



Revised Agenda
Planning & Development Committee
The Corporation of the City of Brampton

Date: Monday, November 20, 2023
Time: 7:00 p.m.
Location: Hybrid Meeting - Virtual Option & In-Person in Council Chambers – 4th Floor – City Hall
Members: Regional Councillor M. Palleschi - Wards 2 and 6
Deputy Mayor Singh - Wards 9 and 10
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
Regional Councillor N. Kaur Brar - Wards 2 and 6
Regional Councillor D. Keenan - Wards 3 and 4
Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor G. Toor - Wards 9 and 10
City Councillor R. Power - Wards 7 and 8
Mayor Patrick Brown (ex officio)

For inquiries about this agenda, or to make arrangements for accessibility accommodations for persons attending (some advance notice may be required), please contact:
Gagandeep Jaswal, Legislative Coordinator, Telephone 905.874.2116, TTY 905.874.2130
cityclerksoffice@brampton.ca

Note: Meeting information is also available in alternate formats upon request.

1. **Call to Order**

2. **Approval of Agenda**

3. **Declarations of Interest under the Municipal Conflict of Interest Act**

4. **Consent Motion**

The Meeting Chair will review the relevant agenda items during this section of the meeting to allow Members to identify agenda items for debate and consideration, with the balance to be approved as part of the Consent Motion given the items are generally deemed to be routine and non-controversial.

5. **Statutory Public Meeting Reports**

5.1 Staff Presentation re: City-Initiated Amendments to the Zoning By-law, City wide

Staff: Simran Sandhu, Advisor, Special Projects

Recommendation

(See Item 11.1)

Note: The following information was published and/or revised regarding this agenda item:

November 10, 2023 - The item was reordered from Statutory Public Meeting Reports Item 5.2 to Statutory Public Meeting Reports Item 5.1.

6. **Public Delegations (5 minutes maximum)**

7. **Staff Presentations and Planning Reports**

7.1 Staff Report re: Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law, 47-1 Country Properties & Castlemore Country Properties, Glen Schnarr & Associates, NE corner of Castlemore Road and Clarkway Drive, File: OZS-2021-0050

To Permit: A residential subdivision consisting of 1306 total residential units including freehold and condominium townhouses and apartment dwellings. The proposal also consists of a natural heritage block, residential reserve blocks for future residential

development, public right-of-ways, and stormwater management blocks.

Location: Northeast corner of Castlemore Road and Clarkway Drive, Ward 10

Staff: Angelo Ambrico, Manager, Development Services

Recommendation

- 7.2 Staff Report re: Draft Plan of Subdivision and Application to Amend the Zoning By-law, Cedar Developments (Clarkway) Inc., Glen Schnarr & Associates Inc., 10308 Clarkway Drive, Ward 10, File: OZS-2021-0019 & 21T-21005B

To Facilitate: A residential development consisting of 93 single detached dwellings, 26 street townhouses, future residential blocks for single detached dwellings and townhouses, park block, valleyland and buffer blocks.

Location: 10308 Clarkway Drive

Staff: Andrew Ramsammy, Planner, Development Services

Recommendation

- 7.3 Staff Report re: Draft Plan of Subdivision and Application to Amend the Zoning By-Law, Gore Creek Estates Inc., Glen Schnarr & Associates Inc., 10263 The Gore Road, Ward 10, File: OZS-2021-0041 & 21T-21017B

To Facilitate: A residential development of 91 single-detached dwellings, 58 semi-detached dwellings, 34 street townhouse dwellings, a high density residential block, and protection of valleyland and buffer blocks.

Location: 10263 The Gore Road

Staff: Andrew Ramsammy, Planner, Development Services

Recommendation

- 7.4 Staff Report re: Application for a Draft Plan of Subdivision and to Amend the Official Plan and Zoning By-law, Digram Developments, c/o Glen Schnarr and Associates Inc., South of Mayfield Road and west of Torbram Road, Ward 9, File: OZS-2021-0026

To Permit: The development of 1038 residential units in low-density, medium-density and high-density built forms, a park, two elementary schools blocks, an open space block.

Location: South of Mayfield Road between Bramalea Road and Torbram Road (an 'L' shaped parcel)

Staff: Chinoye Sunny, Planner, Development Services

Recommendation

Note: The following information was published and/or revised regarding this agenda item:

November 10, 2023 - The item was reordered from Statutory Public Meeting Reports Item 5.1 to Staff Presentations and Planning Reports Item 7.4.

8. Committee Minutes

9. Other Business/New Business

10. Referred/Deferred Matters

Note: In accordance with the Procedure By-law and Council Resolution, the Referred Matters List will be published quarterly on a meeting agenda for reference and consideration. A copy of the current Referred Matters List for Council and its committees, including original and updated reporting dates, is publicly available on the City's website.

11. Correspondence

*11.1 Correspondence re: City-Initiated Amendments to the Zoning By-law, City wide

1. Mark Condello, Glen Schnarr and Associates Inc., on behalf of 1951 Queen Street West Inc., dated November 16, 2023
2. Danielle Binder, Building Industry and Land Development Association (BILD), dated November 16, 2023
3. David Stewart, TACC Developments Inc., dated November 16, 2023
4. Jennifer Staden, Glen Schnarr and Associates Inc., on behalf of 1212949 Ontario Inc. (Ashley Group of Companies), dated November 17, 2023
5. Jennifer Staden, Glen Schnarr and Associates Inc., on behalf of Falco Group, dated November 17, 2023
6. Jennifer Staden, Glen Schnarr and Associates Inc., on behalf of 2769197 Ontario Inc., dated November 17, 2023
7. Mark Jepp, Paradise Developments, dated November 17, 2023

(See Item 5.1)

Note: The Additional Correspondence was published on the City's website on November 16, 2023 and November 20, 2023.

12. Councillor Question Period

13. Public Question Period

15 Minute Limit (regarding any decision made at this meeting)

During the meeting, the public may submit questions regarding recommendations made at the meeting via email to the City Clerk at cityclerksoffice@brampton.ca, to be introduced during the Public Question Period section of the meeting.

