



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 315-80

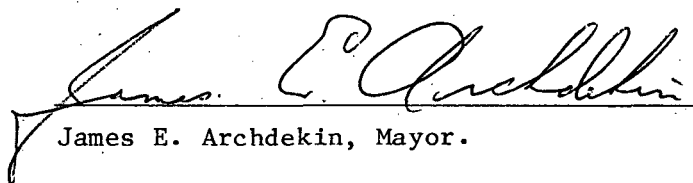
To adopt Amendment Number 66 to the
Consolidated Official Plan of the City of
Brampton Planning Area.

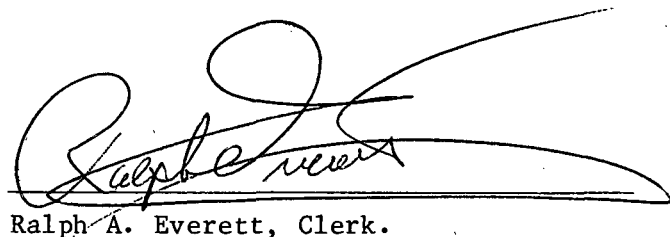
The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 66 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 66 to the Consolidated Official Plan of the City of Brampton Planning Area.

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

this 15th day of December , 1980.


James E. Archdekin, Mayor.


Ralph A. Everett, Clerk.

21-OP-00C6-66

AMENDMENT NUMBER 66
to the Consolidated Official Plan
of the City of Brampton Planning Area

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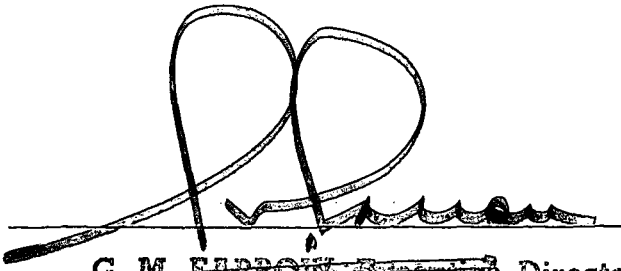
MISC. PLAN NO. 603
LODGED IN THE REGISTRY OFFICE
FOR THE COUNTY OF PEEL
1981 Mar. 18 P.M. 2:27
M. Ridgley
REGISTRAR OF DEEDS, COUNTY OF PEEL
Asst Deputy Land Registrar

1981 MAR 18 PM 2 27

Amendment No. 66
to the
Official Plan
for the
City of Brampton Planning Area

This Amendment No. 66 to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton is hereby approved in accordance with section 17 of The Planning Act as Amendment No. 66 to the Official Plan for the City of Brampton Planning Area.

DATE.....*Mar 3/81*.....


G. M. FARROW, Executive Director
Plans Administration Division
Ministry of Housing



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 315-80

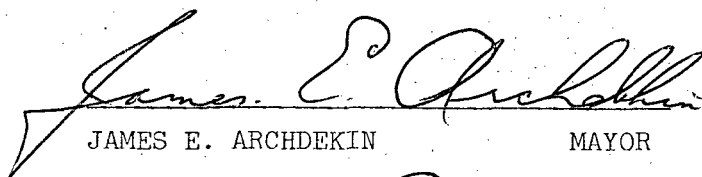
To adopt Amendment Number 66 to the
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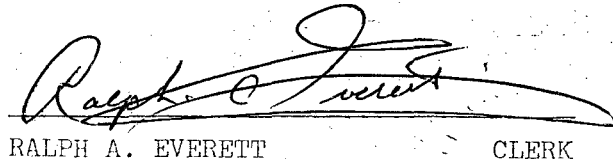
The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 66 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 66 to the Consolidated Official Plan of the City of Brampton Planning Area.

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

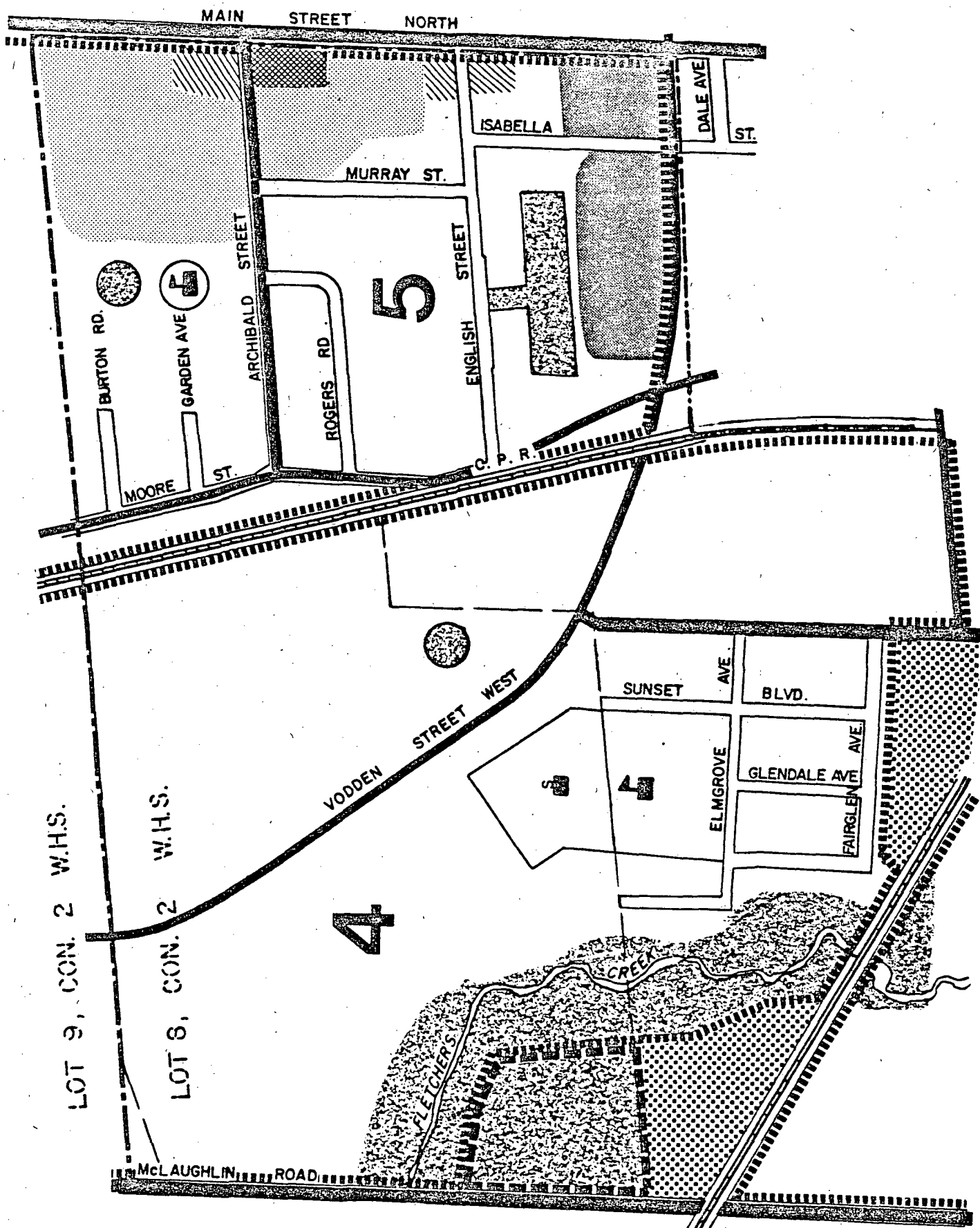
this 15th day of December, 1980.


