above, including the provision of a 2 metre high noise abatement wall with returns along all lots abutting the C.P. Rail line, shall be implemented to the satisfaction of the Ministry of the Environment, the Region of Peel and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clause shall be included in a registered portion of the subdivider's agreement and in all offers of purchase and sale for the affected lots:

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

In this regard, revisions to the plan may be necessary to achieve acceptable rear yard areas in conjunction with satisfactory noise attenuation measures.

24. Those portions of lots located between a road allowance for which the lot does not obtain access, or any walkway, and any noise attenuation wall, required pursuant to condition number 23, in excess of the standard 0.3 metre setback, shall be shown on the plan to be registered as a separate block, and shall be deeded to the applicable road authority.

25. The applicant shall agree to provide a landscape and fencing treatment on Street D, Street E, Street Q and Street R where they abut McLaughlin Road, for the safety and privacy of the future residents and to minimize interference from vehicle headlight glare between Streets C, D, E, Q and R, and McLaughlin Road and on the existing residential properties fronting on the west side of McLaughlin Road, to the satisfaction of the City.
26. The applicant shall agree that no dwellings shall be constructed closer than 15 metres to the Canadian Pacific Railroad right-of-way.
27. The applicant shall submit for the approval of the Region of Peel a ground vibration transmission study which shall estimate through site testing, ground vibration transmission resulting from railway operations and recommend measures to be employed to reduce vibration to an acceptable level.
28. The applicant shall agree that any vibration controls resulting from the approval of the study referred to in condition 27 shall be implemented to the satisfaction of the Region of Peel.
29. The following warning clause shall be included in a registered portion of the subdivision agreement and in all offers of purchase and sale for all residential lots and blocks within 300 metres of the C.P. Rail right-of-way:

"Purchasers are advised that the existing Canadian Pacific Rail line along the south boundary of this development is an important main line, and there is the possibility of expansion of the Railway facilities and an increase in the level of rail traffic at some future date. Purchasers are advised that railway noise levels may become of concern, occasionally interfering with some activities of dwelling occupants, and C.P. Rail will not take responsibility for complaints from future residents as a result of noise, vibration, air quality, etc., generated by existing and/or future railway operations."



30. The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:

- a) those lots or blocks, in a colour coded form, that have existing and potential noise environmental problems;
- b) where parks and open space and sidewalks are located;
- c) the type of parks and open space (i.e. passive or active). Active park areas should indicate the following wording:  

'playground equipment or active sports fields'
- d) the type and location of fencing and noise attenuation features;
- e) the location of all Canada Post supermailboxes as approved by Canada Post and the City;
- f) the location of lots designated by the Fire Department as fire break lots, and
- g) the following information must also be shown in **BOLD CAPITAL TYPE**:

"For further information on proposed and existing land use, please call the City of Brampton, Planning and Development Department, 150 Central Park Drive, 3rd Floor, between 8:30 a.m. and 4:30 p.m., telephone number 793-4110".

31. The map required in condition 30 above, shall be approved by the City's Commissioner of Planning and Development prior to the applicant either offering dwelling units for sale or to the registration of the plan and further staff shall be permitted to monitor the sales office to ensure compliance.

32. The applicant shall make satisfactory arrangements with Canada Post and the City Public Works and Building Department, for the provision of suitable sites for the installation of Canada Post mail delivery facilities, (kiosk or Supermailboxes).

33. The applicant shall agree to remove any trees and any vegetation on the subject lands as required by the City.
34. The owner shall not remove any trees or topsoil from the land within the plan or start any grading of the land within the plan, prior to registration of the plan, without the prior written authorization of the City of Brampton's Commissioner of Public Works and Building.
35. The applicant shall agree that prior to registration of the plan, the limit of the re-graded channel (Block 885) shall be shown as a surveyed line on the final plan, referencing geodetic elevations to ensure that all lots and blocks abutting will end at the top of the channel and will not be susceptible to flooding;
36. The municipalities restricted area (zoning) by-law shall contain provisions which will have the affect of:
  - (i) all lands required for 100 year flows and storm water detention purposes (Block 885) in the appropriate "open space" "greenbelt" category;
  - (ii) requiring a minimum setback of 3 metres from the top of re-graded channel for all buildings and structures, including swimming pools, and
  - (iii) prohibiting the erection of all buildings and structures or any kind within Block 885, other than those structures necessary for flood and/or erosion control purposes.
37. The applicant shall agree that prior to registration, or prior to any site grading or servicing of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will describe:
  - (i) a means whereby storm water will be conducted from the site to a receiving body;
  - (ii) the detailed design of the re-graded channel within Block 885;