14. Closed Session

Note: A separate package regarding this agenda item is provided to Members of Council and senior staff only.

15. Adjournment

Next Regular Meeting: Monday, December 4, 2023 at 7:00 p.m.

Date: 2023-10-19

Subject: **Information Presentation: City-Initiated Amendment to the Zoning By-law – City Wide**

Contact: Simran Sandhu, Advisor, Special Projects, Planning, Building and Growth Management

Steve Ganesh, Commissioner, Planning, Building and Growth Management

Report Number: Planning, Bld & Growth Mgt-2023-904

Recommendations:

1. That the presentation titled: **Information Presentation: City-Initiated Amendments to the Zoning By-law – City wide** to the Planning and Development Committee of November 20, 2023, be received.

Attachments:

- Statutory Public Meeting Presentation

PUBLIC INFORMATION MEETING

City-Initiated Amendments to the Zoning By-law (By-law 270-2004, as amended)

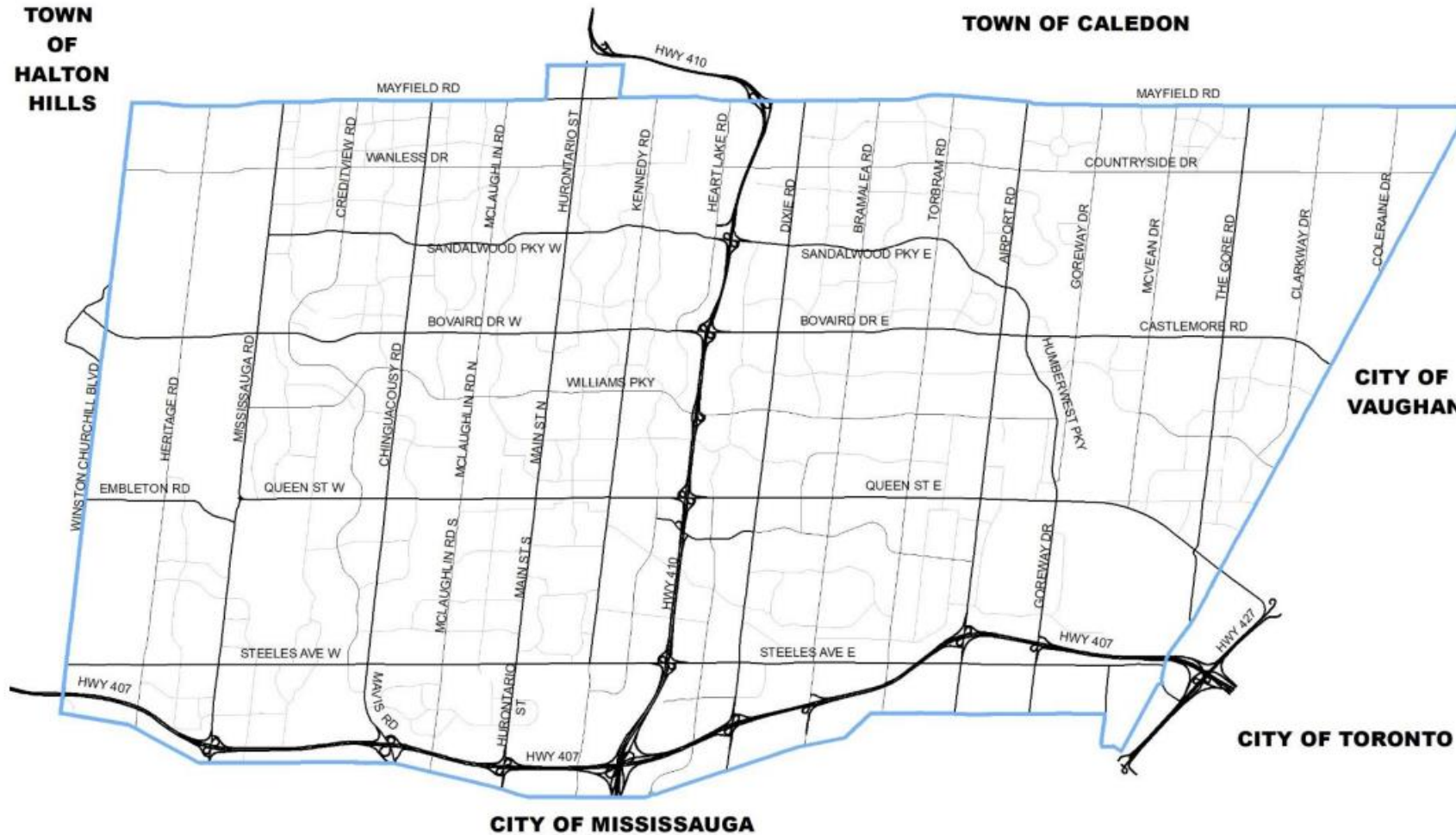
To facilitate housekeeping amendments for Section 10 (General Provisions for Residential Zones)

