



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 273-85

To adopt Amendment Number 70
and Amendment Number 70 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 70 and Amendment Number 70 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 70 and Amendment Number 70 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 September, 1985.

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

DUPLICATE ORIGINAL

By Law 273-85

AMENDMENT NUMBER 70
AND
AMENDMENT NUMBER 70 A TO
THE OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA

AMENDMENT No. 70A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
AMENDMENT No. 70
to the
Official Plan for the
City of Brampton Planning Area

This Amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of Section 17 of The Planning Act, as follows:

1. Schedule A is hereby modified by relocating Area 4 from its present location shown in green to the area shown in red.

As thus modified, this Amendment is hereby approved pursuant to Section 17 of The Planning Act R.S.O. 1983 as Amendment No. 70A to the Consolidated Official Plan and Amendment No. 70 to the Official Plan for the Brampton Planning Area.

Date ... Dec. 17, 1985



RECEIVED
CLERK'S DEPT.

DEC 31 1985

REG. No.:
FILE No.:

5781
OP. 70 + 70A



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AMENDMENT NUMBER 70

AND

AMENDMENT NUMBER 70 A TO THE

OFFICIAL PLAN OF THE CITY OF BRAMPTON PLANNING AREA

1. Purpose:

The purpose of this amendment is to change certain land use designations and policies relating to lands shown outlined on Schedule A to this amendment.

2. Location:

The lands subject to this amendment are located on the west side of McLaughlin Road, approximately 60 metres south of Steeles Avenue, comprising part of Lot 14, Concession 2, W.H.S., in the geographic Township of Toronto, in the City of Brampton.

3. Amendments and Policies Relative Thereto:

3.1 Amendment 70 :

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

- (1) by deleting therefrom subsection 7.2.7.24, and substituting therefor the following:

"7.2.7.24 Area No. 24: Fletchers Creek South

Amendment No. 61 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 25A, 36A and 70 A, are combined, and shall constitute the Fletchers Creek South Secondary Plan."

3.2 Amendment 70 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Numbers 61, 25A and 36A, which constitutes the Fletchers Creek South Secondary Plan, is hereby amended:

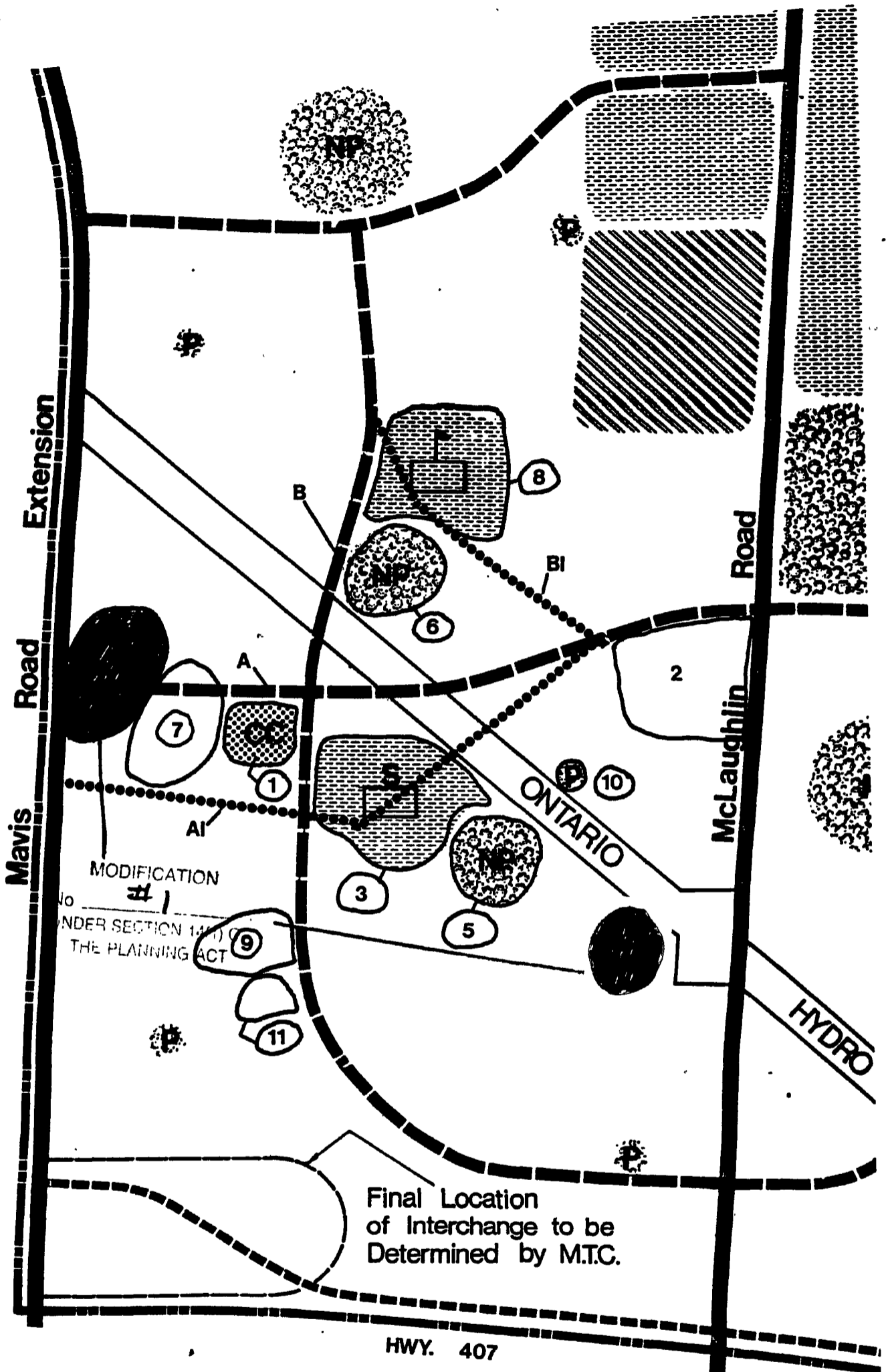
- (1) by changing, on Plate 43, the land use designations of the lands shown outlined on Schedule A to this amendment and numbered 1 through 11, from the existing land use designations set out in the left hand column of Table 3.2 to the proposed land use designations indicated in the right-hand column in Table 3.2:

TABLE 3.2

LOCATION	EXISTING DESIGNATION	PROPOSED DESIGNATION
1.	Convenience Commercial	Low and Medium Density Residential
2.	Low and Medium Density Residential	Convenience Commercial
3.	Separate School	Low and Medium Density Residential
4.	Low and Medium Density Residential	Separate School
5.	Neighbourhood Park	Low and Medium Density Residential
6.	Neighbourhood Park	Low and Medium Density Residential
7.	Low and Medium Density Residential	Neighbourhood Park
8.	Public School	Low and Medium Density Residential
9.	Low and Medium Density Residential	Public School
10.	Parkette	Low and Medium Density Residential
11.	Low and Medium Density Residential	Neighbourhood Park

(2) by changing, on Plate 43, the location of certain segments of collector roads west of McLaughlin Road, as shown on Schedule A to this amendment and labelled A and B, to the locations shown on the said Schedule A and labelled A1 and B1, respectively.