- (iii) the means whereby post-development flows will be maintained to pre-development levels 2, 5 and 10 year storms, in accordance with Storm Drainage Study dated November 7, 1988 and January 16, 1988 prepared by Knox Martin Kretch Limited, and
  - (iv) the means whereby erosion, filtration and affects will be contained and minimized on the site both during and after the construction period. Sediment controls are required on the catch basins and areas where surface drainage is leaving the site.
38. The applicant shall agree that the Servicing/ Subdivider's Agreement between the Owner and the Municipality shall contain provisions with respect to the following, or wording acceptable to Credit Valley Conservation Authority:
- (i) to carry out or cause to be carried out the works noted in condition 37;
  - (ii) to carry out any required works in or adjacent to the tributary channel only within the Authority approved periods for construction within this reach of the Credit River (ie from June 15th to November 30th);
  - (iii) neither to place nor remove fill of any kind whether originating on the site or elsewhere, nor to alter any existing vegetation, nor in any way disturb the existing water course, without the written consent of the Credit Valley Conservation Authority, pursuant to Ontario Regulations 162/80;
  - (iv) to erect a sediment fence (snow fence and filter cloth) 1 metre from the top of the reconstructed channel, ie. lots 664 to 680 inclusive, and Lots 720 to 735 inclusive and Blocks 874, 878, 879, 880, 886 and 887, to prevent the unauthorized placement of fill material and any sedimentation which may occur. A note shall be added to the appropriate plan, to the effect that a sediment fence shall be erected prior to initiating any grading or construction on the site, and shall remain in place and in good repair during all phases of grading and construction;

- (v) to develop Lots 664 to 680 inclusive and 720 to 735 inclusive, Blocks 874, 878, 879, 880, 886 and 887, only according to site and grading plans acceptable to the municipality and the Credit Valley Conservation Authority. The plans shall indicate the locations of all proposed buildings, structures, accesses, site drainage and existing and proposed grades, and
39. A draft copy of the Servicing/Subdivider's Agreement should be forwarded to the authority office when available.
  40. The applicant shall, prior to the issuance of any building permit, provide to the satisfaction of the Commissioner of Public Works and Building, an engineering report indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.
  41. The applicant shall agree to pay his appropriate share for the stormwater management facilities for the overall area as determined by the Commissioner of Public Works and Building.
  42. The applicant shall agree to construct sidewalks on McLaughlin Road, Williams Parkway and Highway Number 7 where they abut the subject lands, or pay to the City an amount equal to the estimated cost of constructing said sidewalk, as determined by the Commissioner of Public Works and Building.
  43. The applicant shall make satisfactory arrangements with the City for the provision of street trees on all boundary roads.
  44. The horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements.
  45. The applicant shall provide bus stop pads to be located in locations and of designs satisfactory to the Commissioner of Community Services.
  46. The applicant shall agree that appropriate Lots shall be designated as fire break lots and that the erection of the superstructure shall be permitted

only upon the approval of the Chief Building Official, and the Fire Chief.

47. Prior to final approval, the applicant at his expense shall remove any existing buildings on the plan.
48. The applicant shall agree to provide signal lights at the intersection of Street A and Williams Parkway.
49. The applicant shall, prior to final approval, to submit a traffic impact study, satisfactory to the Commissioner of Public Works and Building that addresses traffic signals and road improvements at major intersections and appropriate street right-of-way widths to accommodate traffic volumes.
50. The applicant shall agree that:

"An amount of \$20,000.00 shall be held in the Letter of Credit until final acceptance of the watermain systems is issued by the Region of Peel, to serve as protection of the private wells in the area. If the private well systems in this area deteriorate due to the servicing of the plan of subdivision, the developer will provide temporary water supply to the affected residents upon notice by the Region. If the quantity and quality of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the developer will engage the services of a recognized hydrologist to evaluate the wells and recommend solutions to the Region including deepening the wells or providing a permanent water service connection from the watermain to the well systems. In this regard, the Region shall ensure, through the servicing of the subject plan, that a watermain of sufficient size is provided on McLaughlin Road."
51. Bell Canada shall confirm that satisfactory arrangements, financial and otherwise, have been made with Bell Canada for any Bell Canada facilities serving this draft plan of subdivision which are required by the City of Brampton to be installed underground; a copy of such confirmation shall be forwarded to the City of Brampton.

52. The owner shall agree in the Subdivision Agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services.
53. Prior to the final approval of the plan, the applicant shall make arrangements satisfactory to The Dufferin-Peel Roman Catholic Separate School Board for:
- a) the acquisition, or reservation for future acquisition, of Block '879' designated in the plan for school purposes.
  - b) the clearing, grubbing, engineered filling where required, and grading of Block 879 to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board.
54. The applicant shall agree to insert the following clause in all Agreements of Purchase and Sale of residential lots until the permanent school for the area has been completed:
- "Whereas, despite the best efforts of The Dufferin- Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school."
55. The applicant shall agree to erect signs to the satisfaction of The Dufferin Peel Roman Catholic Separate School Board at all major entrances into the subdivision advising prospective purchasers that until a school is constructed in this community, alternate accommodation will be provided.
56. The applicant shall agree, to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according

to the Board's transportation policy. The above signs are to be to the Board's specifications at locations determined by the Peel Board of Education.

57. The applicant shall agree that the following clause be placed in any Agreement of Purchase and Sale entered into with respect to any lots on this plan, within a period of 5 years from the date of registration of the Subdivision Agreement.

"Whereas despite the efforts of the Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Boards Transportation Policy. You are advised to contact the Planning and Resources Department of The Peel Board of Education to determine the exact schools."

58. The applicant shall arrange a site inspection with the Peel Board of Education in order to assess the suitability of sites for the construction of schools;
59. The applicant shall prior to registration of the Plan, the City requires that satisfactory arrangements shall have been made with The Peel Board of Education for the acquisition or reservation for future acquisition of Block 878 designated in this plan for school purposes. The implementation of this prerequisite approval will consider the pertinent policies of the relevant Secondary Plan.
60. The applicant shall be required to ensure that sanitary, storm and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans and it is requested that such easements be approved by the Planning and Resources Department of the Peel Board of Education prior to their establishment on the proposed school site.
61. The owner shall carry out an archaeological survey and rescue excavation of any significant archaeological remains found on the site to the

satisfaction of the archaeological unit of the Ministry of Culture and Communications; and that no grading or other soil disturbance shall take place on the subject property prior to the letter of release from the Ministry of Culture and Communications.

62. The applicant shall provide evidence to the satisfaction of the Commissioner of Planning and Development that they have supplied, or have made a reasonable attempt to supply, approximately 25 percent of the dwelling units in the plan as affordable housing in accordance with the Draft Provincial Policy Statement on Housing or any subsequent policy statement, in effect, and in force, prior to the registration of this plan.
63. The applicant shall make satisfactory arrangements with CP Rail for the provision of a berm having a height of not less than 2.0 metres above top of rail, if determined necessary by CP Rail, along all residential lots and blocks abutting the CP Rail line.
64. The applicant shall submit detailed drawings and calculations to CP Rail for the intended drainage watercourse beyond the proposed detention facility. If the drainage is to be accommodated through Railway culverts, the applicant shall ensure CP Rail that the capacity is adequate and that he will assume ownership and maintenance of the culverts involved and shall enter into the standard pipe crossing agreement with CP Rail.
65. The applicant shall agree that there shall be no increase or change in the direction of the flow of natural drainage without the written permission of CP Rail.
66. The applicant shall agree that any proposed utilities under or over CP Rail property to serve the subject development shall be approved by CP Rail prior to their installation and shall be covered by CP Rail's standard agreement.