City-Wide

November 20th, 2023

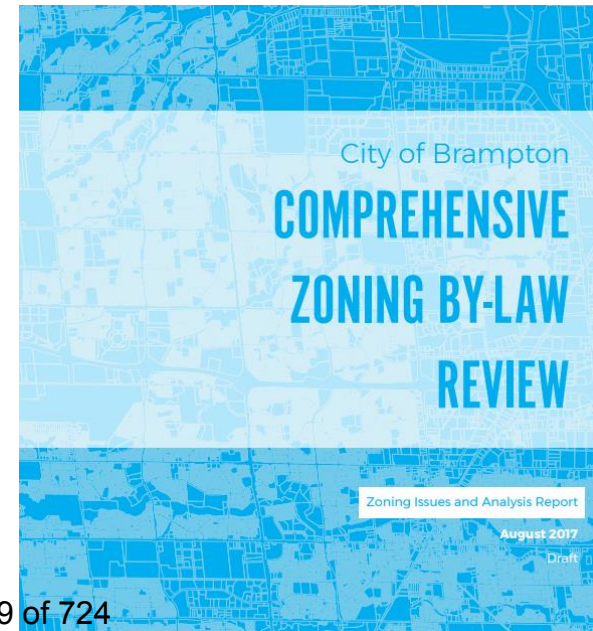
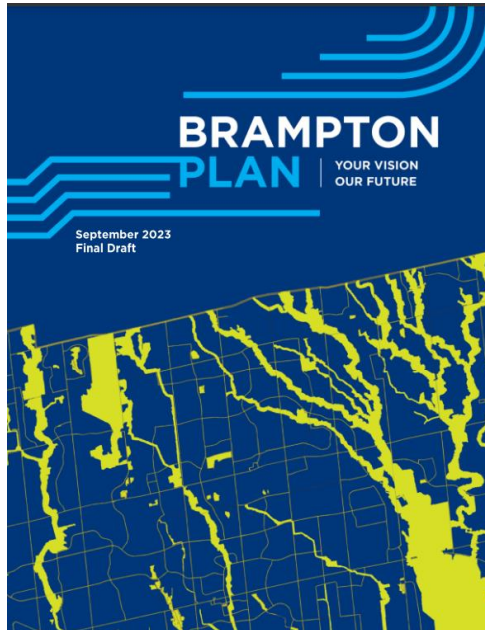
LOCATION

The proposed Zoning By-law Amendments will apply City-wide



Background

- The Province has set a target of 113,000 new homes by 2031 for Brampton, and the City is implementing tools to help achieve this goal.
- Council adopted the City of Brampton 2023 Official Plan (Brampton Plan) on November 1, 2023.
- The City's Comprehensive Zoning By-law Review is also underway. As part of continuous improvement efforts, a number of amendments are being proposed in advance of the Comprehensive Zoning By-law being enacted.
- Efficiencies to be realized include: reduction in staff time reviewing minor variance and site plan applications, and increased capacity to process other applications which contribute to the City's housing target.



Proposed Zoning By-law Amendments

The following proposed Zoning By-law amendments will assist with interpretation and application of the Zoning By-law and help reduce the number of minor variance applications submitted to the City:

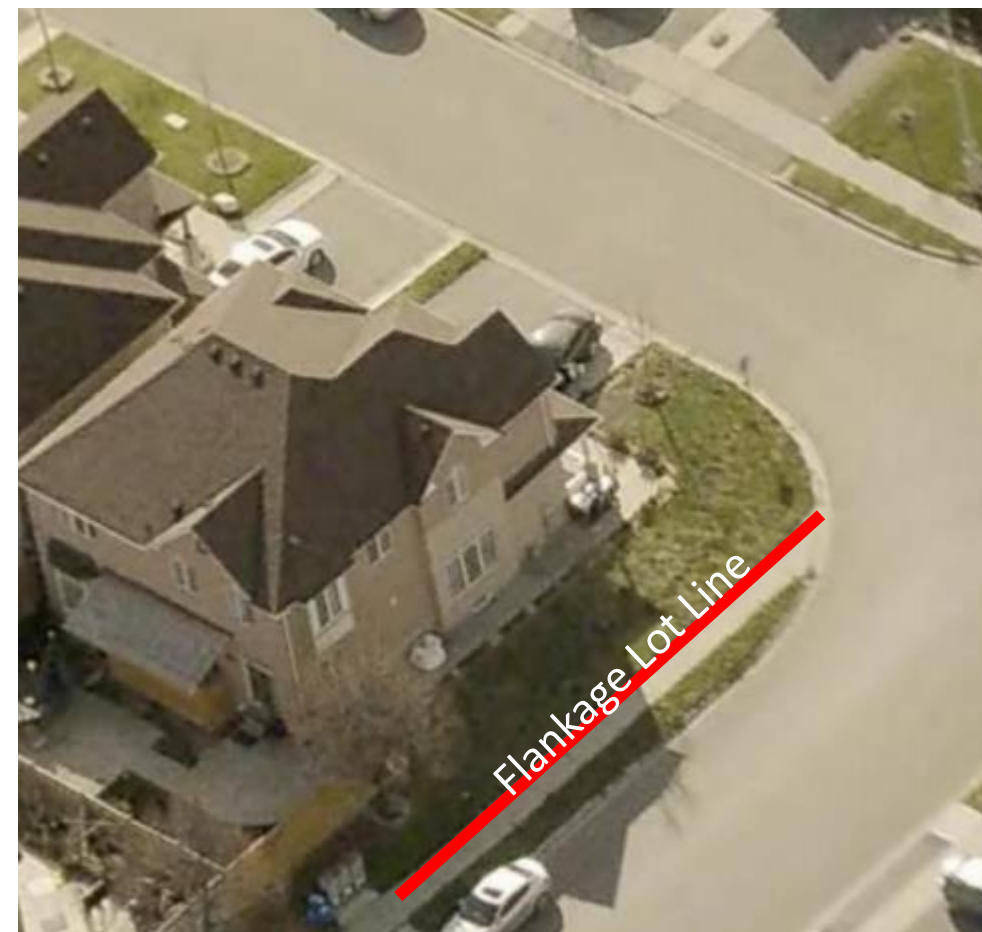
1. Allow below grade entrances in the exterior side yard of a residential lot;
2. Increase driveway width provisions for residential lots with driveway widths between 8.23 metres and 9.14 metres;
3. Increase garage dimension provisions for residential lots; and,
4. Update provisions related to Supportive Housing Residence Type 1 and Type 2.

In 2022, below grade entrances and driveway widths accounted for a total of **45%** of all minor variance applications submitted. The proposed amendments will significantly reduce the volume of applications, resulting in substantial cost and time savings.

Below Grade Entrances in the Exterior Side Yard

- To amend sub-section 10.23.1 to allow below grade entrances between the main wall of a dwelling and flankage lot lines (i.e. corner lots).

Current By-law	Proposed By-Law
For a single-detached, semi-detached, or townhouse dwelling, or two-unit dwelling, exterior stairways constructed below the established grade shall not be located in a required side yard or front yard, or in a yard located between the main wall of a dwelling and a front of flankage lot line.	For a single-detached, semi-detached, townhouse dwelling, or two-unit dwelling, exterior stairways constructed below the established grade shall not be located in a required side yard or front yard.