JAMES E. ARCHDEKIN MAYOR


RALPH A. EVERETT CLERK

1. The purpose of this amendment is to change the land use designations of certain lands, as shown on Schedule A to this amendment, from Industrial to Park and Open Space, to provide for the location of a separate school site, and to revise the pattern of the Major Arterial and Collector roads within the area which is subject to this amendment.
2. Plate Number 6 of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:
 - (a) by changing the land use designation of the lands on the east side of McLaughlin Road, and west and south of the Fletchers Creek Valley, as shown on Schedule A attached to this amendment, from Industrial to Park and Open Space,
 - (b) by changing the land use designation of the lands immediately to the north of the existing Glendale Public School, and between the northerly extensions of Fairglen Avenue and Sunset Boulevard, as shown on Schedule A attached to this amendment, from Residential Low Density and Park and Open Space to Separate School,
 - (c) by changing the road classification of Vodden Street West from Major Arterial Road to Collector Road, and changing its alignment to be in accordance with the route as shown on Schedule A to this amendment.
 - (d) by deleting the extension of Archibald Street westerly from Moore Street across the Canadian Pacific Railway line.
 - (e) by changing the location of the Park and Open Space symbol from a location to the north of the existing Glendale Public School, to a location on the east side of Vodden Street West, as shown on Schedule A attached to this amendment.
 - (f) by deleting the Grade Separation symbol at the intersection of Vodden Street and the Canadian Pacific Railway.

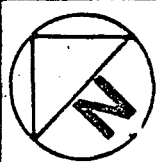
3. Plate Number 3 of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by changing the land use designation of the lands on the east side of McLaughlin Road, and west and south of the Fletcher's Creek Valley, as shown on Schedule A attached to this amendment, from Industrial to Open Space.
4. Plate Number 4 of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:
 - (a) by changing the road classification of Vodden Street from Major Arterial Road to Collector Road, and changing its alignment to be in accordance with the route as shown on Schedule A to this amendment,
 - (b) by changing the Right-of-Way Width indication for Vodden Street from 86 feet to 23 metres,
 - (c) by deleting the proposed Collector road extension of Archibald Street westerly from Moore Street across the Canadian Pacific Railway line.



- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- COMMUNITY COMMERCIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- JUNIOR PUBLIC SCHOOL
- SEPARATE SCHOOL
- PARK AND OPEN SPACE

- MAJOR ARTERIAL ROAD
- COLLECTOR ROAD
- PLANNING DISTRICT BOUNDARY
- NEIGHBOURHOOD BOUNDARY & NUMBER
- LANDS REDESIGNATED AS PARK & OPEN SPACE

OFFICIAL PLAN AMENDMENT
No. 66
Schedule A.



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CITY OF BRAMPTON
Planning and Development

Date: 80 11 6 Drawn by: R.S.
File no. CIW8-2 Map no. 42-25C

BACKGROUND MATERIAL TO AMENDMENT NUMBER 66

Attached are copies of reports of the Director of Planning and Development Services dated 1980 02 26, 1980 06 02, and 1980 07 10. Also attached is a copy of notes, dated 1980 05 15, of a public meeting held on May 12, 1980, subsequent to the publishing of notices in local newspapers and the mailing of notices to the assessed owners of properties within 400 feet of the subject site and to the assessed owners of properties located on Elmgrove Avenue, Fairglen Avenue, Sunset Boulevard, Pleasantview Avenue, Rosedale Avenue and English Street.

TO: Chairman, Development Team

FROM: Director, Planning and Development Services

RE: Draft Plan of Subdivision, and Application
to Amend the Official Plan and Restricted
Area By-law
Part West Half Lot 8, Concession 1, W.H.S.
(former Town of Brampton)
G. WIMPEY CANADA LIMITED
Ministry of Housing File 21T-24496
Our File CLW8.2

*Sent to P.D.
March 1*

1.0 Introduction

A draft plan of subdivision for the above noted lands has been circulated by the Ministry of Housing, and applications to amend the Official Plan and Zoning By-law have been received by the Clerk's department.

2.0 Site Description

The site of the application for subdivision comprises a total of 43.85 hectares (108.3 acres) and is located on the east side of McLaughlin Road North, north of the CNR rail line. The property is within the limits of the former Town of Brampton, and borders on existing development on English Street, Talbot Street, Fairglen Avenue and Sunset Boulevard.

Directly abutting the northern limit of the property is the Mains Creek Diversion and the proposed right of way for Williams Parkway. Further to the north, the lands are in agricultural use, however they are proposed for future expansion of the Kodak plant.

The easterly boundary of the site is marked by the Canadian Pacific Railway. To the west, the site is bounded by McLaughlin Road. Across McLaughlin Road, the land is draft approved for an industrial subdivision (Bramacres Developments, File 21T-78035B).

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2.0 Site Description (cont'd)

The site is essentially flat except for the valley of the Fletchers Creek which runs through the south-westerly part of the site. The creek valley has generally gently sloping sides, although a steep bank does exist along the west side. There is a small portion of tableland adjacent to McLaughlin Road.

The most significant vegetation presently existing on the tableland portion of the site are three mature trees in a relatively isolated location on the north side of the creek valley. These trees have been identified as of sufficient worth that efforts should be made to retain them. A few other trees, mainly willows, are located in the valley alongside the creek, and along the eastern edge of the property near the railway line.

There are no buildings on the property.

3.0 Official Plan and Zoning Status

The Consolidated Official Plan designates the Wimpey property for Residential, Park and Open Space, Commercial and Industrial land uses. The Consolidated Official Plan also determines the alignment of the Vodden Street extension as intersecting with McLaughlin Road.

The proposal by Wimpey Canada Limited will require an amendment to the Official Plan since Vodden Street is now to curve northerly to meet Williams Parkway, and the land designated for Industrial Use, (on the west side of the Fletchers Creek), is now to become public parkland.

The Draft Official Plan also designates the lands for residential, open space and industrial land uses.

3.0 Official Plan and Zoning Status (cont'd)

By-law 25-79 zones the site RH (Residential Holding), OS (Open Space), and M1 (Light Industrial). Amendments to the by-law will be required to permit the subject proposal.

4.0 Proposal

The applicant proposes to subdivide the site for the following uses:

- residential uses: (total 592 units)
 - single family 278 lots
 - semi-detached 157 lots
- convenience commercial site 0.25 hectares (0.6 acre)
- separate school site 2.43 hectares (6.0 acres)
- parks Block C 0.57 hectares (1.4 acres)
- Block D 0.66 hectares (1.6 acres)
- Block E (including valleylands) 8.56 hectares (21.1 acres)

The residential development is to be entirely low density. The single family lots are generally 12.2 metres (40 feet) in width and 30.5 metres (100 feet) in depth, while the semi-detached lots are 18 metres (59 feet) in width.

The Block C park abuts the easterly border of the site and directly abuts land zoned for parkland to the west of houses on English and Talbot Streets. The two parcels combined will produce a neighbourhood park of approximately 1.2 hectares, (3 acres). The second park block (Block D) is located in the northeast quadrant of the Wimpey site and will provide for local park needs (i.e. playground facilities) for that portion of the site. Block E is 8.56 hectares (21.1 acres) in area. Approximately one third of Block E is tableland parkland (the area at the extreme south-west corner of the site).

The plan also proposes a separate school site on 2.43 hectares (6 acres), which directly abuts the existing Glendale Public School property. The applicant has discussed the question of school sites with the respective School Boards and the concerns of both are satisfied by this draft plan.

The gross density of the proposed subdivision is approximately 13.5 units per hectare (5.5 units per acre) based on the total site area, including parklands. This density is less than the maximum density permitted in the Official Plan. (Section B2.0 of the Consolidated Official Plan sets out a maximum gross density of 6 units per acre).

5.0

Comments

No adverse comments have been received with respect to this proposal.

The Region of Peel has indicated that servicing is available to this site. Regional Council, on January 5, 1979, approved a recommendation that allowed for the subject lands to be serviced for sanitary sewers, by way of a pumping station. Water services are dependent upon the extension of mains on McLaughlin Road and Vodden Street to this area.