67. The applicant shall agree to satisfy the Ministry of Transportation of Ontario requirements as follows:

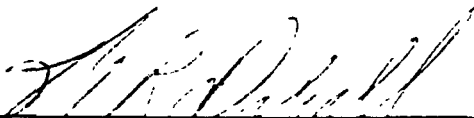
- a) Convey to the Ministry, 0.3 metre reserves along Highway Number 7 and hypotenuse of day light triangles;
- b) dedicate widening of Highway Number 7 as a public highway;
- c) submit a copy of storm water management report and drainage plan for approval prior to final approval;
- d) submit a traffic report containing anticipated peak hour turning volumes at the Street A entrance to Highway Number 7 for review;
- e) entry into an agreement with the Ministry to assume financial responsibility for street entrance and related highway improvements, and
- f) site all commercial/multiple family buildings a minimum distance of 14 metres (45 feet) from the future highway property line and all residential dwellings a minimum distance of 7.5 metres (25 feet) from the future highway property line.

Respectfully submitted,



Ron Burnett, M.C.I.P.  
Development Planner

AGREED:



F.R. Dalzell, Commissioner,  
Planning and Development



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

RB/bm/icl

E8-40

**AREA TABLE**

RESIDENTIAL SINGLES	1,018	1,880	3,783
ON STREET TOWNHOUSES	BLOCKS 874-873		214
MULTIPLE FAMILY	BLOCKS 876-877		79
APARTMENT	BLOCKS 876-877		24
PUBLIC ELEM. SCHOOL	BLOCK 878		304
SEPARATE ELEM. SCHOOL	BLOCK 879		300
NEHOOD PARK	BLOCK 880		347
PARKETTES	BLOCK 881-883		138
OPEN SPACE	BLOCK 885		250
WALKWAYS	BLOCK 884-886		004
CONVENIENCE COMMERCIAL	BLOCK 889		060
ROADS & WIDENINGS			1644
TOTAL			75,741

**ROADS**

27 m ROW (2 245 m)	525
20 m ROW (5 080 m)	1029
17 m ROW (1 345 m)	059
WIDENING	031
TOTAL	1644

**UNIT COUNT**

12.0 m (40') SINGLE (A)	274
11.0 m (36') SINGLE (B)	346
9.0 m (30') SINGLE (C)	200
6.0 m ON STREET TOWNHOUSE	46
MULTIPLE FAMILY (e 30 uph)	236
APARTMENT (100 uph)	240
TOTAL	1,422