Below Grade Entrances in the Exterior Side Yard

- A proponent would still be required to meet all other applicable zoning regulations including:
 - Side yard setbacks
 - Landscaping requirements
 - Clear path of travel for access to a second unit
 - Appropriate screening

This amendment will help facilitate the development of more Additional Residential Unit's (ARU's) across the City, increasing the overall supply of housing.



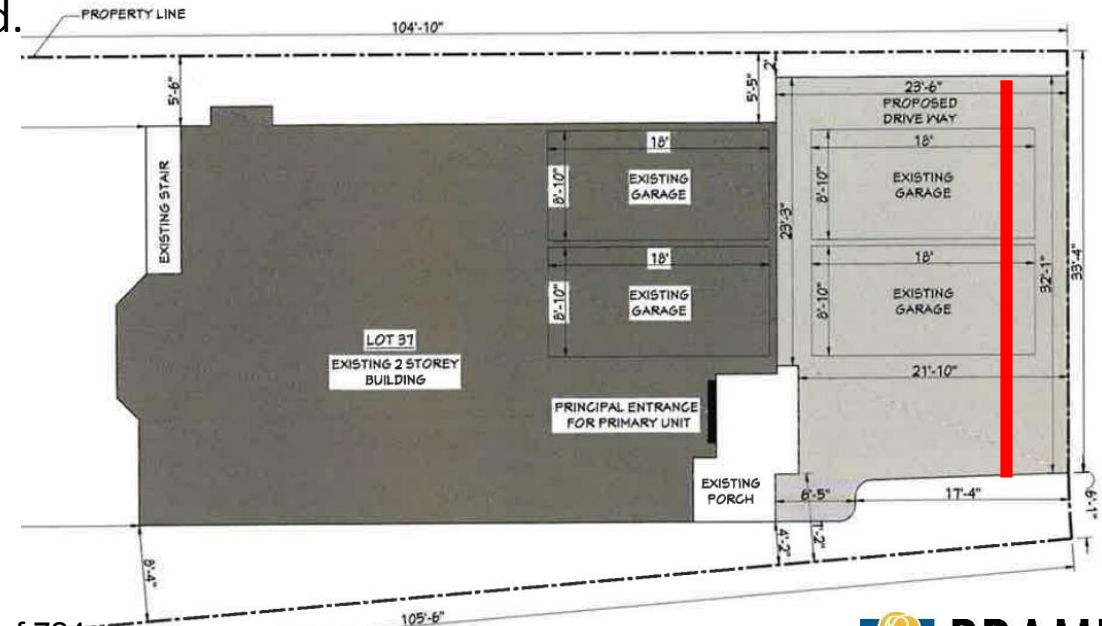
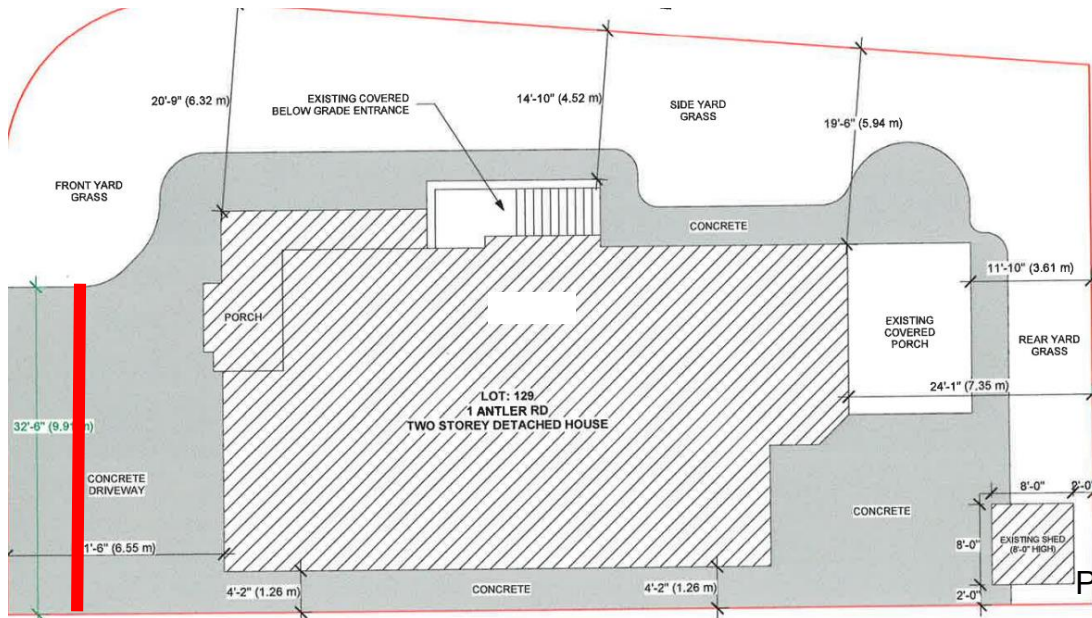
Driveway Widths on Residential Lots

- To amend section 10.9.1(B)(1)(b) and (c) of the Zoning By-law to increase the maximum permitted driveway width by 1 foot or 0.30 metres
 - 5.2 metres → **5.5 metres**
 - 6.71 metres → **7.0 metres**
- These relatively minor changes offer a reasonable balance between Committee of Adjustment efficiencies and maintaining the intent of the Zoning By-law
- A proponent will still be required to meet all other applicable zoning regulations including:
 - Setbacks
 - Landscaping requirements

Current By-law
10.9.1 (B)(1)(b)
A Residential Driveway (including the portion of the Residential Driveway within the road right-of-way) shall have minimum width 3.0 metres and a maximum width of: 5.2 metres on lots having a width equal to and greater than 8.23 metres but less than 9.14 metres
10.9.1 (B)(1)(c)
A Residential Driveway (including the portion of the Residential Driveway within the road right-of-way) shall have minimum width 3.0 metres and a maximum width of: 6.71 metres on lots having a width equal to and greater than 9.14 metres but less than 15.24 metres

Driveway Widths on Residential Lots

- The expansion will allow for increased maneuverability and space between parked vehicles, which will particularly be helpful on lots containing more than one ARU.
- The images below show examples of driveway widenings that the City would typically not support because of negative impacts to the streetscape and reduced permeable landscaping.
- However, the minor increase of 0.30m proposed will not result in any negative impacts to storm-water runoff and sufficient permeable landscaping can still be maintained.