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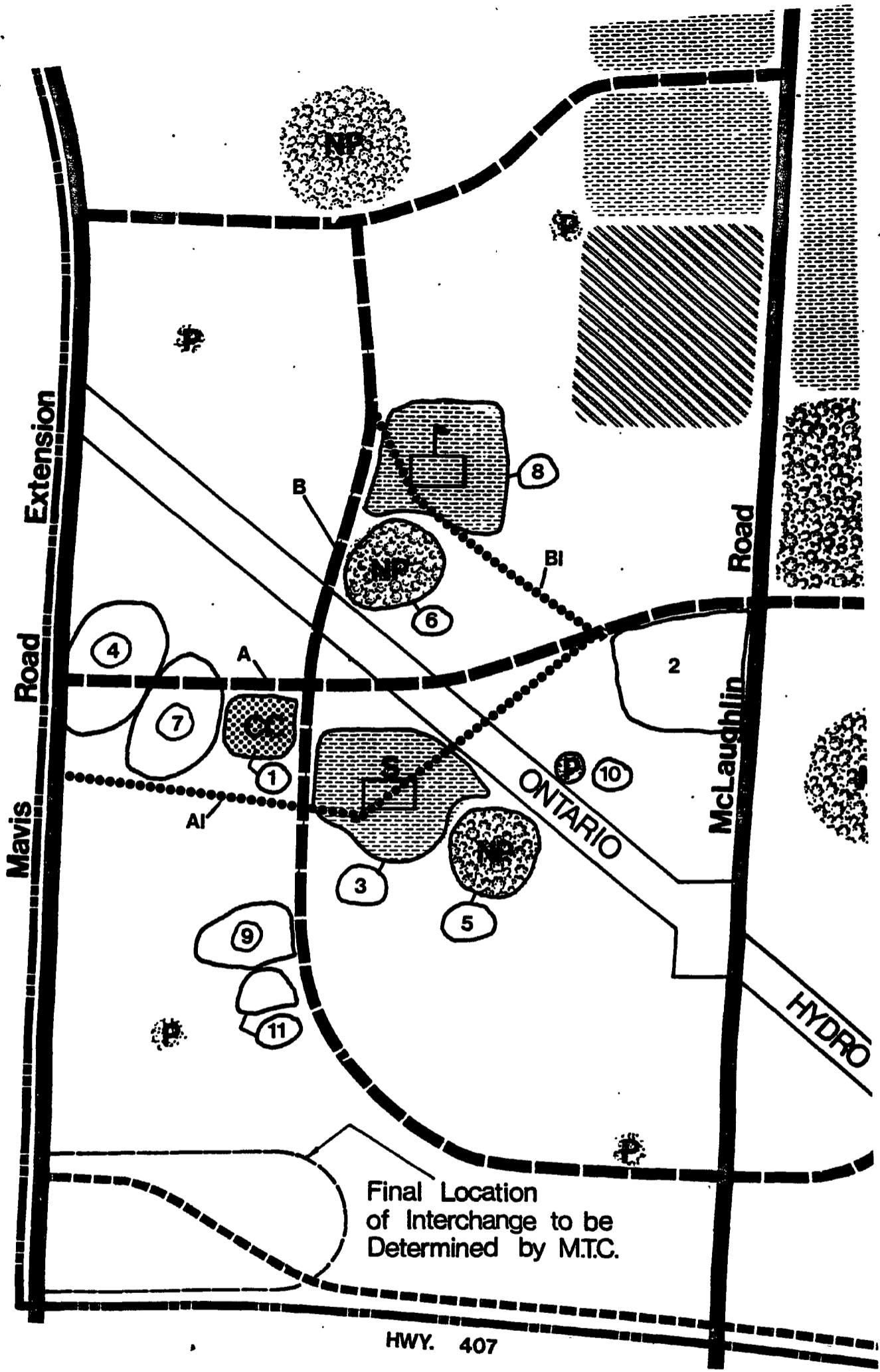
-  Lands redesignated
-  Collector Road relocated


OFFICIAL PLAN AMENDMENT NO. 70
 OFFICIAL PLAN AMENDMENT NO. 70A
 SCHEDULE A



1:4800

CITY OF BRAMPTON
 Planning and Development
 Date: 85.07.29 Drawn by: J.K.
 File no. T2W14.1 Map no. 74-4D



 Lands redesignated
 Collector Road relocated

OFFICIAL PLAN AMENDMENT NO. 70
 OFFICIAL PLAN AMENDMENT NO. 70A
 SCHEDULE A



1:4800

CITY OF BRAMPTON
 Planning and Development
 Date: 85.07.29 Drawn by: J.K.
 File no. T2W14.1 Map no. 74-4D

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 70
AND
AMENDMENT NUMBER 70 A

Attached are one copy of reports dated June 28, 1985 and July 26, 1985, including the notes of a special meeting of Planning Committee held on July 24, 1985 after publication of notices in the local newspapers and mailing of notices to assessed owners of property within 120 metres of the subject site.

INTER-OFFICE MEMORANDUM

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Office of the Commissioner of Planning & Development

June 28, 1985

TO: Chairman of Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application
to Amend the Official Plan and Zoning By-law
Part of Lot 14, Concession 2, W.H.S.
(Toronto Township)
Ward Number 4
Region of Peel File Number 21T-84040B
BEACON HALL LIMITED in Trust
Our File Number T2W14.1

1.0 Introduction

A draft plan of proposed subdivision for land located on the west side of McLaughlin Road approximately 635 metres (2083 feet) south of Steeles Avenue has been circulated by the Region of Peel.

The applicant has filed an application to amend the Official Plan and Zoning By-law, which has been referred to staff for a report.

2.0 Property Description

The property occupies part of the east half of Lot 14, Concession 2, W.H.S., Toronto Township and is divided into two distinct units of land by an Ontario Hydro electric power transmission facility which crosses the land in a north-west, south-east direction. The northerly parcel, generally in the shape of a triangle, has a frontage of 482.66 metres (158.53 feet), whilst the southerly parcel, also with a triangular shape, has a frontage of 37.94 metres (124.47 feet).

The total area of the property is 38.2 hectares (94.4 acres).

The property has a southward slope, with a height of land located about 520 metres (1700 feet) west of McLaughlin Road separating two minor drainage basins. The principal drainage area drains towards Fletchers Creek, while three smaller drainage courses flowing directly to the Credit River drain the westerly one-third to one-quarter of the property.

Along the north, west and south limits of the property are hedgerow trees. Interior field hedgerows occur in two major locations. In the vicinity of the farmstead buildings are coniferous trees along the farm lane, and cedar hedge and deciduous shrubs in the front yard of the dwelling. The farm dwelling is a two storey brick veneer structure. The former farm buildings are in a varying condition of disrepair. Wrecked motor vehicles of various types are stored on the property near the farmstead buildings.

The farmland appears to have been in productive use for the growing of crops until recently.

3.0 Official Plan and Zoning Status

The subject property is presently designated by the Official Plan as Low and Medium Density Residential; Neighbourhood Park - two sites; a Parkette; Convenience Commercial, Public School and Separate School. The distribution of the above noted uses and the road pattern, as shown on the land use schedule for Fletchers Creek South Secondary Plan, is noted on a copy of the Secondary Plan attached.

The property is zoned by By-law 5500 of the former Town of Mississauga as Agricultural A and by By-law 139-84 of the City of Brampton as Agricultural A.

4.0 Proposal

The applicant proposes to subdivide the subject land in a 2 phase

procedure. Phase one is intended to provide the following:

Residential

Detached - 18.3 metres (60 feet) frontage:	53
- 19.0 metres (46 feet) frontage:	<u>113</u>
Total	166

Semi-detached - 9.3 metres (30 feet)	
frontage per unit:	292

Townhouses - 1.44 hectares (3.56 acres)	108
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Commercial - 1.62 hectares (4.0 acres)

Junior Separate School - 1.2 hectares (2.96 acres)

Neighbourhood Park - 1.9 hectares (4.7 acres)

Phase two will accommodate a townhouse block of 4.5 hectares (11.12 acres) providing an estimated 225 units and part of a junior public school site with an area of 1.2 hectares (2.96 acres).