**LEGEND**

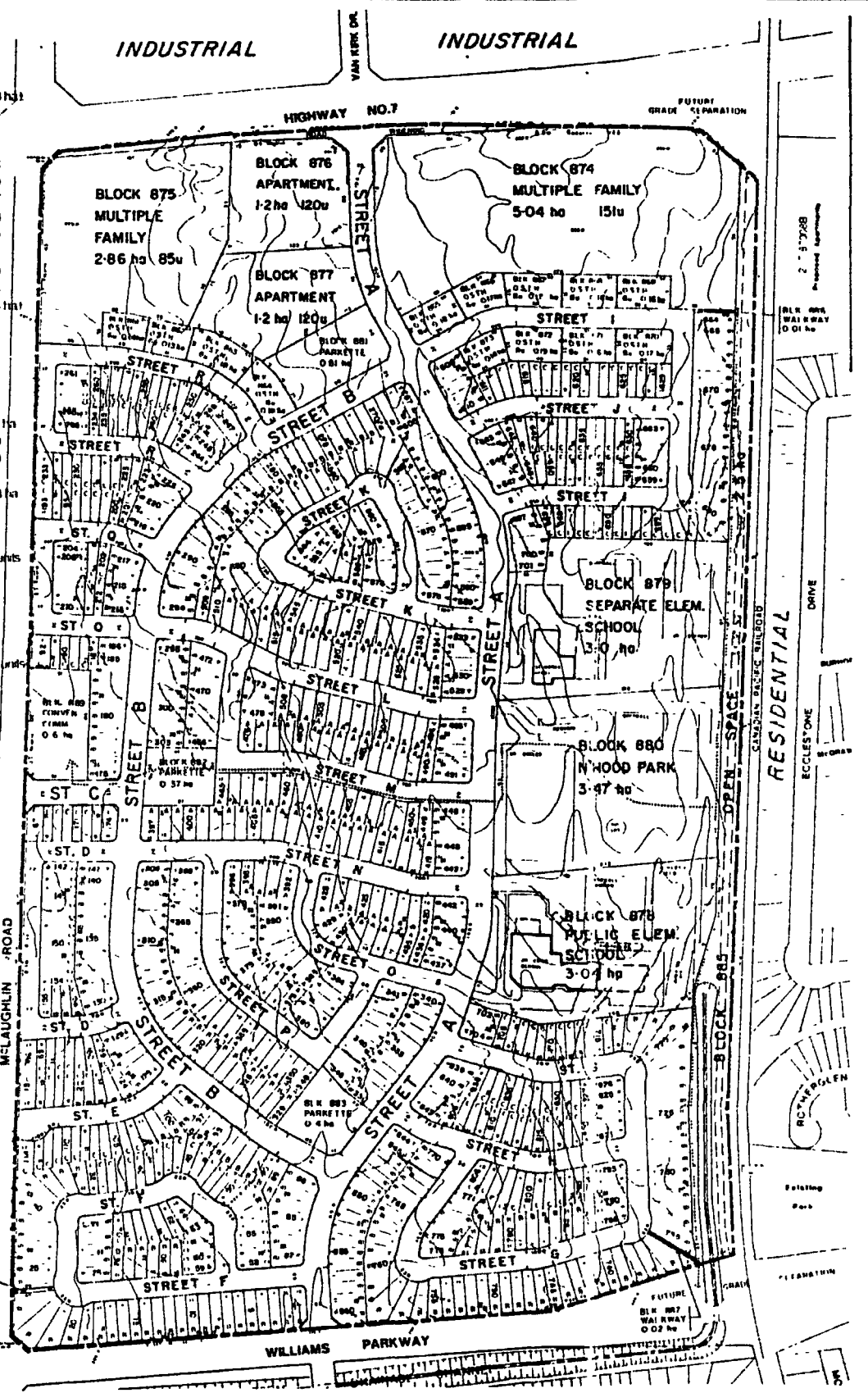
- Boundary of Subdivision
- Trail System