The City Public Works Department has made a number of comments on this proposal, some of which can be resolved by minor adjustments to the plan. They note that the City requires standard corner radius roundings of 5 metres, and the corner radius at lots 379 and 174 should be increased to 10 metres and 20 metres respectively. Public Works also comments that the developer should be requested to construct a sidewalk along the McLaughlin Road frontage of the site, and fences along the Mains Creek Diversion and the CPR tracks where they abut this proposed subdivision. Public works also point out that a road widening of 8.2 metres (27 feet) is required. The subject proposal shows

a widening of only 5.18 metres. Public Works have also suggested that the developer be required to include a statement in the deeds for all lots on Vodden Street and for lots adjacent to the future Williams Parkway extension as to the collector and arterial road status of the two roads.

The Public Works Department has also suggested that consideration should be given to the provision of a bridge over the Mains Creek Diversion so that Vodden Street can be extended to intersect with the future Williams Parkway.

The Buildings and By-law Enforcement Department note that street names are to be approved for this subdivision and the Parks and Recreation Department has indicated that fencing, in accordance with City policy, should be required along parkland boundaries.

The draft plan for the subject site was considerably revised in order to achieve the solar orientation of lots in accordance with the City's approved energy conservation policy. Planning staff have determined that 79.3 percent of the lots are oriented within the acceptable tolerance (20 degrees) of due south.

Planning staff note that because of the proximity of McLaughlin Road, the Williams Parkway extension, and the Canadian Pacific Railway to the subject site, a noise study will be required to determine the extent of noise susceptibility of dwellings and the noise attenuation features which will be required to bring the noise down to an acceptable level.

Staff also recommend that the applicant be requested to prepare a tree report to indicate which trees on the site should be preserved. Site plan approval should be required for all lots on which trees are located and for all lots in close proximity to trees.

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In order to facilitate the design of buildings for energy conservation on lots oriented towards the south, Planning staff recommend that the Architectural Control Committee for the subdivision be given the mandate to review and approve buildings in accordance with principles of design for passive solar energy conservation.

6.0 Recommendation

It is recommended that Planning Committee recommend to Council that:

- a) a public meeting be held in accordance with City Council's procedures with regard to the applications to amend the Official Plan and Zoning By-law.
- b) subject to the results of the public meeting, the draft plan of subdivision be recommended for draft approval subject to the following conditions:
 1. The approval be based upon the attached draft plan by the Planning Management Group dated January 24, 1980 revised as follows:
 - (i) The draft plan be revised to include a widening 8.2 metres (27 feet) in width along the McLaughlin Road frontage of the subject site, to provide a right of way 18.2 metres (60 feet) in width from the centre line of the road allowance.
 - (ii) The draft plan be revised to show corner roundings of 5 metres radius at all intersection corners on the plan except for the following corners:
Lot 379 - 10 metres radius
Lot 174 - 20 metres radius

2. The developer shall agree by agreement to provide a noise attenuation study acceptable to the City and The Ministry of the Environment. The developer shall further agree to carry out such works and noise attenuation methods as are recommended by this study and approved by the City and The Ministry of the Environment.
3. In the event that a slight noise level excess will remain on the site despite the inclusion of the noise control features, the subdivision agreement shall require all subsequent offers of sale and purchase for the affected lots (those lots identified by the report as being affected by noise levels greater than the guideline level) shall include the following clause within the offers of sale and purchase:

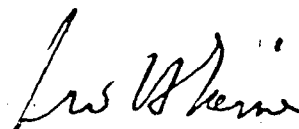
"The purchaser is hereby advised that despite the inclusion of noise control features within this planned area and within the individual dwelling units, noise levels may still cause annoyance. I, the purchaser, hereby agree to place this warning in all subsequent offers of sale and purchase when I sell the unit."
4. The developer shall agree by agreement that neither he nor any builder within the subdivision will apply for or be entitled to receive any building permits with respect to any of the lots indicated in the noise attenuation study as requiring special treatment until such time as a site plan and landscape plan for the development of each lot or a group of lots is approved by the Commissioner of Planning and Development and the developer has executed an agreement satisfactory to the

City with respect to the development of the particular lot or group of lots.

5. Street names be approved by the Region Street Names Committee.
6. The developer shall agree by agreement to satisfy all financial requirements including the payment of City and Regional levies, in addition to all engineering, fencing, landscaping and other requirements of the City and the Regional Municipality of Peel with respect to the subdivision.
7. The applicant agree to convey Blocks C, D and E as shown on the draft plan, to the City for parkland purposes.
8. The applicant agree to dedicate to the City a road widening 8.2 metres in width along the McLaughlin Road frontage of the plan.
9. The applicant agree to convey to the City 0.3 metre reserves at the dead ends of all streets, and along the widened limit of McLaughlin Road.
10. The applicant agree to reserve Blocks F and G as shown on the draft plan, for future development in conjunction with the abutting lands.
11. The applicant agree that the six walkways shown on the draft plan be shown as Blocks on the final plan and be conveyed to the City.
12. The applicant agree to grant easements as required for the installation of utilities and municipal services to the appropriate authorities.

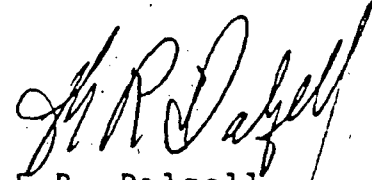
13. The applicant agree to provide at no cost to the City, a watercourse capacity and drainage report for the subject lands.
14. The applicant agree to construct a sidewalk along the McLaughlin Road frontage of the site.
15. The applicant agree to reserve Block B for use by the Dufferin-Peel Roman Catholic School Board for a separate school site.
16. The applicant agree to prepare a tree report, acceptable to the City, to determine trees on the site which are to be preserved, and to establish the methods by which their preservation will be assured. Further, the applicant shall agree that lots which contain trees or are in close proximity to trees will be subject to site plan approval prior to the issuance of building permits.
17. The applicant agree that the Agreement will contain provision whereby the Architectural Control Committee for the subject subdivision will have the mandate to review and approve the design of buildings for lots within this subdivision in accordance with principles of design for passive solar energy conservation as well as good urban design.
18. The proposed road allowances shall be dedicated as public highways upon registration of the plan.

19. The applicant agree to extend Vodden Street northerly across the Mains Creek Diversion to meet with the future Williams Parkway extension.
20. The applicant agree that the development agreement contain provision for fencing along the rear lot lines of lots abutting City parkland, the Mains Creek Diversion and along the Canadian Pacific Railway line.
21. The applicant agree that the agreement will contain provision for the following:
In the event that Vodden Street is not connected with Williams Parkway at the time the subdivision is built:
 - a) a sign will be erected by the developer at the northerly, dead end of Vodden Street to the effect that the street is to be extended northerly to connect with Williams Parkway, and
 - b) the agreements of purchase and sale for all lots fronting on Vodden Street will contain a clause informing purchasers of the lots of the status of Vodden Street as a collector road and that Vodden Street will be extended northerly across the Mains Creek Diversion to intersect with Williams Parkway.