5.0 Comments

The Region of Peel Public Works Department has commented on a draft plan dated July 10, 1984, subsequently replaced by the applicant with a revised sketch plan, dated June 14, 1985. Thus, their comments have been edited to delete reference to specific matters of detail and to retain the general comments affecting development.

"1. Sanitary Sewers Facilities

Sanitary sewers are available in the Fletchers Creek Trunk Sewer for the lands west of McLaughlin Road to the mid-concession point between McLaughlin Road and Second Line. Lands west of the mid-point cannot be serviced by gravity easterly. Two sanitary outlets will be required, one north and

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one south of the Ontario Hydro electric power transmission line. Sanitary outlets are based upon plan 21T-76018B (our file T1W13.2, Fletcher's Green Developments Limited) proceeding or external easements and construction will be required.

2. Water Facilities

A 300mm dia. watermain is available on McLaughlin Road, north of the plan. Extension of this watermain will be required to the south limit of the subject lands. It will be a requirement that two connections be made to this 300mm dia. watermain into the plan.

3. Region Roads

Region roads are not affected.

4. Waste Management

Waste Management is not affected.

5. Lot Levies

Full lot levies apply."

The comments of the Regional Transportation Policy Division, reviewing the basic street pattern, were based upon the plan dated July 10, 1984 and do not reflect the street pattern of the more recent plan dated June 14, 1985. Thus their comments are not included.

The Peel Board of Education has provided comments with respect to an earlier version of the draft plan which should apply to the latest revision, with the exception of the estimated anticipated yield. The comments would apply for a two year period. The Board requires that:

- 1: the applicant provide a site development plan of the school/park area indicating the location of the required facilities and in this connection, the Board's requirement is 6 acres when

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adjacent to a park

2. the applicant arrange a site inspection in order to assess the suitability of the topography for the construction of schools
3. the completion of satisfactory site purchase arrangements
4. the developer agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy
5. to ensure that prospective purchasers of homes in this area are aware of the school accommodation situation, the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement:

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

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

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The students that would be generated are presently within the following attendance areas;

Parkway Public School	K-6
W.G. Davis Senior Public School	7-8
J.A. Turner Secondary School	9-13

The schools have the following enrolments and capacities;

	<u>Enrollment</u>	<u>OME - 10%</u>
Parkway Public School	269	553
W.G. Davis Senior Public School	324	436
J.A. Turner Secondary School	1085	1158

Staff of the The Dufferin-Peel Roman Catholic Separate School Board have reviewed the sketch plan and after advising that the draft plan proposal has not been before the Board for its consideration, note the following matters:

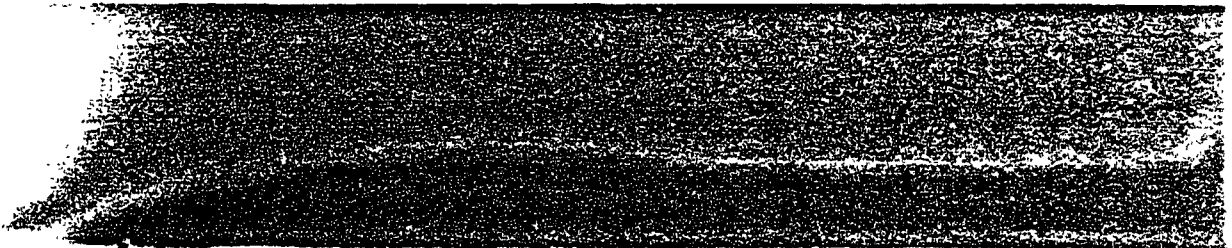
1. sufficient area must be available on the 1.2 hectare site to accommodate a school building, portable classrooms and parking.
2. an acceptable arrangement for the use and location of athletic facilities must be developed with Parks and Recreation staff.
3. assurance must be given that development to the west will include the balance of school site.
4. Mavis Road Extension must not be adjacent to the school site.
5. advisory signs must be erected at the entrance of the subdivision and warning clauses included in purchase and

sale agreement dealing with temporary school facilities and busing.

The Ministry of the Environment has reviewed the plan and advises that the principal concern pertains to possible excess noise levels as a result of vehicular traffic movements on McLaughlin Road and possible impacts from future Highway Number 407. The Ministry recommends that the owner engage the services of a consultant to investigate noise levels on the site and to recommend appropriate noise control measures and draft approval should be conditional upon:

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

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



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Ontario Hydro note that the proposal would affect their facilities, but due to work stoppage would not be receiving all the information that is required to complete their review. Pending complete circulation of the subdivision plan and the receipt of additional comments the following conditions are to be included in the subdivision agreement:

1. A copy of the lot grading and drainage plan, showing existing and proposed grades, must be submitted to Ontario Hydro for review. Drainage must be controlled and directed away from Ontario Hydro property.
2. Temporary fencing must be installed along the edge of the right of way prior to the start of construction at the developer's expense.
3. Permanent fencing must be installed along Ontario Hydro owned land, after construction is completed.
4. Ontario Hydro property is not to be used without the express written permission of Ontario Hydro. The proponent will be responsible for restoration of any damage to the right of way resulting from construction of the subdivision.
5. Any proposed road crossings of the Ontario Hydro right of way must be made under a separate application.

Ontario Hydro staff currently are unable to establish whether low voltage lines are located within or adjacent to the proposal, and if so, Hydro would have no objection provided that their existing rights are protected and relocation of such facilities would be at the cost of the subdivider.

The Credit Valley Conservation Authority has advised that the

property contains no watercourses or hazard slope areas. The Authority also noted that the 1983 stormwater management study for the Fletchers Creek South Secondary Plan area proposed the utilization of a minor tributary of Fletchers Creek for storm drainage outlet. The Authority felt that the proposal was unsatisfactory and request that storm drainage from the subject property be directed easterly to Fletchers Creek.

It was noted by the Authority that the applicant has several alternatives for storm servicing and thus request that prior to registration of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will describe:

- a) the means whereby stormwater will be conducted from the site to a receiving body;
- b) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period, and appropriate permits will be required from the Authority, pursuant to Ontario Regulation 162/80, for any proposed storm outfalls or watercourse alterations.

The City of Brampton Public Works and Building Department - Building Division has indicated no comment. The Public Works Division has noted the following matters:

1. A storm drainage report is to be submitted prior to draft plan approval.
2. The (northerly) alignment of Street "A" cannot be approved until the plan to the north is confirmed.
3. The (westerly) alignment of Streets "J" and "H" can not be finalized until the alignment of Mavis Road is determined.

4. Block 413 is to be finalized with respect to access from Streets "K" and "N".
5. Lots 330 to 335 should be eliminated and the boundary between the separate school site and parkland shifted to provide an access on Street "H" for school buses.
6. Cash-in-lieu for sidewalks on McLaughlin Road is to be provided.
7. The cost of traffic signals at Street "H" and McLaughlin Road is to be shared between the developer and the owner to the east.
8. The northerly portion of the plan (north of the H.E.P.C.) should not be developed until the plan to the north is developed. The southerly portion of the plan should not proceed until a secondary access is provided either to Mavis Road or to McLaughlin Road.
9. Widening on McLaughlin Road is to be 7.94 metres and a 0.3 metre reserve is to be provided along the whole McLaughlin Road frontage.
10. Townhouses should not be located at the end of Street "I".