AGRICULTURAL

INDUSTRIAL

INDUSTRIAL

RESIDENTIAL



717425 ONTARIO LTD.

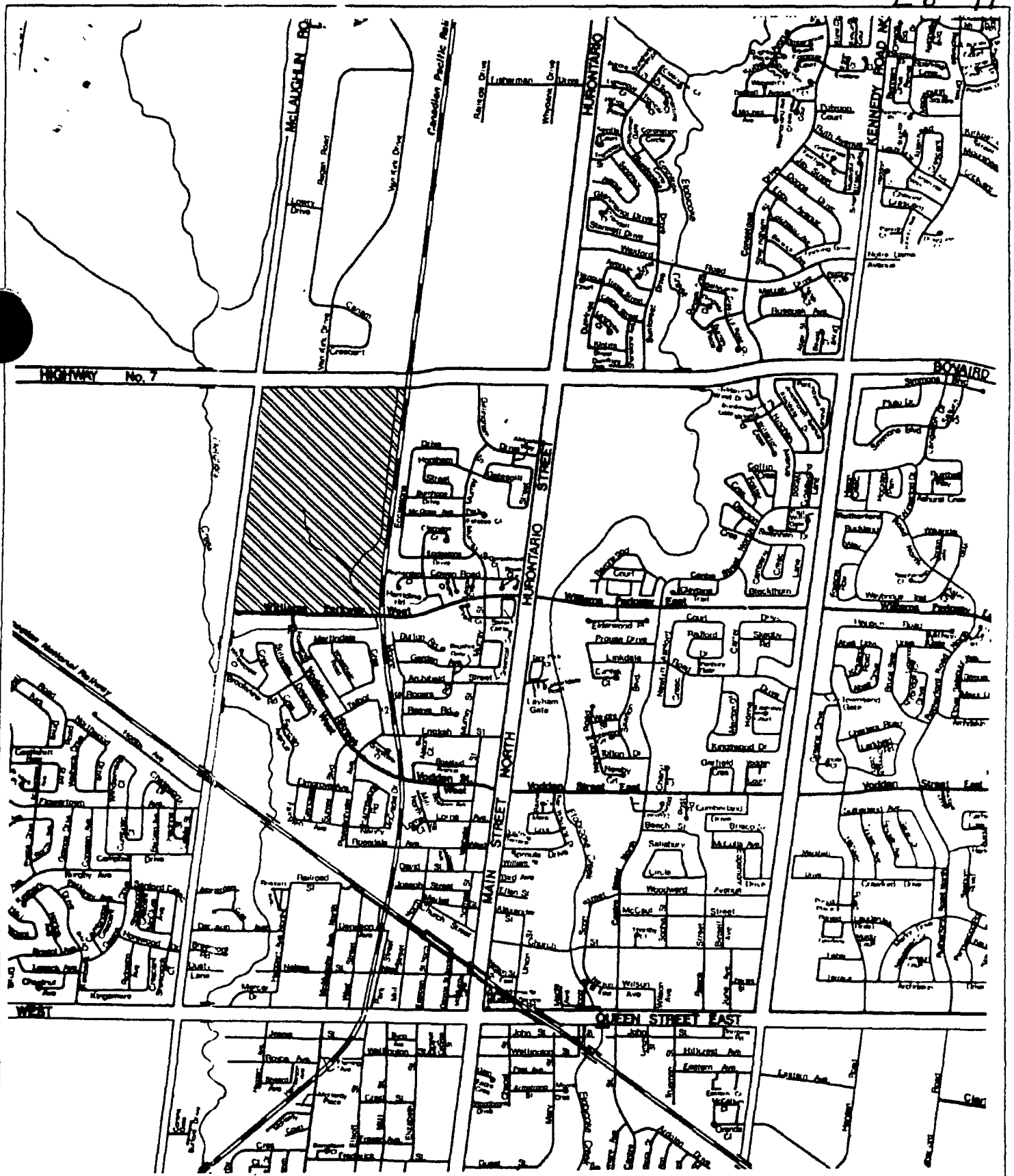
SITE PLAN



1:5864

**CITY OF BRAMPTON**  
Planning and Development

Date: 89 05 06 Drawn by: KMH  
File no. CIW9.10 Map no. 42-106C



717425 ONTARIO LTD.

Location Map



1:25000

**CITY OF BRAMPTON**  
 Planning and Development

Date: 1989 01 23      Drawn by: C.R.E.  
 File no. CIW9-10      Map no. 42-106A

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

July 7, 1989

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan and zoning by-law for a proposed Plan of Subdivision Part of Lots 9 and 10, Concession 1, W.H.S. (former Township of Chinguacousy) Ward Number 5  
717495 Ontario Limited, GLEN ROSE PARK DEVELOPMENT (former KODAK LANDS)  
Region of Peel File Number: 21T-88014B  
Our File Number: C1W9.10

---

The notes of the public meeting held on Wednesday July 5, 1989, with respect to the above noted application are attached for the information of Planning Committee.

A number of members of the public appeared at the meeting and requested information regarding the provision of school facilities for the expected student population. It was explained that the land was provided and the School Boards expressed positive interest, although the City of Brampton has no control over whether the Boards actually build any facilities.

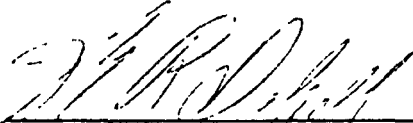
Another member of the public asked about the widening of Williams Parkway and it was explained that the pavement would be widened as part of the 1989 Public Works Program.

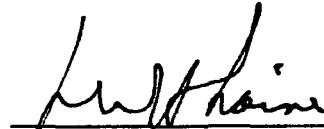
In a recently received letter, copy attached, the applicant has requested review and consideration of a series of conditions contained within the Planning Report dated June 15, 1989. Staff will review the proposed changes with the applicant and present a further report to Council at the earliest possible time.

IT IS RECOMMENDED THAT Planning Committee recommend to City Council that:

- A) The notes of the Public Meeting be received;
- B) Staff be directed to prepare a report with regards to the draft plan conditions.

AGREED:

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

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

attachments

RB/bem/icl