Garage Dimensions for Residential Lots

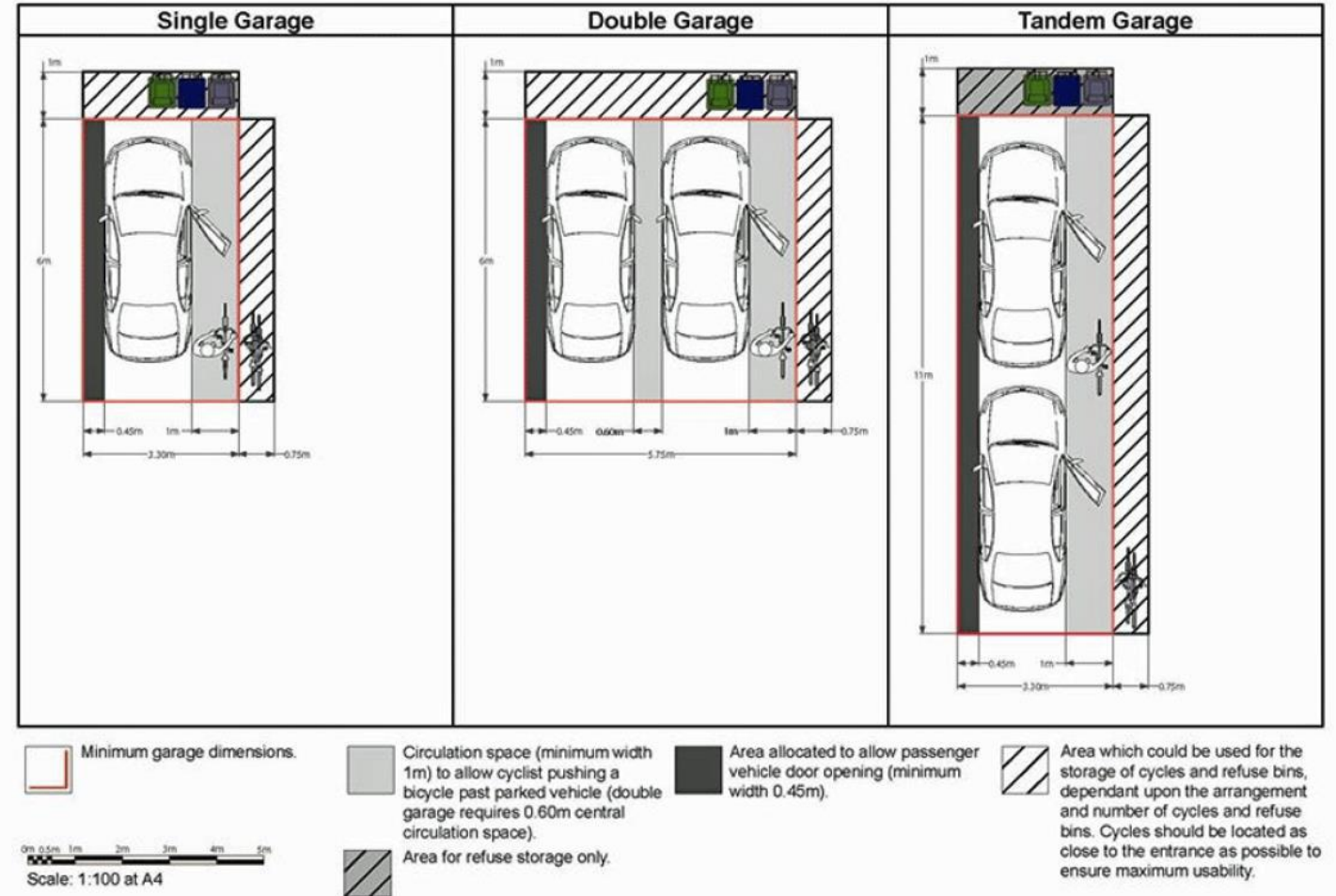
- To amend section 10.5(c) by increasing the minimum interior length and width of residential garages

Current By-law

The interior space of a garage shall have a rectangular area not less than **2.7 metres by 5.4 metres** with no more than one step encroachment.

Proposed By-law

The interior space of a garage shall have a rectangular area not less than **3.3 metres by 7 metres** with no more than one step encroachment.



Garage Dimensions for Residential Lots

- The increased garage size will accommodate a functional parking space and storage for waste bins while also enhancing residential streetscapes



Supportive Housing Residence Type 1 and Type 2

- An update to the provisions related to Supportive Housing Residence Type 1 and Type 2.
 - Delete “Auxiliary Group Home” as a permitted use from Zone: Residential Semi-detached E-x (R2E-X).
 - Replace “Group Home Type 1” with “Supportive Housing Residence Type 1” as a permitted use in Zone: Residential Semi-detached E-x (R2E-X).
 - Replace “Group Home Type 2” with “Supportive Housing Residence Type 2” as a permitted use in Zone: Residential Apartment A (R4A).
 - Add a specific provision in Section 10.14 to provide clarity on “Supportive Housing Residence Type 1”.
- The purpose for this amendment is to correct the previous Zoning By-law Amendment (253-2021), where the update to the R2E-X and R4A zones were omitted.

Continuous Improvements

- The amendments to the Zoning By-law for below grade entrances and driveway widths are a part of the Continuous Improvements work for the Committee of Adjustment.
- If adopted, the proposed amendments will improve customer service, support achievement of the City's housing targets and realize time and cost savings - **approximately 668 staff hours/year, totaling \$28,260.**
- Staff had identified the need for larger garages through the Site Plan process, where it was determined the current minimum dimensions did not result in functional garages.
- Although this amendment is not part of the Continuous Improvement work, the outcome will be more functional garages for residents and a reduction in staff's time reviewing Site Plan applications (to be quantified).
- Staff will continue to identify opportunities for streamlining the development approvals process in order to meet our housing target of 113,000 new homes by 2031 and support local business.