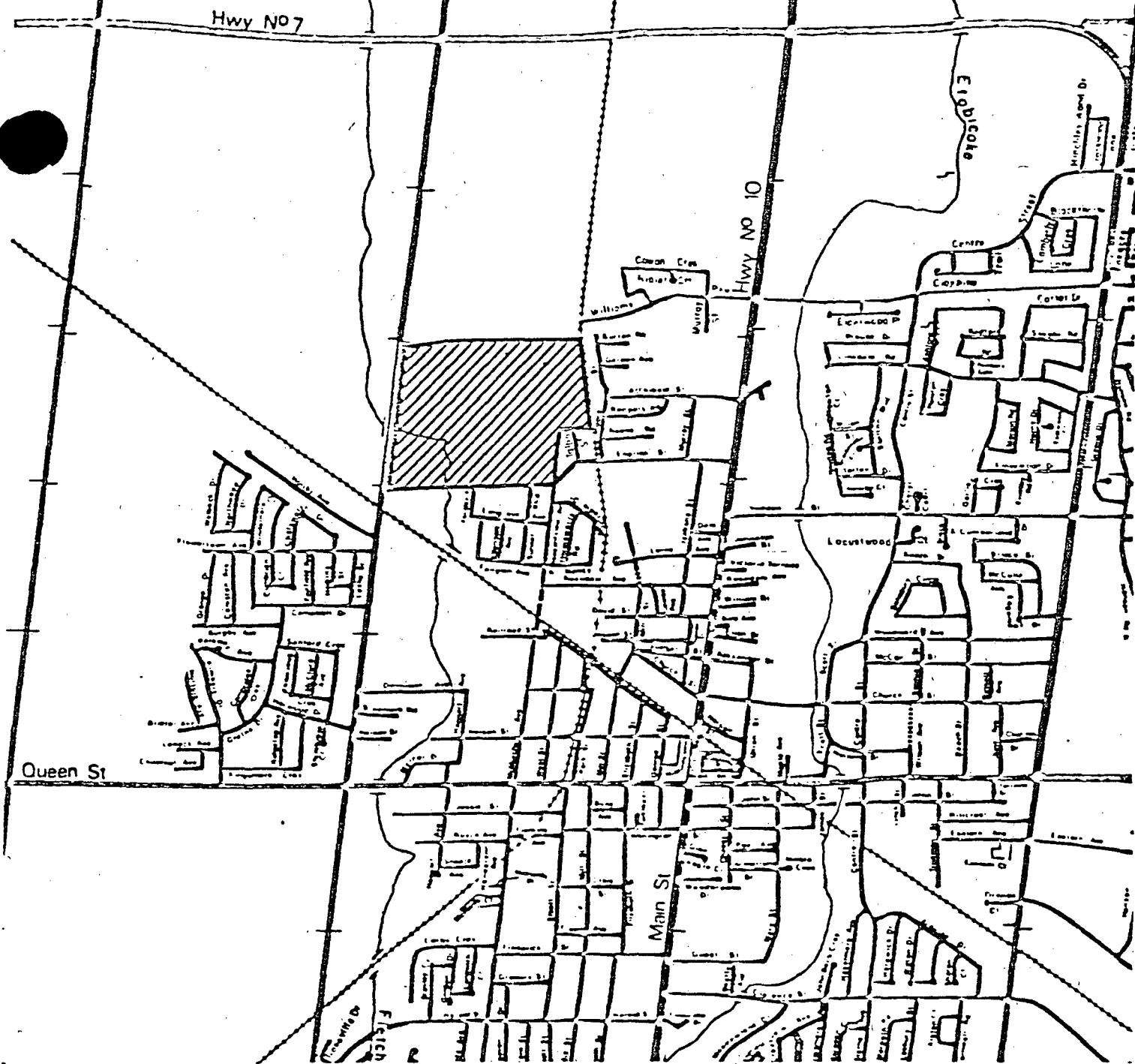


L.W.H. Laine,
Director, Planning and
Development Services

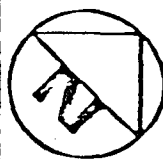
EG/am/ds



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



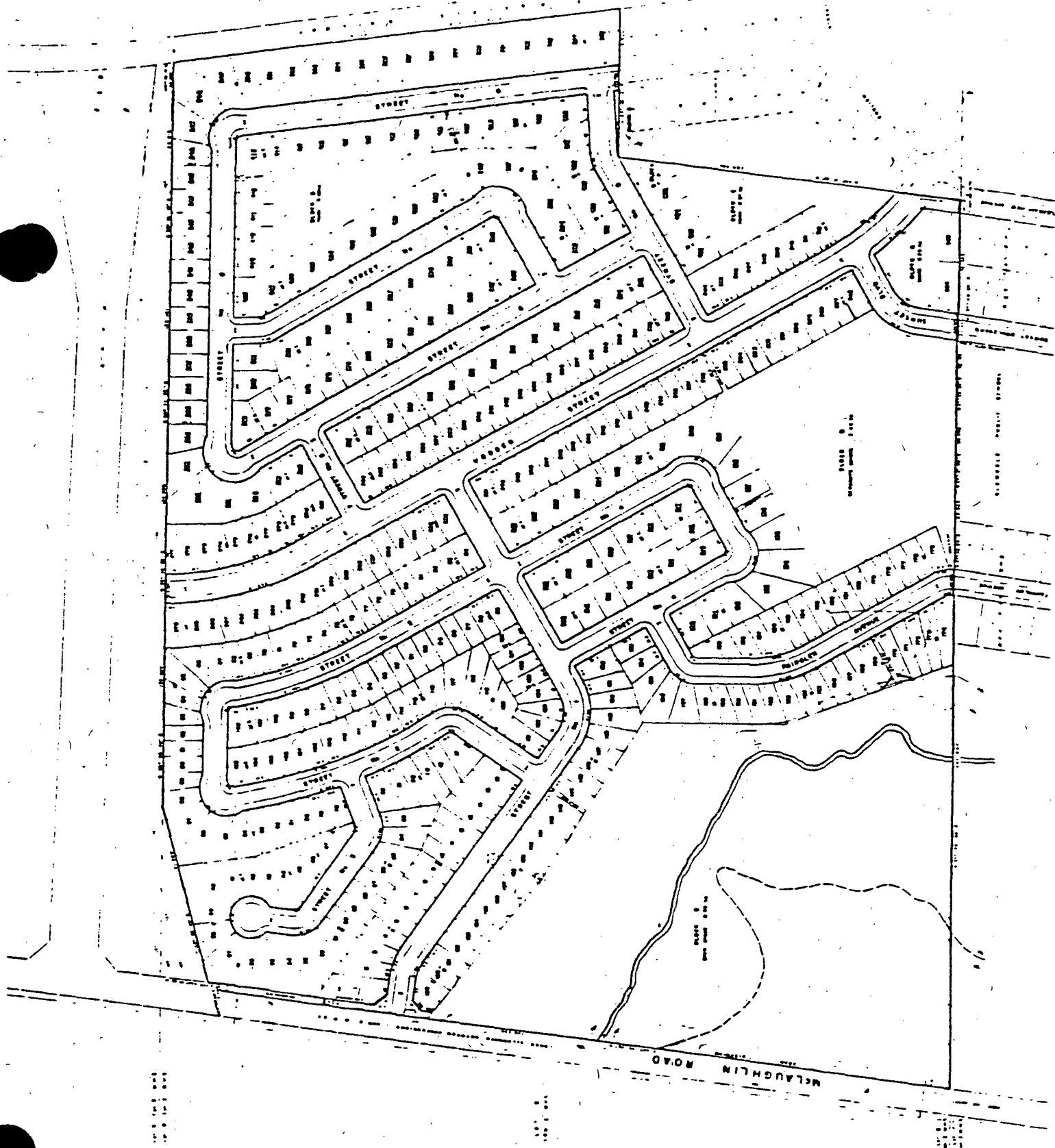
WIMPEY HOMES LTD.
Location Map



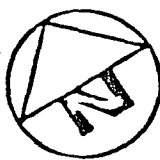
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CITY OF BRAMPTON
 Planning and Development

Date: 1980 02 11 Drawn by: C.R.E.
 File no. CIW8-2 Map no. 42-25 A



IMPEY HOMES LTD.
 Draft Plan



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CITY OF BRAMPTON
 Planning and Development

Date: 1980 02 11 Drawn by: C.R.E.
 File no. CIW8-2 Map no. 42-25B

INTEL-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1980 06 02

TO: The Mayor and Members of Council

FROM: Commissioner of Planning and Development

RE: Draft Plan of Subdivision and
Application to Amend the Official Plan and
Restricted Area By-law
Part West Half Lot 8, Concession 1, W.H.S.,
(former Town of Brampton,)
GEORGE WIMPEY CANADA LIMITED
Ministry of Housing File: 21T24496
Our File: CLW8.2

1.0 Introduction

City Council, at its meeting on May 26, 1980, approved a recommendation that "staff examine the Talbot Street area as to a possible dead ending of the present street or a redesign." Staff, in this report, will therefore respond to this direction.