The Commissioner of Community Services has advised that the proposed park sites, abutting the proposed school sites with acute corners are unacceptable because of the resultant inefficient design and wastage of land for the recreation facilities. He requests that prior to draft plan approval, the submission of school/park development concept site plan to be approved by the school boards and the Community Services Department. The Commissioner also notes that because the north-south collector road system is not continuous, the quality of possible transit service will be lowered.

6.0 Discussion

Abutting the property to the north, is a draft plan of proposed subdivision, Kingknoll Developments Limited, Region of Peel File Number 21T-83051B, our File Number T2W15.3, and to the east, on the opposite side of McLaughlin Road, is another draft plan of proposed subdivision, Fletcher's Green Developments Limited, Region of Peel File Number 21T-76018B, our File Number T1W13.2. Phase I of each of the plans has been recommended recently for draft plan approval subject to a number of conditions. Phase I of the Kingknoll Development Limited draft plan would accommodate the extension of the 23 metre wide collector road, Street "C" as shown on the Beacon Hall Limited plan, northerly towards Steeles Avenue. The 26 metres wide east-west collector road, Street "H", is intended to be an extension of the principal road through the Fletcher's Green Developments Limited residential subdivision. Street "H" will extend from Mavis Road Extension on the west, to Highway Number 10 on the east connecting with the south leg of County Court Boulevard. Street "N" as a 23 metres wide collector road is intended to intersect McLaughlin Road opposite a collector road in the Fletcher's Green Developments Limited Phase II proposal. Within the Beacon Hall Limited draft plan the street pattern established by Streets "C", "H" and "N" responds principally to the accessibility provisions arising from the use of the private automobile and to avoid a second crossing of the Ontario Hydro transmission facility. Thus, a continuous alignment of streets to facilitate transit planning requirements has not been provided with greater emphasis given to the mobility of the automobile and economy of residential subdivision development.

The Public Works Division has noted that either the alignment or locations of several streets is dependent upon external factors. The northerly extension of Street A will require that the processing of Phase II of the Kingknoll Developments Limited subdivision plan accommodate the extended street. Since there are several alternative design solutions including the termination of Street A as a cul-de-sac, it is apparent that the applicant should consult

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the developer of the Kingknoll subdivision to establish a mutually satisfactory design that is acceptable to the City. In order to provide for a suitable solution, the northerly end of Street A and the abutting lots should be withheld from development and a block designated for "Future Development" created. This should include Lots 1 to 8, and 46 to 49 and the abutting portion of Street "A".

A similar situation concerning the uncertainty of the alignment of the extensions of Streets "J" and "H" has been noted by the Public Works Division. The location and alignment details of Mavis Road Extension will have an influence on the extension of Streets "J" and "H". The proposed interchange of Highway Number 407 and Mavis Road is about 200 metres (656 feet) south of the south-west corner of the subject property which does not permit an extended degree of flexibility in the design of subdivision road pattern and distribution of land uses. In order to retain design flexibility for property adjacent to the Mavis Road Extension, a strip of land of adequate width should be withheld from development.

Further to the request of the Public Works Division that townhouses should not be located at the end of Street "I", it is noted that the applicant proposes (a) to locate the townhouse block - Block 409 - with an area of 1.44 hectares (3.56 acres) containing 108 dwelling units; (b) to create 23 single family semi-detached density lots fronting onto the street, and (c) to provide a street with a right-of-way width of 17 metres (55.77 feet), not having a cul-de-sac or turn around facility, serving a total of 131 dwelling units. The Public Works Division has adopted a standard that permits a maximum of 25 dwelling units on a cul-de-sac street having a right-of-way width of not less than 17 metres. If the number of dwelling units exceed 25, the right-of-way width should be increased to 20 metres (65.62 feet).

In addition to the concern of the road right-of-way width of Street "I" raised by the Public Works Division, is the matter of land use compatibility. The triangular shaped property bounded by Street "N"

on the north, McLaughlin Road on the east and Ontario Hydro lands on the west and south, comprising of an area of about 4.43 hectares (10.95 acres), has been planned by the applicant to contain 108 townhouse units, 23 small lot singles, 7 detached dwellings on "large" lots - 18.3 metres (60 feet) and a 1.62 hectare (4.0 acre) convenience commercial site. The townhouse site is proposed to be developed at a density of 75 units per hectare (30.3 units per acre) equivalent to a stack townhouse or low rise apartment project. The preferred location of this type of residential project is abutting a collector road where access can be provided with little adverse impact upon lower density residential development.

Street "K", serving a semi-detached density development terminates at a townhouse block - Block 413 - which is to be developed as Phase II development. There is no need to use Street "K" as access to a townhouse block when a more appropriate access facility can be provided from a local collector road, Street "N".

The boundary between the convenience commercial site and residential development should be simplified by having a more regular shape to the commercial site. The common boundary between the residential and commercial sites should be defined by a 1.8 metre high masonry wall and a landscaped open space buffer with a minimum width of 3 metres. The masonry wall should be in place before residential development occurs on the abutting land. Further, the commercial development should be restricted to a height of one storey. The architectural design should present an attractive appearance on all sides with refuse storage located in the principal building. No access to McLaughlin Road should be permitted.

The land use compatibility matters arising from the mix of housing types, density and local road access concerns can be reconciled by red-lining the subdivision proposal to provide a more regular westerly limit to Block 410 and delete Block 409 and replace the mix of dwelling types with a single type.

The proposal of the Public Works Division should be acknowledged by the applicant and when the alignment of Mavis Road Extension has been determined, the plan can be redesigned to provide a junior separate school site with access to a roadway that will be constructed with heavy duty pavement. The location of school sites has been affected by the desire to have several owners contribute a share of the site area by straddling property boundaries. However the concern of the Public Works Division should be acknowledged by the applicant in order to ensure that the location of the junior separate school site will have bus access to a roadway that will be constructed with heavy duty pavement.

Phasing of development as proposed by the applicant is dependent upon the provision of adequate connections to the abutting street system. North of the Ontario Hydro electric power transmission line, it has been recommended by the Public Works Department that access should be available by Street "C" to connect to the plan to the north (Kingknoll Developments Limited, Region of Peel File 21T-83051B, our file T2W15.3) and to McLaughlin Road via Street "H". Development south of the Ontario Hydro facility, in addition to the primary access route of Street "H" to McLaughlin Road, should be provided with a second public highway connection either to Mavis Road or to McLaughlin Road by way of Street "N". Phasing as envisaged by the applicant proposes a single road connection for land south of the Ontario Hydro property, which could be occupied by 227 dwelling units. Emergency access crossings of Ontario Hydro lands may be available, though the applicant's consultant has indicated a reluctance to submit a road design that would provide two crossings of the transmission line facility. In any event, a second crossing of Hydro lands, as a temporary facility, could still leave 100 to 125 dwelling units in a precarious position. The preferred solution would be completion of the road system including the extensions of Streets "H", "N" and "R".

The distribution of the housing mix according to density type is as follows:

<u>Density Type</u>	<u>Number</u>	<u>Percent</u>
Single detached	166	22.4
Semi-detached	242	32.7
Townhouse	<u>333</u>	<u>44.9</u>
	741	100.0

The intended distribution of housing types while approximately consistent with the housing mix policies of the Official Plan can be altered slightly to be consistent with 21 percent for single detached, 32 percent for semi-detached and 47 percent for townhouse density types. The removal of the townhouse units abutting the convenience commercial site and using the site for semi-detached dwelling units can assist in adjusting the imbalance.