Comprehensive Zoning By-law Review

- Considerations to refine the proposed amendments will be made in conjunction with the ongoing Comprehensive Zoning By-law Review
- Staff will continue to review and identify any amendments that can be captured through future housekeeping amendments

COMPREHENSIVE ZONING BY-LAW REVIEW



WE ARE HERE IN THE PLANNING PROCESS

Staff Identify the Need for Updates & Gather Information

Notice of public meeting

Public Meeting (We Are Here)

The public meeting is to share information with members of the public on the application, and give them the opportunity to express their perspectives and opinions for consideration in the decision making process.

Collect & Review Public, Technical and Other Comments

Recommendation/Final report

Appeal period

CONTACT INFORMATION

The presentation associated with tonight's meeting can be found online at www.brampton.ca on the **MEETINGS** and **AGENDAS** page.

- **City Planner contact:**

Simran Sandhu

Advisor, Special Projects

City of Brampton

Simran.Sandhu@Brampton.ca

Comprehensive Zoning By-law Review Webpage:

<https://www.brampton.ca/EN/City-Hall/ZoningBylawReview/Pages/Welcome.aspx>

The background image shows a city street scene. On the left, there is a glass-enclosed bus stop with a red roof. The word "Wellington" is written on the top of the bus stop, and a "zum" logo is visible on its side. A person is standing inside the bus stop. Behind the bus stop is a large, multi-story brick building with a curved facade and many windows. To the right of this building is a tall, narrow brick tower with a clock face near the top. A vertical sign on the side of the tower reads "CANADIAN 150". The street is paved, and there are some cars parked or driving in the distance. The entire image has a blue tint.

Thank you!

Date: 2023-10-06

Subject: **OZS-2021-0050**

Secondary Title: **Recommendation Report**

Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law

(To permit a residential subdivision consisting of 1306 total residential units including freehold and condominium townhouses and apartment dwellings. The proposal also consists of a natural heritage block, residential reserve blocks for future residential development, public right-of-ways, and stormwater management blocks)

47-1 Country Properties Ltd and Castlemore Country Properties Ltd. – Glen Schnarr & Associates Inc.

Location: Northeast corner of Castlemore Road and Clarkway Drive
Ward: 10

Contact: Angelo Ambrico, Manager, Development Services

Report Number: Planning, Bld & Growth Mgt-2023-866

Recommendations:

1. That the report from Angelo Ambrico, Manager, Development Services to the Planning and Development Committee of November 20th, 2023, re: **Recommendation Report, Plan of Subdivision and Application to Amend the Official Plan and Zoning By-law, 47-1 Country Properties Ltd and Castlemore Country Properties Ltd. – Glen Schnarr & Associates Inc.**, Northeast corner of Castlemore Road and Clarkway Drive; Ward 10, be received;
2. That the application for Official Plan and Zoning By-law Amendment submitted by Glen Schnarr & Associates Inc. on behalf of 47-1 Country Properties Ltd and Castlemore Country Properties Ltd. be approved on the basis that it is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in the Recommendation Report;

3. That the amendment to the Official Plan generally in accordance with the attached Attachment 9 to this report be adopted;
4. That the amendment to the Zoning By-law generally in accordance with the attached Attachment 10 to this report be adopted;
5. That no further notice or public meeting be required for the attached Official Plan and Zoning By-law Amendment pursuant to Section 22 and Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- The applicant is proposing to develop the lands to permit a residential development consisting of approximately 324 townhouses (intended to be condominium tenure), 896 apartment dwellings, and 86 freehold townhouse dwellings. The proposal also consists of a natural heritage block, natural heritage buffer block, residential reserve blocks for future residential development, public right-of-ways, and stormwater management blocks.
- The subject lands are comprised of six properties with a combined area of approximately 13.39 hectares (33.09 acres).
- The lands are designated “Residential” and “Open Space” in the Official Plan; and is designated “Medium Density Residential”, “Low/Medium Density Residential”, “Highway Commercial”, “Heritage Resource” and “Special Policy Area 9” in the Highway 427 Industrial Secondary Plan Area SP47. An amendment to the Secondary Plan is required to designate the lands south of Old Castlemore Road as “Medium Density Residential”, “Special Policy Area 11” and “Valleyland”, as well as to change the designation of land north of Old Castlemore Road from “Service Commercial” to “Medium Density Residential” and “Special Policy Area 11” to accommodate the proposed development.
- The lands are designated “Medium Density Residential”, “Highway Commercial”, “Stormwater Management Pond”, “Valleyland”, “Cultural Heritage Resource” and “Wetland Restoration” in the Highway 427 Industrial Block Plan Area 47-1. An amendment to the Block Plan is not required.
- The property is zoned “Agricultural (A)” and “Residential Rural Estate Two (RE2)” by By-Law 270-2004, as amended. An amendment to the Zoning By-law is required to permit the proposed development.

- **A Statutory Public Meeting for this application was held on March 21st, 2022. No members of the public attended the Statutory Public Meeting to speak to the application. Details of the Statutory Public Meeting are summarized in Attachment 13 of this report.**
- **This application represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Provincial Growth Plan, the Region of Peel Official Plan, and the City of Brampton Official Plan.**
- **The proposal is consistent with the Strategic Focus Area - Growing Urban Centres & Neighbourhoods. The proposal will facilitate the development of housing opportunities in the City.**

Background:

Glen Schnarr & Associates Inc. submitted an application in January 2022 for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to permit the development of lands located at the northeast corner of Castlemore Road and Clarkway Drive. This application has been reviewed for completeness and found to be complete in accordance with The Planning Act. A formal Notice of Complete Application was issued on February 3, 2022. The Statutory Public Meeting for the application was held at the February 25, 2022 Planning and Development Committee Meeting. Since the time of the receipt of the application and the public meeting, the applicant has submitted four additional submission packages to refine the technical details associated with the proposal.