Staff would also comment on the question of the completion of the Vodden Street extension since this matter has apparently not been resolved to the satisfaction of the area residents.

2.0 Comments

2.1 Talbot Street

At the present time Talbot Street terminates in a dead end at the southern boundary of the Wimpey subdivision. The draft plan proposes to extend the street northerly, parallel to the Canadian Pacific railway. The Talbot Street extension was proposed to be a straight road with no variation in its alignment. The residents have objected to the alignment on the basis that the road will funnel traffic from the new subdivision down onto English Street.

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Staff have determined that traffic from approximately 40 semi-detached lots might tend to use Talbot Street as an exit from the subdivision. This design, however, is extremely efficient in terms of permitting the maximum possible number of lots to be oriented to the south for passive solar energy gain, and therefore should not be lightly discarded.

Attached to this report is a possible alternative street design for the Talbot Street area of the plan. This scheme would reduce the total number of units on the plan by two (one semi lot) and would eliminate ten lots (twenty dwellings) which had south orientation on the previous plan. The residents of English Street have argued that the proposed alignment of Talbot Street would result in additional traffic on English Street. Staff's opinion, however, is that the function of English Street as a minor collector road dictates that traffic will inevitably use the road to some extent, especially since the main entrance to Kings Point Mall will be directly opposite the easterly end of English Street. A redesign of the Talbot Street area of the plan therefore may not have much effect on the amount of traffic on English Street.

2.2 Vodden Street

The Staff report to Planning Committee subsequent to the public meeting recommended that occupancy permits for the subject subdivision be withheld until the Vodden Street extension is built from Pleasantview Avenue to Isabella Street, thereby allowing some of the potential through traffic to be diverted away from English Street and Rosedale Avenue. The residents' point of view is that Vodden Street should be connected through to Main Street before the subdivision is allowed to be built.

Negotiations are presently under way for the portion of Vodden Street west of Isabella Street, however the short connection from Main Street to Isabella is subject to the acquisition of land either through or around the old Calvert-Dale chimney, a problem which has not been resolved at this point because of the long term lease on the adjacent Loblaws site.

A traffic report on the necessity for the Vodden Street Extension was prepared by M.M. Dillon Limited as support for an application for development by Chelsea Homes Limited on the Dale chimney site. The report demonstrated that the Vodden Street Extension westerly from Main Street was necessary for the other roads in the area to retain their function.

Rosedale Avenue, English Street and Pleasantview Avenue are considered to be minor collector roads. Were Vodden Street not extended west of Main Street, approximately 6,000 vehicles per day would use the alternate westerly roads - English Street and Rosedale Avenue. The report suggests that the loadings of these streets would be considerably higher in the absence of the Vodden Street extension, and that Rosedale Avenue would attract the higher volumes of that traffic.

The report also demonstrates that the minor collector roads could easily accommodate those volumes of traffic, however the use of these streets to provide the major collector road function is not recommended given the nature of development along those streets.

The results of the traffic report indicate that it is not appropriate to consider Rosedale Avenue, English Street and Pleasantview Avenue as a permanent replacement for Vodden Street. These streets could, however, carry the traffic on a temporary basis.

It is important to bear in mind that the traffic report conclusions were based on certain assumptions, ie. a 10-15 year term and the full development of all lands south of Williams Parkway and east of McLaughlin Road. It is unlikely that this "mature state" of development will be reached before the Vodden Street extension is completed, therefore the traffic burden on English, Pleasant View and Rosedale will be less than the maximum figure of 6,000 vehicles per day projected by the report.

The traffic generated by the Wimpey subdivision itself is far less than that total projection. Were the whole subdivision to be developed (590 units) at one time, there would be an increase of about 2,800 vehicles per day travelling in south and east directions through the existing developed area. Market conditions, however, will probably preclude development of the entire site at one time, therefore the immediate traffic impact will be much less. In all likelihood, by the time the Wimpey subdivision is fully developed, the Vodden Street extension will be completed.

3.0 Recommendation

It is recommended that Council recommend approval of the draft plan of subdivision subject to the conditions indicated in the planning report dated 1980-02-26, as amended by the following conditions, and further that Council direct staff as to its wishes with regard to the design of Talbot Street.

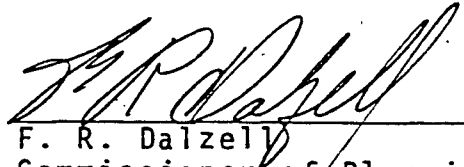
1. The draft plan be amended to delete the site for a convenience commercial centre (Block A on the draft plan) and replace it with lots for single family dwellings in accordance with the plan attached to this report.
2. The subdivision agreement contain a clause whereby ingress and egress of construction vehicles is limited to an access to be located off McLaughlin Road North.

3. The applicant agree by agreement to install temporary barriers at the dead ends of Fairglen Avenue, Sunset Boulevard and Talbot Street for the duration of construction activity on the extensions of those streets.
4. The applicant agree, by agreement that prior to the issuance of occupancy permits, the Vodden Street extension be completed between Pleasantview Avenue and Isabella Streets.