From the perspective of the Official Plan, the Beacon Hall Limited plan proposes several major changes and therefore, the necessity to amend the document. Firstly, the internal location of the Convenience Commercial designation is requested to be changed to abut the west limit of McLaughlin Road with the area of the Convenience Commercial site to be 1.62 hectares (4.00 acres), equal in area to that proposed on the opposite side of McLaughlin Road by the proponents of Fletcher's Green Developments Limited. Secondly, the Neighbourhood Park facilities, while contiguous to school sites, or portions thereof, have been removed from the linking or connecting capability of the Ontario Hydro corridor. Thirdly, the locations of the separate school and elementary public school sites have been reversed, both sites have been located south of the Hydro facility, the separate school site does not abut a collector road and only a portion of each site is provided within the plan. Fourthly, the north-south collector road pattern has been disrupted providing only a single crossing of the Ontario Hydro transmission power corridor by a collector road.

Comments on the proposed amendments are noted. Changing the location and increasing the size of the convenience commercial facility has

altered the intended function of the commercial facility and the likely mode of transportation to and from the facility. The size of the commercial site of 1.62 hectares (4 acres) together with a proposed commercial site on the east side of McLaughlin Road of the same size, can provide a site area and building floor area equivalent to that of a neighbourhood commercial area which serves a larger number of persons. The amended location of the convenience commercial facility will increase the walking distance of customers thereby encouraging a greater use of private automobiles.

The park sites are to be retained abutting the school sites, which has the effect of relocating the park facilities away from the electric transmission line. Thus the possibility of maximizing the use of the hydro corridor for recreation use is decreased by separating the park sites from the power line right-of-way.

A stormwater management study report has been prepared for the Fletchers Creek South Secondary Plan Area which included the subject property. The study was funded by the proponents of Fletcher's Green Developments Limited on the basis that developers within the benefitting area would reimburse the initiators of the study. The applicant should agree as a condition of draft plan approval to reimburse the cost of the Study at the rate of \$40.00 per acre.

The Peel Board of Education had requested that an acceptable school/park site plan be submitted for approval. A concept site plan has been accepted by staff of the Peel Board of Education subject to (i) use of the abutting park land for a school ball diamond, (ii) assurance that the concept site plan, which involves the use of the abutting property to the south, can be implemented, and (iii) an appropriate amendment to the Official Plan. The Commissioner of Community Services has not indicated his concurrence to the use of park land as the location of a school ball diamond. The applicant, as the instigator of the Official Plan amendment, should obtain the agreement of the owner to the south to the sharing of the school site, or failing this, complete arrangements

satisfactory to Peel Board of Education to ensure provision of a school site.

The Ministry of the Environment has drawn attention to traffic noise from Highway Number 407 and McLaughlin Road. In addition to these sources, potential disruption by noise from Mavis Road Extension must be considered. A traffic noise report, prepared by an acoustic consultant, with recommendations should be submitted. While an approximation of the magnitude of the noise level may be obtained from other sources, the applicant's desire to locate townhousing at a density of 70 units per hectare abutting an arterial road should be examined by the noise consultant. Building design and construction may require special features which could determine that a less noise sensitive area should be selected for the residential use. To ensure that prospective home owners will be aware of the noise impacts, a suitable display map in sales offices and warning clauses in all purchase/sales agreement should be a requirement. The map should be approved by the Commissioner of Planning and Development and be displayed in all sales offices marketing the subdivision development. Staff, by agreement, should be permitted to inspect the sales office to ascertain compliance with the notification process.

To complete the east-west collector system, the applicant shall be required, by agreement, to purchase land from Ontario Hydro to be included as part of the final plan, which land will be dedicated as a public highway. Ontario Hydro's response to the circulation of the original plan was a preliminary reply. It is usual to locate roads away from sag curves of power lines where the vertical clearance is at a minimum and to seek a location closer towards towers where the clearance distance is greater. Street "H", the east-west collector road, crosses the power line at a sag location and Ontario Hydro should assure that a minimum acceptable clearance will be maintained.

The applicant, will be required to select suitable street names, acceptable to the City and the Region. In this regard, streets in the subject subdivision that are a continuation or an extension of streets of the abutting subdivisions must have identical names.

The existing farm buildings and ancillary facilities should be removed prior to the release of the final plan for registration. However, the existing trees should be evaluated as to their value for future retention.

The applicant has indicated a phasing scheme for the subdivision plan which is not acceptable from a development access perspective. A logical phasing plan would consider the lands north of the Ontario Hydro electric power transmission as the first phase, subject to Street "C" having a connection to the street system of the Kingknoll Developments Limited plan to provide a second street connection. Within this Phase I proposal, developments can be affected by the necessity to co-ordinate Phase II development of the Kingknoll Developments Limited plan, particularly at the northerly end of Street "A" of the Beacon Hall Limited plan. The second phase and subsequent phases would be dependent upon the location of Mavis Road Extension and the requirement to provide satisfactory street connections. At the present time, the location of Mavis Road Extension has yet to be determined and a subdivision proposal for the abutting lands on the south to be considered. Until suitable street connections are available, Phase II should not be permitted to proceed. Until Mavis Road Extension has been determined development along the westerly limit of the property should be restricted. This requirement will place the availability of the junior separate school site, its design and its access routes in a doubtful category.

In addition, details of the junior public school site, particularly in relationship to the future parkland have to be resolved.

In recognition of the matters yet to be resolved, especially matters of a land use nature and road design west of the Ontario Hydro lands, it is felt that a similar approach as formulated for the Kingknoll, Fletcher's Green and De Quincy plans ought to apply to the Beacon Hall Limited subdivision. Therefore, Planning Committee should consider the detail elements of the draft plan with respect to lands located north of the Ontario Hydro corridor. The Official Plan amendment provisions should proceed to allow prompt disposition of subsequent phases of the subdivision plan.

Phase I, which comprises about 15.8 hectares (38.4 acres) or 40 percent of the total area, will not include any parkland because of its location west of the Hydro corridor. The applicant, by agreement, should agree to provide parkland on the basis of the total area of the original plan, and at locations acceptable to the City.

7.0 Conclusion

A sketch draft plan of a proposed subdivision, as a revision to a draft plan circulated by the Region has been examined with respect to an application to amend the Official Plan and the zoning by-law. Tentative draft plan conditions have been prepared based upon current information for the first phase of development.

It is recommended that:

- A. Planning Committee recommend to City Council that a Public Meeting be held with respect to the application to Amend the Official Plan and Zoning By-law for phase I, and
- B. Subject to the results of the Public Meeting and additional information that may come forth, Planning Committee recommend that the following tentative draft plan conditions for phase I be considered for submission to the Region of Peel:

C1-20

- 20 -

1. Draft approval apply to a sketch plan prepared by Team Three, dated June 14, 1985 and as revised in red as follows:
 - a) Lots 1 to 8 and 46 to 49 both inclusive and Street "A" abutting the said lots be designated "Future Development".
 - b) Lots 156, 157 and 158 be included with Block 410 and the south limit of Block 410 be relocated northerly to maintain an area of 1.62 hectares.
 - c) Lots 152 to 155, 159 to 181, Block 409 and Street "I" be relotted to provide a 20 metres wide street and semi-detached density lots.
 - d) 15 metre daylight triangles be shown at the intersection of Street "H" and McLaughlin Road.
 - e) widening of McLaughlin Road be shown as 7.94 metres.
2. Applicant, the City of Brampton and the Region of Peel to satisfy all financial, legal and engineering matters including landscaping, installation of municipal services and other matters of the City of Brampton and the Region of Peel respecting the development of these lands including the payment of City and Regional levies.
3. That the applicant shall agree by agreement to the establishment of an Architectural Control Committee to review and approve the external appearance of buildings.
4. That the applicant shall agree by agreement 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.