Area 47 Block Plans:

The approval of Block Plans 47-1 and 47-2 were appealed to the Local Planning Appeal Tribunal (file numbers PL180276 and PL180277) by the landowners groups for each area. A settlement hearing was held on October 6, 2020 and on October 20, 2020 the LPAT issued a decision. As per the terms of settlement, numerous studies were required to be submitted to the City for the entire SP47-1 and SP47-2 Block Plan, which included an updated Functional Servicing Report (FSR), Environmental Implementation Report (EIR), Transportation Impact Study (TIS), and Growth Management Staging & Sequencing Strategy (GMSSS).

Part of the settlement terms indicate that once these studies have been filed, the City of Brampton, Toronto Region Conservation Authority (TRCA) and Region of Peel would accept the planning application to initiate the review process, but were under no obligation to enact the zoning by-law or issue draft plan approval until these studies are approved. The required studies as per the terms of settlement have since been submitted and approved to the City of Brampton, TRCA and Region of Peel satisfaction. The technical studies for this individual application has also been approved over the course of the application review and is now in position to be brought forward for a decision. As further

noted in this report, there are a number of legal agreements that still need to be finalized and signed-off by the City and SP47 landowner group, which will be addressed through prior to registration conditions in the forthcoming draft approval of the subdivision application.

This application is one of twenty active applications submitted for Block Plan Areas 47-1 and 47-2. Collectively, these block plans are expected to accommodate 10,401 residential units with an expected population of approximately 35,987 people. The block plans are also anticipated to accommodate approximately 3,516 jobs based on the commercial designations proposed within the block plan area. Secondary Plan Area 47 will be a complete community which includes a variety of housing typologies, a range of employment areas, parkland and trails and future improvements to necessary infrastructure including roads, watermain, sanitary sewers and stormwater management ponds.

Prior employment conversion approved by Council for part of the lands:

In 2016, the parcels of lands located south of Old Castlemore Road proposed to be developed as part of this development application were previously included as part of the City's Municipal Comprehensive Review. An Official Plan Amendment was adopted in 2017 to permit the conversion request to permit the development of the lands for residential uses (By-law No. 83-2017). The Official Plan Amendment re-designated the lands south of Old Castlemore Road from "Employment Areas" to "Communities" on *Schedule 1: City Concept* of the Official Plan, from "Business Corridor" to "Residential" on *Schedule A: General Land Use Designations*.

Prior approval to relocate part of subject lands to Area 47 Secondary Plan:

The Official Plan Amendment also removed the lands from the Bram East Secondary Plan (SPA 41) and added them to the "Highway 427 Industrial Secondary Plan (SPA 47) on *Schedule G: Secondary Plan Areas*. As part of this Official Plan Amendment, Staff recommend that a housekeeping amendment be completed to remove the lands from the Bram East Secondary Plan (SPA 41) to facilitate the addition of the lands to the Highway 427 Industrial Secondary Plan (SPA 47) (refer to Attachment 9). Although the Official Plan was amended to reflect this, the corresponding amendments to both of these Secondary Plans are still required to reflect this and to add Secondary Plan designations to that portion of the site.

Lands occupied by Fines Avenue and Old Castlemore Road:

There are unused City right-of-ways that are part of this application that will require a transfer of ownership. The owner has engaged with the City's Real Estate Services Department and is interested in purchasing the lands consisting of the right-of-ways of Fines Avenue and Old Castlemore Road. The applicant has submitted an alternative development concept (refer to Attachment 11) to facilitate a comprehensive development plan subsequent to the closure of Fines Avenue and of Old Castlemore Road for the portion extending west of Rainbow Creek.

Current Situation:

Proposal (Refer to Attachment 1):

An application to amend the Official Plan, Zoning By-law, and a Draft Plan of Subdivision has been filed in support of the proposed development. Details of the proposal are as follows:

- 86 freehold townhouse dwellings;
- Approximately 324 condominium townhouse dwellings;
- Approximately 896 apartment dwellings;
- Valleyland and associated Buffer Block (0.48 ha. / 1.19 ac.);
- Two Stormwater Management Pond Blocks (1.54 ha. / 3.81 ac.); and,
- Public roads and laneways.

Property Description and Surrounding Land Use (Refer to Attachment 2):

The lands have the following characteristics:

- The application is a combination of six properties. There are unused City Right of-Ways that are part of this application that will require a transfer of ownership;
- A total site area of approximately 13.39 hectares (33.09 acres);
- A total frontage of approximately 300 metres (984 feet) along Castlemore Road and 261 metres (856 feet) along Clarkway Drive;
- The Gore Tributary is located at the extreme easterly portion of the site; and
- Single detached dwellings are located on four of the properties, while the other two parcels are vacant. The dwellings will be demolished to accommodate the development proposal.

The surrounding land uses are described as follows:

North	Vacant lands part of Block Plan 47-1 proposed for residential, institutional and open space uses as part of application File: OZS-2021-0060;
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East	The Gore Tributary, beyond are lands proposed for industrial development as part of File: OZS-2022-0020.
South	Castlemore Road, beyond are single detached dwellings;
West	Clarkway Drive, beyond are vacant lands proposed for residential, institutional, commercial and open space development as part of application File: OZS-2021-0038.

Servicing of Area 47-1 – Spine Servicing Agreement

Secondary Plan 47 (Blocks 47-1 and 47-2) is dependent on significant capacity upgrades and development staging for the provision of sanitary sewer and watermain connections, arterial and/or collector roads, and storm water management ponds. Through the Growth Management Staging and Sequencing Strategy (GMSS), servicing is anticipated to be provided in a general south to north pattern, with certain areas within the block plan lands dependent on the provision of services and amenities being provided in adjacent areas.