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

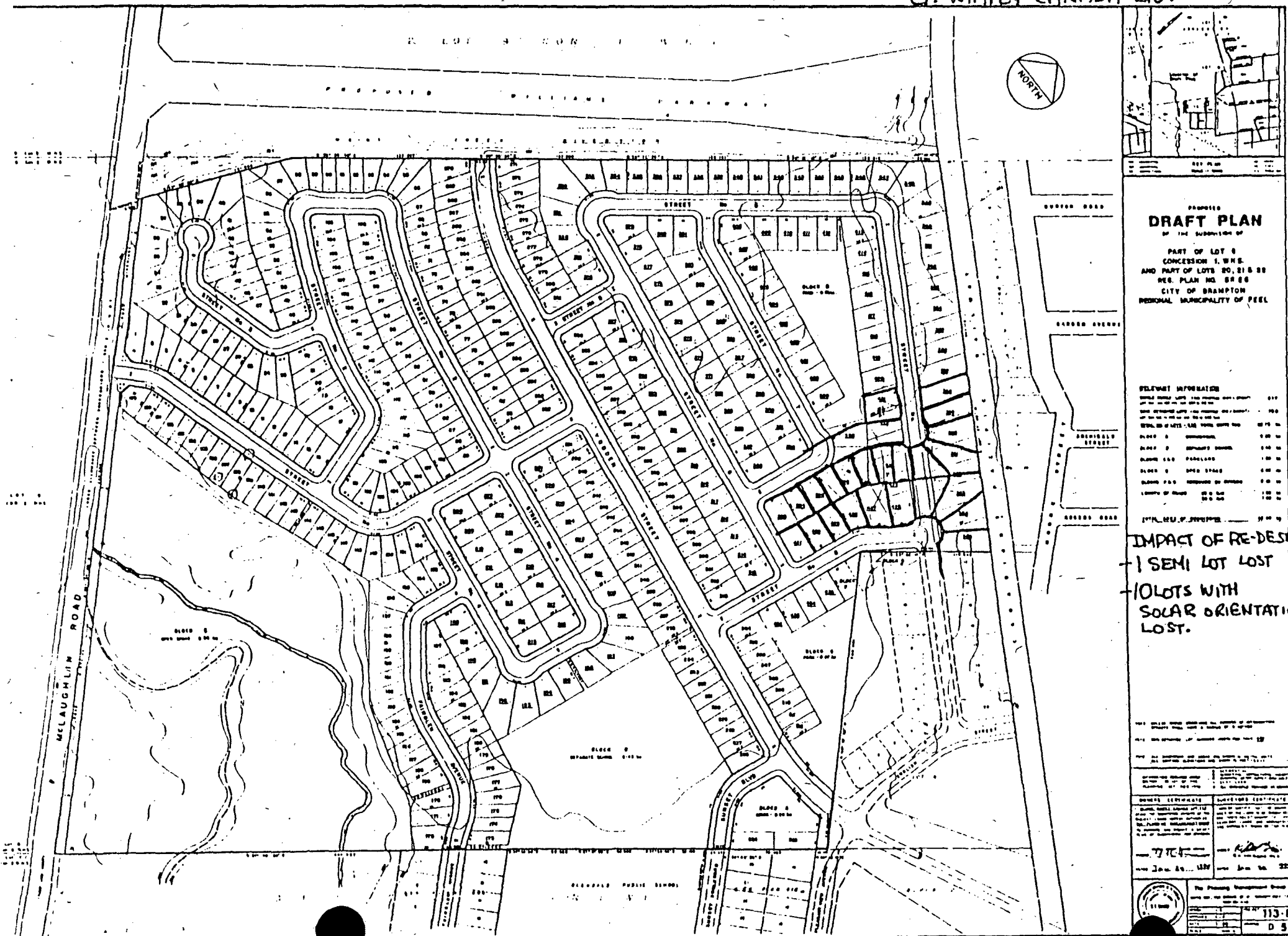
Agreed



F. R. Dalzell
Commissioner of Planning
and Development

LWHL/EG/dh
encls: (2)

c.c. J. Curran
D. Minaker
L. Koehle
D. Gordon
A. Solski
J. Metras
J. Galway



INTER OFFICE MEMORANDUM

file copy.
Original to
Planning Ctr
88-07-10.

Office of the Commissioner of Planning & Development

1980 07 10

TO: The Chairman and Members of Planning Committee

FROM: Commissioner of Planning and Development

RE: Draft Plan of Subdivision
Part West Half Lot 8, Concession 1, W.H.S.
GEORGE WIMPEY CANADA LIMITED
Ministry of Housing File: 21T-24496
Our File: CLW8.2

1.0 Introduction

Council, at its meeting held on June 9, 1980, passed a resolution with regard to the above noted plan of subdivision that "the plan be redesigned to conform as closely as possible to the citizen's request regarding Talbot Street".

In an effort to resolve the issue of the design of Talbot Street, staff invited the concerned residents to a meeting. This report will endeavour to transmit the results of that meeting and attempt to reach a solution so that the City's resolutions on the subdivision can be transmitted to the Region thereby allowing the draft approval to proceed.

2.0 Comments

2.1 The two residents of English Street who had previously articulated their concerns (Ms. K. Pounder and Mr. B. Lyons); were invited to a meeting, at their convenience, at the Planning Department. Mr. Lyons was unable to attend

...2/

at the last minute, so staff discussed the apparent concerns with Ms. Pounder, who made it clear that she was speaking only on her own behalf, and did not represent any other residents of the area. (Staff have had no further correspondence with any of the other area residents.)

In discussing several alternative designs for the Talbot Street, Ms. Pounder expressed her opinion that no compromise with respect to the redesign would be satisfactory to her. Staff's position is that the design submitted by Ms. Pounder (Sketch B attached) is unacceptable, 1. because of an additional intersection onto Vodden Street in an undesirable location, and 2. because of an undesirable loss of 16 lots with solar orientation.

The redesign proposed by staff (Sketch A attached) eliminates the problem of additional intersections on Vodden Street and loses far fewer lots with south orientation (only 9). The Sketch A design, staff firmly believe, meets the residents objective of directing traffic away from English Street, while avoiding the negative impacts of the design in Sketch B.

Conclusion:

Council's direction to staff was that the plan be redesigned to conform as closely as possible to the citizen's request regarding Talbot Street. Staff feel that the design in Sketch A meets the residents objective and therefore recommend that Planning Committee endorse this design.


- 2.2 One point of agreement which was achieved by the discussions with Ms. Pounder related to the question of the completion of Vodden Street relative to construction on the Wimpey lands taking place.

The conclusion was that the developer should agree not to request building permits until the commencement date for the construction of Vodden Street (through to Main Street) has been established, and that occupancy permits would not be issued until the contract for the construction of Vodden Street has been let.

3.0 Recommendation

It is therefore recommended that the following amendments to the conditions for the draft approval of Plan of Subdivision 21T24496 be recommended for approval.

1. The draft plan be amended in accordance with Sketch A attached to this report.
2. The agreement for the subject subdivision contain provision that no building permits will be issued until the date of commencement for the construction of Vodden Street from Pleasantview Avenue to Main Street is established, and that no occupancy permits will be issued until the contract for the construction of Vodden Street has been let.


F.R. Datzell
Commissioner of Planning
and Development

FRD/EJWG/af
Encls.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1980 05 15

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Draft Plan of Subdivision, and
Application to Amend the Official Plan
and Restricted Area By-law
Part West Half Lot 8, Conc. 1, WHS
(former Town of Brampton)
G. WIMPEY CANADA LIMITED
Ministry of Housing File: 21T-24496
Our File: C1W8.2

Notes of a public meeting held on Tuesday, May 12, 1980, are attached for the information of Planning Committee.

Enclosed is a petition and covering communication presented at the public meeting, objecting to the development of the G. Wimpey Canada Limited subdivision, because of potential increase in traffic.

There was concern expressed regarding the adequacy of school facilities, the small size of lots to be developed for detached dwelling units, increased traffic on local streets, the location of the proposed commercial site being too close to the existing school site and existing residences and the condition of the existing property.

It is essential for access purposes that the existing dead end streets of Talbot Street, Sunset Boulevard and Fairglen Avenue be extended to complete the local street network. However, in order to reduce the use of the local streets as construction access routes, temporary barriers should be installed at the end of the streets to direct construction vehicles to McLaughlin Road North and Vodden Street extension.

The site of the convenience commercial centre either can be relocated or deleted entirely to reduce this matter as a problem.

- Cont'd. -


The issue of minimizing traffic impact upon the nearby residential areas by requiring the construction of Vodden Street as a condition of development, could be implemented as a recommendation of draft approval for the subdivision. It is felt that due to the state of negotiations with different developers, it would be a reasonable requirement that Vodden Street extension be constructed between Pleasantview Drive and Isabella Street prior to the issuance of occupancy permits for the dwelling units.

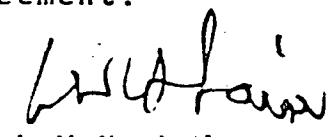
It is recommended that:

- a) The site of the convenience commercial centre be relocated or deleted entirely;
- b) The subdivision agreement contain a clause whereby ingress and egress of construction vehicles are restricted to an access to be located on McLaughlin Road North, Williams Parkway and Vodden Street extension;
- c) Temporary barriers be erected at the dead ends of Fairglen Avenue, Sunset Boulevard and Talbot Street as a condition of the subdivision agreement; and
- d) As a further condition of the draft approval of the subdivision plan, it be a requirement that prior to the issuance of occupancy permits, Vodden Street extension be completed between Pleasantview Avenue and Isabella Street.

It is also recommended that Planning Committee recommend to Council, draft approval of the subdivision plan, subject to the conditions indicated in the planning report 1980 02 26 and as amended by the above conditions, and further that staff be directed to prepare for Council's consideration the amending zoning by-law and the subdivision agreement.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


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

IWHL/ec attachments

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Tuesday, May 13, 1980, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 9:25 p.m. with respect to an application by George Wimpey Canada Limited to amend the Official Plan and Zoning By-law to develop the lands for a residential subdivision, a convenience commercial site, separate school site and parks and open space.