5. That all streets shall be named to the satisfaction of the City of Brampton and the Region of Peel. In this regard, proposed street names must be submitted as soon as possible after draft approval has been received so that finalization of the plan is unduly delayed.
6. That the applicant shall agree by agreement to convey all necessary easements for drainage, utility and servicing purposes as may be required to the appropriate agency or public authority.
7. That the applicant shall agree by agreement to convey parkland to the City equal to 5 percent of the gross area of the Beacon Hall Limited holdings, at locations and of such area and shape acceptable to the City.
8. That the applicant shall agree by agreement to share with the owner to the east, the cost of future traffic signals and their installation on McLaughlin Road at the intersection of Street "H".
9. That the applicant shall agree by agreement to convey 0.3 metre reserves along the west side of McLaughlin Road South, on the hypotenuse of daylight triangles at the intersection of Street "H" abutting Lots 135 to 142, on the south-west corner rounding of Lot 142, on the north-east limit of Block 410 for a distance of 90 metres west of McLaughlin Road as widened and at the ends and open sides of all road allowances, to the City.
10. That the applicant shall agree by agreement to support an appropriate amendment to the zoning by-law to permit the

C1-22

development of these lands in accordance with the approved plan of subdivision.

11. That the proposed road allowances shall be dedicated as public highways upon registration of the final plan.
12. That the applicant shall agree by agreement to either construct sidewalks along the full frontage of McLaughlin Road that abut the plan or to pay cash-in-lieu.
13. That the applicant shall agree by agreement that prior to the registration of the Phase I of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands to be undertaken at the expense of the applicant.
14. Prior to final approval of the plan, the owner shall engage the services of an Acoustical Consultant to undertake a noise study to recommend noise control features to the satisfaction of the City of Brampton and the Ministry of the Environment.
15. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 14 above, shall be implemented to the satisfaction of the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of the subdivider's agreement:
 - a) "Purchasers shall be advised that despite the inclusion of noise control features within the development area, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants";

- b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in colour coded form that have existing and potential noise environmental problems, and
 - c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the plan and further, staff shall be permitted to monitor the sales office to ensure compliance.
16. The developer shall agree by agreement that those portions of lots located between a road allowance for which the lot does not obtain access and any noise attenuation wall required pursuant to Condition 14 shall be shown on the plan to be registered as a separate block, and shall be deeded to the City of Brampton.
17. That the applicant shall agree by agreement to fulfill the requirements of the Credit Valley Conservation Authority as follows:
- 1. Prior to registration of the plan, a detailed engineering submission shall be prepared to the satisfaction of the Credit Valley Conservation Authority which will describe:
 - a) the means whereby stormwater will be conducted from the site to a receiving body;
 - b) the means whereby erosion, siltation and their effects will be contained and minimized on the site both during and after the construction period.
18. That the applicant shall agree by agreement to construct a masonry wall having a minimum height of 1.8 metres along

C1-24

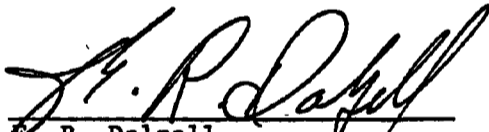
the west and south boundaries of Block 410 to the satisfaction of the City. The maximum height of the wall shall be determined by the requirement to implement noise attenuation as requested by condition 14.

19. The applicant shall agree by agreement that a landscaped buffer not less than 3 metres in width shall be provided along the southerly and westerly boundaries of Block 410 where it abuts residential property and shall be landscaped to the satisfaction of the City.
20. The applicant shall agree by agreement that prior to the release of phase I of the plan for registration, satisfactory arrangements will be made with the City with respect to the design and type of building materials of the masonry wall required in condition 18 and shall provide adequate securities to ensure erection of the masonry wall. In this regard, the wall shall be erected one year following the issuance of the first building permit for any dwelling abutting Block 410.
21. The applicant shall agree by agreement that all existing buildings located on the property will be removed, when required by the City.
22. The applicant shall agree by agreement that prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for the preservation of as many of the existing trees as possible. In this regard, the applicant shall be required to identify all trees to be retained on the grading plan, specify the tree protection measures, and ensure that existing grades are not altered where trees are being retained.
23. The applicant shall agree by agreement that the development of the subject lands shall be staged to the satisfaction of

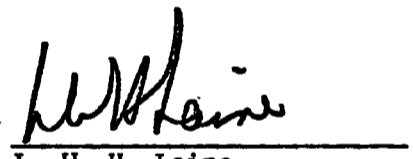
the City and phase I shall comprise only land located north of the Ontario Hydro electric power transmission facilities.

24. The applicant shall agree by agreement to provide temporary turning circles at the end of streets to be extended, to the satisfaction of the City.
25. The applicant shall agree by agreement to erect signs at the end of streets to be extended advising that the street will be extended in the future.
26. The applicant shall agree by agreement to reimburse the Fletcher's Green Developments Limited at the rate of \$40.00 per acre as their share of the cost of the Fletchers Creek South Stormwater Management Study.

AGREED:



E. R. Dalzell
Commissioner of Planning
and Development

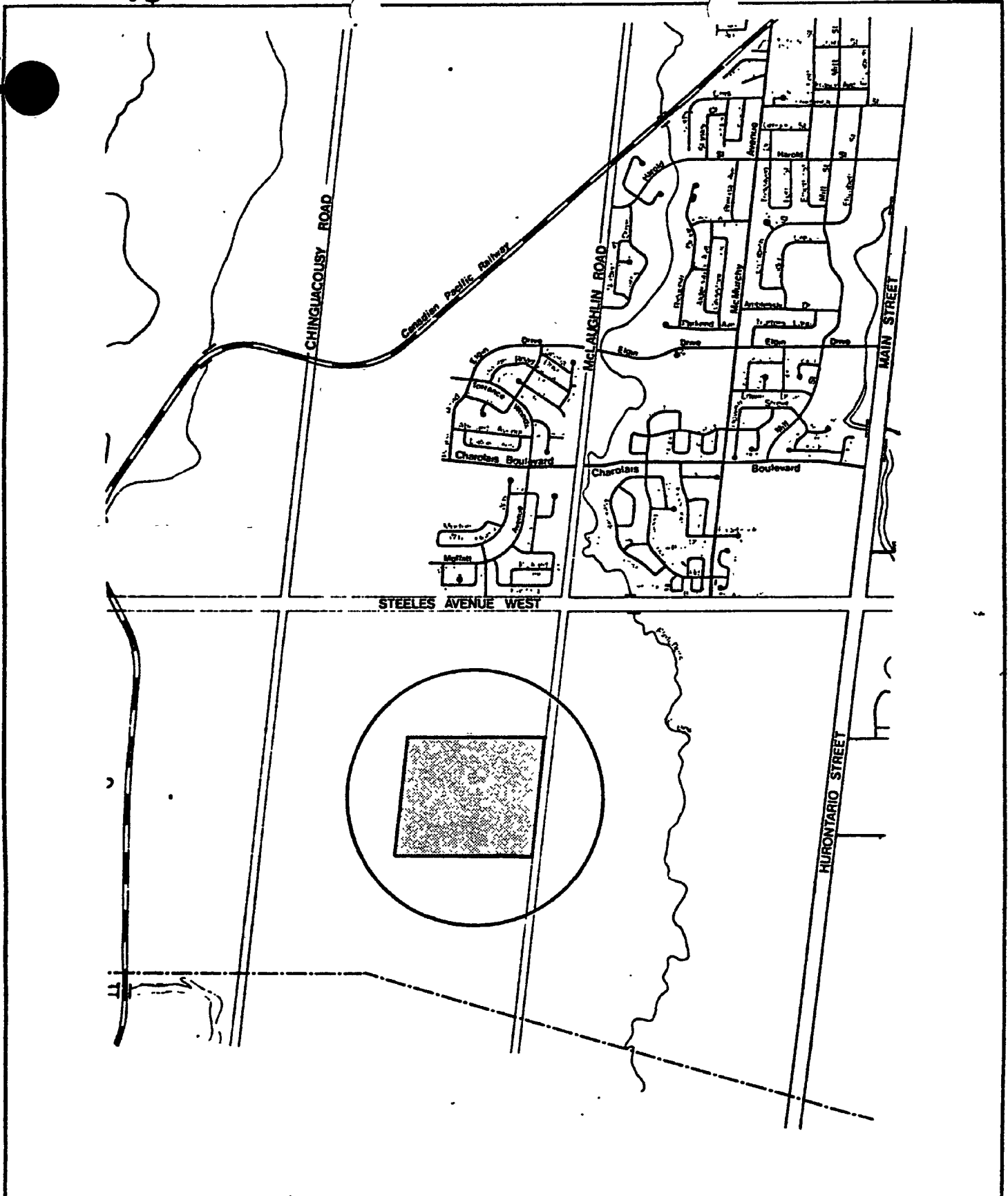


L. W. H. Laine
Director, Planning and
Development Services Div.

Attachments - 3

LWHL/JP/4

C1-26



BEACON HALL LIMITED IN TRUST

Location Map



1:25000

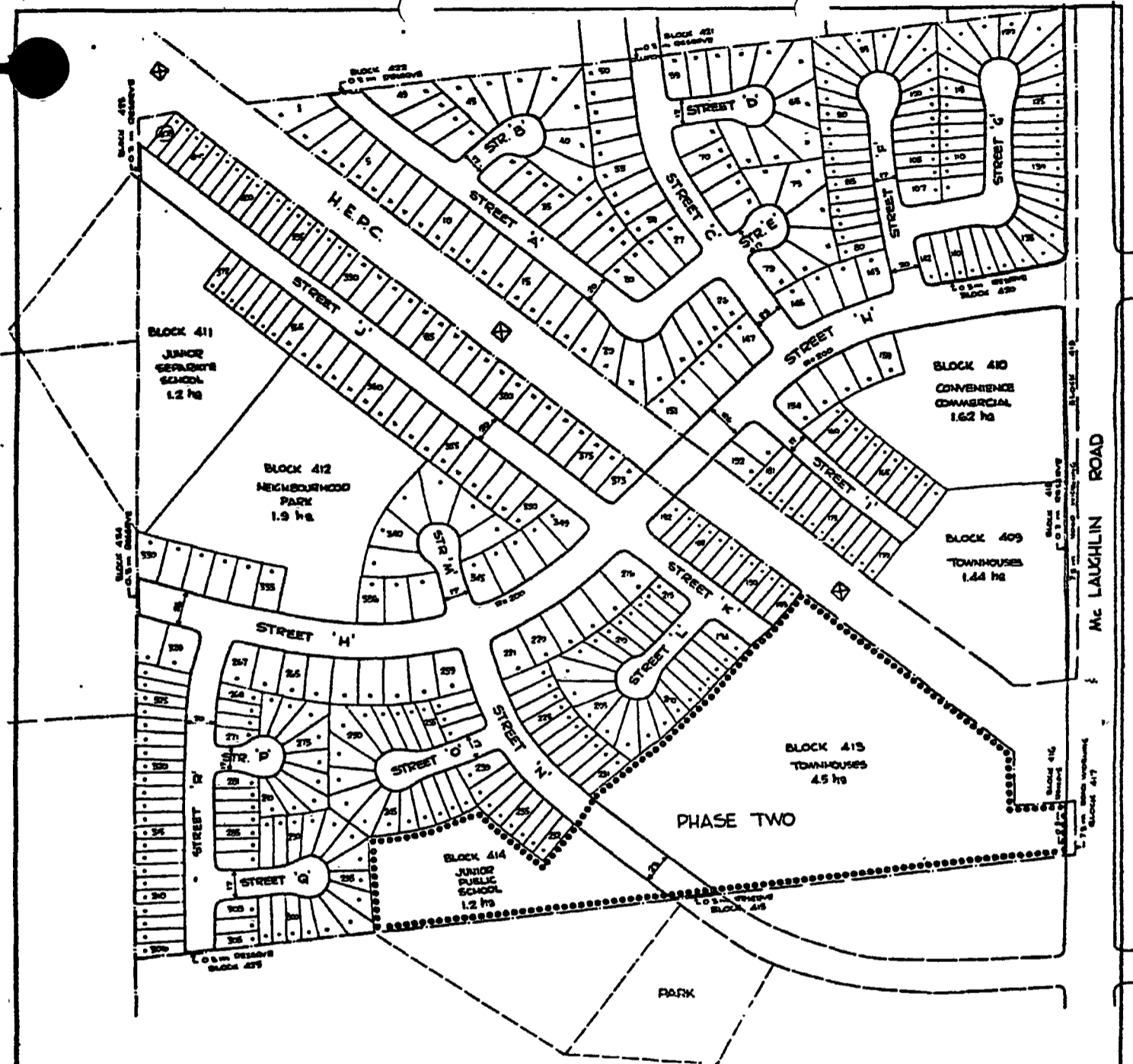
CITY OF BRAMPTON
Planning and Development

Date: 85 06 20

File no. T2W14.J

Drawn by: RB

Map no. 74-4A



LAND USE SCHEDULE

AREA TO BE SUBDIVIDED 38.2 ha

- PHASE ONE**
- SINGLE FAMILY DETACHED
MIN 92.15 m LOTS - 95 (*)
 - MIN 14.0 m LOTS - 113 (*)
 - 166
 - SEMI-DETACHED/SINGLE FAMILY
MIN 9.5 m LOTS - 242 (*)
 - TOWNHOUSES
 - BLOCK 409 - 108 UNITS
 - COMMERCIAL BL 410 - 1.62 ha
 - JUNIOR SEPARATE SCHOOL
BLOCK 411 - 1.2 ha
 - NEIGHBOURHOOD PARK
BLOCK 412 - 1.9 ha