Members Present: Councillor D. Sutter - Chairman
Mayor Archdekin
Alderman F. Kee
Alderman F. Andrews
Alderman B. Brown

Staff Present:

F.R. Dalzell,	Commissioner of Planning and Development
L.W.H. Laine,	Director, Planning and Development Services
E. Coulson,	Secretary

Approximately 35 members of the public were in attendance.

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

Mr. Laine outlined the proposal and explained the intent of the application. After the close of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

Mr. A. Tweddell, 30 Talbot Street, asked if the proposal was to include Link type housing which he felt would be too dense.

Mr. Laine explained the size of the lots and noted that the single detached dwellings would be fully detached.

- Cont'd. -

Mr. Tweddell noted that the school site was indicated for a separate school, and commented on the existing public school being in poor shape and inadequate, with overcrowding in the classrooms. He objected on the basis of density and schools.

Mr. Laine pointed out that the School Board makes the decisions regarding adequacy of schools. Also, it was noted that by the time the development is established, the enrolment in the schools could be altered.

Mr. W. Bishop, 23 Talbot Street, enquired if the separate school had been approved and was informed that the site was to be reserved for five years, at which time the site would revert to the developer if a school was not needed.

Mr. Bishop enquired as to the type of store being considered for the commercial site and was informed that there would be a convenience store for the neighbourhood.

Mr. Bishop expressed concern regarding the dead-end streets (Talbot, Sunset and Fairglen) being turned into through streets. He commented on the potential danger to children who had grown accustomed to playing on the dead-end streets in light of the increase in traffic, and asked if consideration had been given to directing traffic to McLaughlin Road.

Mr. G. Iacoucci, 24 Pleasantview Avenue, observed that Pleasantview Avenue may be used for an access to the construction area, and commented that an access on McMurphy Avenue would be preferred to alleviate traffic on Pleasantview Avenue. Also, he commented that the 35 foot lots would be too small to allow children room to play in their back yards instead of playing on the road.

Mr. E. Nieuwold, 30 Sunset Boulevard, enquired as to the size of the commercial site and was informed that the site would be appropriate to a small scale neighbourhood store. He expressed concern for the potential problem of traffic, since the store would be located near a school.

Mr. B. Lyons, 24 English Street, presented a petition with 141 signatures strongly opposing the proposal. He stated that approval of this application prior to the construction of Vodden

- Cont'd. -

Street extension either from the east or north, and the completion of Williams Parkway to McMurchy Avenue would result in an unacceptable and dangerous increase of traffic on a number of local streets, particularly for the children who play near and use these streets to get to Glendale Public School. Mr. Lyons voiced concern regarding the proposed connection of Talbot Street to the new development, as would provide a permanent funnelling of traffic onto the local streets. He voiced objection to the commercial site, noting that the increased traffic would provide a danger to the children crossing the road and expressed the opinion that the two commercial sites close to the existing residences was sufficient.

Mr. Lyons proposed that access to the east be eliminated.

A resident of Sunset Boulevard wanted to know about future control of the development, and parks.

Mr. Laine said that there would be 24 acres of parkland.

A resident of Sunset Boulevard commented that no streets leading to the schools should be through streets. He mentioned the number of accidents on Sunset Boulevard and Pleasantview Avenue and the speedsters, some of them drag racing.

Mr. R. Clark, 11 Talbot Street, commented on the train noise and invited Council to try to carry on a conversation in its presence. He spoke on the ineffectiveness of the noise barrier. Mr. Clark complained about having to park a car across the sidewalk due to the short driveway. Also, he spoke regarding the homes in the area presently selling for far less than the original selling price, and wondered how Wimpey would be able to market the houses. A further concern of Mr. Clark was the probable excess traffic on Talbot Street going to the development site.

Mr. D. Allen, 61 Moore Street spoke on the condition of the site at the present time, noting the three foot stand of weeds. He was told that the applicant was responsible.

Mr. D. Dykstra, R.R. #2, Brampton enquired as to the park and walkways, and was told that development of the park had not yet been planned but that the responsibility would be that of the

- Cont'd. -

Parks and Recreation Department. Mr. Dykstra wanted to know if he could change the status of his property and was told that he could file an application for amendment.

Mr. Bishop objected to the commercial site as being detrimental to the community and suggested that the location should be moved up into the new development where it may be needed. In answer to further comments by Mr. Bishop regarding the dead end streets, Mr. Dalzell noted that the dead end streets were never intended to remain such, but to continue on through new development, tying City streets together.

Mr. Lyons asked when the Vodden Street extension and Williams Parkway would be completed. Mr. Dalzell explained that the negotiations were underway. Mr. Lyons was of the opinion that the Vodden Street extension had to go through before the development.

Mr. J. Corrigan, 19 Talbot Street, commented that the Noise Study for the area should have been made three years ago and hoped this proposal would not mislead residents as had been the case in his subdivision. He noted that he had been told by the builder that fences, park equipment, clean-up, etc. would be attended to and had not been.

Mr. Dalzell stated that noise attenuation would be part of the agreement for the subdivision.

Councillor Sutter responded that Commissioner Gordon, of the Parks and Recreation Department would be notified and that parkettes are equipped by the City of Brampton.

Mr. Corrigan enquired as to the starting and finishing dates of the proposal and whether or not it would be subsidized housing.

Mr. Dalzell responded that under normal circumstances, 1982 would be an approximate starting time but the finishing date could not be determined at present. Mr. Corrigan was informed that there may be some AHOP involvement but not low-rental housing.

Mr. Corrigan was of the opinion that Vodden Street should be the direct route as in the Official Plan to take the traffic away from the smaller streets.

- Cont'd. -

Mr. R. Price, 24 Talbot Street, enquired as to the number of lanes expected for Vodden Street, west of Main Street and as to the nature of warning devices for the C.P.R. crossing of Vodden Street proposed extension. He was informed that Vodden Street extension would probably be two lanes and that a drop-gate would probably be sufficient for the crossing.

Mr. Bishop complained about the notice of the public meeting being one short in the total number of units proposed and wondered about other deficits.

Mr. A. Siderius, 32 Sunset Boulevard, objected to the commercial site being so close to the school and suggested that it be located on McLaughlin Road or on Williams Parkway, noting that the two stores in the area are not busy and another one was not needed.

In answer to a question by Mr. Lyons on the status of Vodden extension west of Isabella Street, Mr. Dalzell said it was being negotiated.

Mr. D. Massey, 21 Talbot Street enquired as to the stages of development.

Marilyn Cale, 94 English Street, objected to the commercial development.

Mr. Bishop asked about the procedure involved in participating as a delegation to the Planning Committee and was so advised.

Chairman Sutter explained the procedure for objection at the Planning Committee indicating that the meeting would take place in the Council Chambers on Thursday, May 22nd, at 7:30 p.m. when there would be further discussion on the proposal.

There were no further questions or comments and the meeting adjourned at 10:35 p.m.

Adam Chapman,

LBX116-

This letter accompanies a petition signed by concerned residents that live to the east of the proposed Wimpy development. The petition is signed by residents on:

ENGLISH ST.,
ROSEDALE ST.,
TALBOT ST.,
ISABELLA ST.,
MILL ST. NORTH,
TARA PARK CRESENT,
ALISON CRT.,
PLEASANT VIEW AVENUE.

One hundred and forty four (144) residents were contacted and one hundred and forty one (141) chose to support the petition which represents a response of over 97%.

The objections are varied but are based on a lack of adequate services to the proposed development, such as:

- access from the east was to be via Hodder St. but this is now scheduled for "future" development.

developments in the area. They now feel they must petition as did the residents of Rosedale.

Alternatives exist that would provide for an acceptable development, these include:

- the prior construction of Voddens Street
- eliminate access from the development to local existing roads to the east (Rosedale, English etc.)
- construct Williams Parkway to draw traffic away from the existing roads.

The residents contacted, who represent a small proportion of the potential objectors, are strongly opposed to the ~~current~~ proposed plan and advise ~~our~~ council to direct planning to reconsider the alternatives.

B D Hyons

via Williams Parkway which is

scheduled for "future" development

If the development of the proposed site goes ahead now without adequate services there will be an unacceptable increase in the traffic levels on existing local roads. This increase will contravene the planning committee's proposed usage for these roads and endanger children who play ~~near~~ near these streets and use these streets to get to Blendale Public School.

The residents on Rosedale have already petitioned for and got stop signs installed on their street to limit traffic flow and make theirs a safer road. The residents on English Street are already concerned with the dangerous increase in traffic that has occurred following recent new

We the undersigned hereby inform the Planning Committee of our objection to the application by George Wimpey Canada Ltd., (File No. CLW8.2).

Approval of this application prior to the construction of Vodden Street from Main Street to this development will result in an unacceptable and dangerous increase of traffic on a number of local streets.

Furthermore we object to the proposed connection of Talbot Street to the new development, as this will provide a permanent funnelling of traffic onto the local streets.

Tony Ricci	68 English St
Mt + Gil Hanna	36 SCARSDALE CRT.
Antonio Pereira	54 ENGLISH, ST
Barry & Alison Lyons	24 ENGLISH ST.
Request Vodden St. lengthen Rich Soltau 52	
G. Crisley	42 ENGLISH ST.
H. W. H. H. H. H.	46 ENGLISH ST.
Walter Trubble	30 English
Mar Thomson	26 English St.
Viola Thomson	26 English St
Virginia Corney	27 English St.
Jim Corney	27 English St
Haggie M. Odeh	21 English St

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Mr & Mrs. George Anderson	17 English St.
Mrs Alice Green	19 English St.
Mr & Mrs Robert DeBeer	19 English St.
Mr. & Mrs. A. McKaig	69 Isabella St.
Mr. & Mrs. M. & L. G. G.	29 English St.
Mr Paul Moulton	33 English St
Mr & Mrs Buning	35 English St Apt A
Mrs Campbell	35 " " " B.
Mrs. Gates	37 English D
Mrs Ward	41 English St A
Joanie Hillough	43 English St. #C
Lynne McIntyre	45-D English St.
M Bouchard	47 - C English St
J. Murphy	41 - B English St.
Jeanne L. Hales	47-A English St.
Shirley Kelly	8 Alion Court
J. J. Pts	70 ENGLISH ST.

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A. P. Lowe 8 Talbot St.
G. Miller 12 Talbot St.
C. Rogers 16 " "

R. Price 24 Talbot.
W. Bachman 28 Talbot St.
A. Clark 30 Talbot St.

H. P. H. 44 Pleasantview Ave

~~W. H. H.~~ 28 Pleasantview Ave

R. Jones 38 Pleasantview Ave
D. B. Fisher 12 ENGLISH ST.

Mary Giacucci

Renise L. Setacci 18 Pleasantview Ave.
Judith Medeiros 16 Pleasantview Ave.
Angela H. H. H.

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Dr T Buchan
Don Yule 11 Pleasantview Ave
John Whitten 13 PLEASANTVIEW AVE
Harriet Weir 17 Pleasantview Ave.
Sylvia Mulder
Liza Lima 39 Pleasantview Ave
Al Salt 33 Pleasantview Ave
Al Loxton 27 Pleasantview Ave
Ann Miller 12 Talbot St.
Robert Miller 12 Talbot St.

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G. Mac L...
George & Holly Wiers

John Jones

Brian Galbraith

Charlie Most

Marlene Talbot

Mr. & Mrs. Wade

Mr. & Mrs. Cole

Dayle Borda & Greg

D. Hale Maudy Gale

Steve

Mr. & Mrs. Talbot

Mr. & Mrs. G. Phillips

10 Talbot St.

82 ENGLISH ST.

84 11

95 ENGLISH ST.

97 ENGLISH ST.

95 ENGLISH ST

86 ENGLISH ST.

88 English St.

90 English St.

94 English St.

105 English St. Brampton

2 Talbot Street

Brampton

4 Talbot St Brampton.

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Kathryn Pender
Harold King
Mr. 4072 Alfred McClean
Stanley B. Blowers
Cileen Blowers
J Rodney Clark
Betty Marie Clark
Fred Heyto
Viviane Aldo
Briquette Oakies
J. Oakies
Pamela Walker.
Pamela & Dennis Wellman
Robert and Jean Riddell

10 English St.
1 Talbot St
3 Talbot St.
7 ~~Talbot St~~ Talbot St.
7 Talbot St
11 TALBOT ST. BRAMPTON
11 TALBOT ST. BRAMPTON
13 talbot st —
15 Talbot.
17 Talbot St
17 Talbot ST.
32 Talbot St.
18 English St.

Mr. & Mrs. John C. H.
Isabel W. Lier
Mr. & Mrs. Davis
Christine M. Lier
Christine Mastone
Gladys Goodhue
Miss E. M.
M. Jeffery
Edel Sanderson

Miss M. Lundell
Mrs. E. L. L.
Mrs. S. Bushard
Lan + Mary Byrne
Joyce Ward

Robt. Bentley
Anne Vogel
L. G. L.
C. L. L.

Alice & Wally Cuthbert

63 Isabella St.
59 Isabella St.
60 Isabella St.
62 Isabella St.
9 Isabella St.
69 Isabella St.
15 Isabella St.
5 Isabella St.

1 Isabella St.
10 ISABELLA
32 Isabella St.
36 ISABELLA
48 Lorne Ave, Brompton.

37 Isabella St Brompton.

9 Isabella.

10 Isabella.


15 Isabella W.

38 Isabella St Brompton

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	57 Rosedale
Glen Sampson	"
David Strauss	57 Rosedale
Ken Strauss	64 Rosedale
Karen Clancy	100 Mill St. N.
Fred Clancy	100 Mill St. N.
Wilma Hails	37 Rosedale Ave.
John Hails	37 Rosedale Ave. W.
A. Bhh	45 TARA PARK CRE.
A. Grasmor	225 John St. Brampton
M. Griffith	63 Rosedale Ave.
A. Jensen	65 Rosedale Ave
B.K. Salomon	53 Rosedale Ave West.

Sandra 1, 1/2 - 1/2 - 1/2 - 1/2

Mr. & Mrs. Crossketh. 4 Rosedale Ave

Joe Bard 257 Main St. N. corner of Rosedale and Main.

Marilyn Tyngell - 14 Rosedale Ave., Brampton.

Randy Zuel - 11 Rosedale Ave

Chuck Harrison 15 Rosedale Ave Brampton

Mr. & Mrs. Les. Hillis 12 Rosedale Ave W. Brampton

Steve & Gail - 12 Rosedale Ave W.

Mrs. Wm West

6 Rosedale Ave

1267 Main St. N.

1267 Main St. N.

Quen E. Albert

4 Rosedale Ave

1267 Main St. N.

5 Rosedale Ave

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Norothy Allen
Garnet Allen

56 Rosedale
"

Ken Russell
Lena Russell

50 Rosedale Ave.
50 Rosedale Ave.

Manuel ...
Edgar Cunningham

46 Rosedale Ave
40 Rosedale Ave W.

Kate Devine

105 Mill St "N"

The Blacks
(Lloyd & June)

36 Rosedale Ave. W.

The ...

E. Fenton

29 Rosedale Ave. W.

V. Jacobs

27 Rosedale Ave W.

R. Moore

28 Rosedale Ave. W.

J. Pansani

34 Rosedale Ave W.

D. Bursoski

34 Rosedale Ave West

D. Vudraci

42, Rosedale Ave W.

PASSED December 15th, 1980



BY-LAW

No. 315-80

To adopt Amendment Number 65 to the
Consolidated Official Plan of the City
of Brampton Planning Area.