- PHASE TWO**
- TOWN HOUSES
 - BLOCK 413 - 225 UNITS
 - JUNIOR PUBLIC SCHOOL
BLOCK 414 - 1.2 ha

BEACON HALL LIMITED IN TRUST

PART OF LOT 14, CONCESSION 2, W.H.S.
CITY OF BRAMPTON
ZIT - B4040-B

TEAM THREE
URBAN & REGIONAL PLANNERS
MISSISSAUGA, ONTARIO
1:1990 • JUNE 14, 1985

BEACON HALL LIMITED IN TRUST



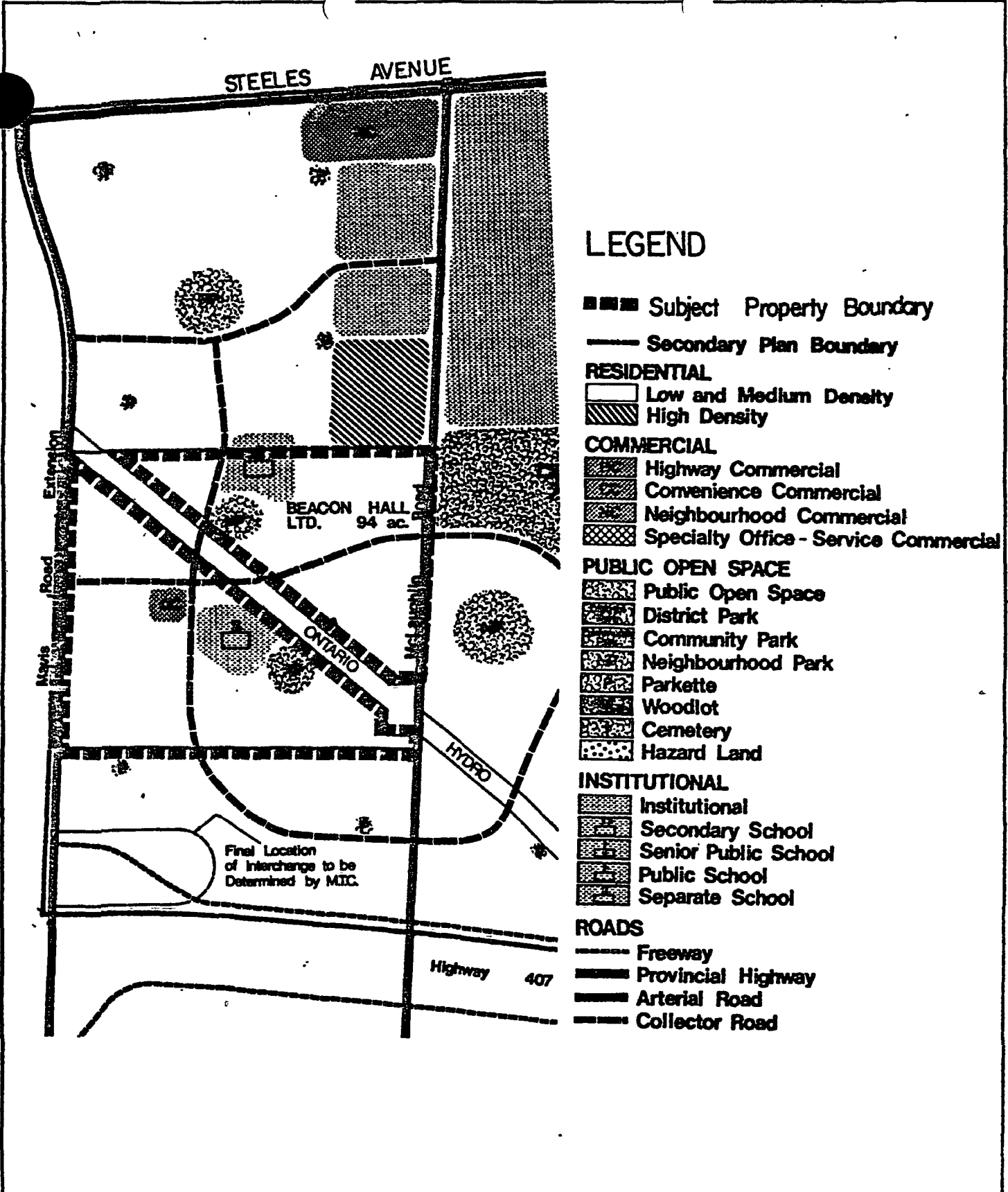
CITY OF BRAMPTON
Planning and Development

Subdivision Plan

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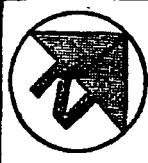
Date: 85 06 20 Drawn by: RB
File no. T2 W14.1 Map no. 74-4B

C1-28



LEGEND

- ■ ■ Subject Property Boundary
- Secondary Plan Boundary
- RESIDENTIAL**
 - Low and Medium Density
 - ▨ High Density
- COMMERCIAL**
 - ▧ Highway Commercial
 - ▩ Convenience Commercial
 - Neighbourhood Commercial
 - Specialty Office - Service Commercial
- PUBLIC OPEN SPACE**
 - ▬ Public Open Space
 - ▭ District Park
 - ▮ Community Park
 - ▯ Neighbourhood Park
 - ▰ Parkette
 - ▱ Woodlot
 - ▲ Cemetery
 - △ Hazard Land
- INSTITUTIONAL**
 - ▴ Institutional
 - ▵ Secondary School
 - ▶ Senior Public School
 - ▷ Public School
 - Separate School
- ROADS**
 - Freeway
 - ▬ Provincial Highway
 - ▭ Arterial Road
 - ▮ Collector Road

<p>BEACON HALL LIMITED IN TRUST</p> <p>Official Plan Designations (Fletcher's Creek South Secondary Plan)</p>		<p>CITY OF BRAMPTON Planning and Development</p> <p>Date: 85 06 20 Drawn by: R B File no. T2 W 14.1 Map no. 744C</p>
<p>1:10000</p>		

ES

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1985 07 29

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Draft Plan of Subdivision and Application
to Amend the Official Plan and Zoning By-law
Part of Lot 14, Concession 2, W.H.S.
(Toronto Township) Ward 4
BEACON HALL LIMITED in Trust
Region of Peel File: 21T-84040B
Our File: T2W14.1

Attached for the attention of Planning Committee are the notes of the Public Meeting held on Wednesday, July 24, 1985, with respect to the above noted application.

No members of the public were in attendance.

Tentative draft plan conditions for Phase I have been prepared, but in the absence of a draft plan circulated by the Region, appropriate draft plan conditions cannot be forwarded by the City for consideration by the Region.

It is recommended that Planning Committee recommend to Council that:

- 1) the notes of the Public Meeting held on Wednesday July 24, 1985 be received,
- 2) staff be directed to submit an appropriate Official Plan amendment for the consideration of City Council, and


- cont'd. -

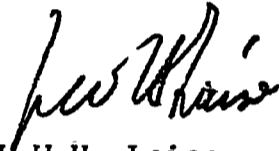
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- 2 -

- 3) upon receipt of a suitable draft plan submission circulated by the Regional Municipality of Peel, submit final conditions of draft plan approval for consideration of Planning Committee.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


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

LWHL/ec
attachment

PUBLIC MEETING

E5-3

A Special Meeting of Planning Committee was held on Wednesday July 24, 1985, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:35 p.m. with respect to an application by BEACON HALL LIMITED (File: T2W14.1) to amend the Official Plan and Zoning By-law to permit the development of a residential subdivision with a commercial site and residential related uses.

Members present: Councillor F. Russell - Acting Chairman
Alderman H. Chadwick
Alderman C. Gibson
Alderman R. Luciano
Alderman F. Kee
Alderman E. Carter

Staff present: F.R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services
W. Lee, Manager, Community Design Section
J. Robinson, Development Planner
D. Ross, Development Planner
E. Hornemann, Secretary

Councillor Russell chaired the meeting, in place of Assistant Chairman Mitchell and called the meeting to order at 7:35 p.m.

The Chairman enquired if notification of the meeting had been placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

There were no interested members of the public in attendance.

Meeting adjourned at 7:37 p.m.