A Spine Servicing Agreement is currently being finalized by City Legal and Engineering staff, and the landowner group to facilitate the orderly staging and phasing of development within the Secondary Plan area. There are ten (10) development staging areas which establishes a logical order by which development could proceed based on the provision of complete communities to incorporate required spine services and community amenities. As outlined in the GMSSS, staging will be implemented through Draft Plan of Subdivision approval conditions, requiring developers to provide the agreed-upon servicing prior to Plan of Subdivision registration. Plan of Subdivision registration in areas staged for later development will be contingent on registration of adjacent areas which provide necessary servicing and community amenities.

At this time, the Spine Servicing Agreement is at an advanced stage, however has not been finalized and signed-off by the SP47 landowner group and the City. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Spine Servicing Agreement for the necessary 'sub area' is finalized.

Parkland Conveyance Agreement

Block Plan 47-1 contains 6 neighborhood parks and Block Plan 47-2 contains 11 neighborhood parks. Parks within the two Block Plan areas range in area from 0.75 ha to 1.95 ha (1.85 acres to 4.82 acres). Block Plan 47-1 also includes 4 vest/ pocket parks ranging in size from 0.25 ha to 0.5 ha (0.6 acres to 1.23 acres) in area. Block Plan 47-2 features a 16 ha (39.53 acres) Community Park to be located at the northeast intersection of Clarkway Drive and the proposed East-West Minor Arterial Road.

The planned configuration of parklands (including the 16ha Community Park) within SP47 is to be secured through a parkland conveyance agreement between the City and landowner group. At this time, the parkland conveyance agreement is still being reviewed

and has not been finalized and signed-off by the SP47 landowner group and the City. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Parkland Conveyance Agreement is finalized, and signed off by the City and landowner group.

Community Benefit Charge Agreement for Affordable Housing

A Community Benefit Charge Agreement for Affordable Housing is currently being reviewed by the City and landowner group in Block 47-1. The purpose of the agreement is to secure the provision of thirty (30) secondary dwelling units within proposed subdivision developments among participating landowners, as well as an agreed upon cash contribution to satisfy the City's Community Benefit Charge By-law. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Community Benefit Charge Agreement for Affordable Housing is finalized, and signed off by the City and landowner group.

Surplus Land Declaration for Old Castlemore and Fines Avenue Right-of-Way

The Old Castlemore Road and Fines Avenue right-of-ways are anticipated to be declared surplus upon the construction of a new public street (shown as Street A on the Draft Plan of Subdivision) and storm water management pond. Staff are currently recommending using a Holding (H) provision in the Zoning By-law to ensure the orderly phasing of development so that the conveyance and construction of the new public street and storm water management pond can occur, so that portions of Old Castlemore Road and Fines Avenue can be 'stopped up and closed', and declared surplus. Staff will also be reviewing potential alternatives to the use of an H with the applicant to determine if there are other ways that we may be able to appropriately protect the City's land interests, while proceeding with this application. A concept plan (attached as Attachment 1B) has been submitted depicting the ultimate development concept plan should the applicant be successful in acquiring the surplus right-of-ways at fair market value. In the event that the lands are not acquired by the applicant, an alternative concept plan (attached as Attachment 1A) has been submitted demonstrating an alternative plan. Both sets of plans are supported by the Development Services and Design staff. Portions of the future development will be facilitated through site plan applications.

East-West Trail Connections

East-West trail connections have been contemplated throughout the approved Block Plan 47-1 and 47-2 areas. These trail connections are identified on the Block Plan with orange arrows across the valleyland. Attachment 4b shows the entirety of the Block Plan, general location of the East-West trail connections (by way of the orange arrows), as well as the development applications received and/or active within the Block Plan. Parks Planning is working with the individual applications to oversee the implementation of the trails. The

east-west trail connections will be achieved with the exact locations to be determined through the detailed design phase prior to subdivision registration.

Garage and Driveway Dimensions

Appropriate provisions have been included in the draft Zoning By-law to ensure residential dwellings can accommodate a minimum of two parked vehicles, in accordance with the minimum parking requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law. The site specific Zoning By-law will require a minimum 6 metre setback to a garage door from the front lot line to maintain an appropriate driveway length. The driveways will also maintain the minimum width of 3 metres, to ensure a minimum driveway dimension of 3 metres by 6 metres.

A provision has also been included to establish minimum interior garage dimensions to ensure garages can adequately function as a parking space while maintaining adequate storage areas for regional waste/recycle bins within the garage. A minimum dimension of 6 metres in length by 3.1 metres in width has been included as a requirement of the draft by-law. Single garages of this dimension has been deemed to be functional by City Staff. The dimension of the driveway and garage exceed the standard parking space requirement of the Zoning By-law which require a minimum dimensioned space of 2.7 metres by 5.4 metres.

The driveway in combination with the garage will provide the necessary space to park two vehicles while maintaining space to store regional waste/recycle bins. Attachment 15 illustrates the functional design of the garage template, which have been approved by the City's Traffic Services department.

Sustainability Score

The subject application achieved a sustainability score of 30, attaining the bronze threshold. 10 additional points would be required to achieve the silver threshold. There may be opportunity to attain more points by considering the following metrics at the detailed design phase:

- Traffic Calming Strategies (up to 2 points);
- Pedestrian amenities to encourage walkable streets (i.e seating, lighting, wide sidewalks, shading) (2 points);
- Committing to an energuide rating for 75%-90% of single family homes (2-4 points),
- Confirmation of no uplighting (fixtures less than 1000 lumens) (1 point),
- Use of LEDs and/or photocells for all lighting fixtures (2 points).

Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase. This may include a variety of sustainability metrics such as those listed above. It is worth noting that this subdivision has been prepared in alignment with the LPAT (now OLT) approved SP47 Block Plan. Given this, there are

limited opportunities to score higher on other metrics related to the built environment considering this area is a new greenfield development.

Summary of Recommendations

This report recommends that Council approve the proposed Official Plan, Zoning By-law Amendment and Draft Plan of Subdivision application. This report further recommends that Council approve the Official Plan Amendment generally in accordance with Attachment 9, and the Zoning By-law Amendment generally in accordance with Attachment 10 to accommodate the approval of the Draft Plan of Subdivision. The proposed residential development represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan – see associated details in Attachment 8.

Matters of Provincial Interest

Planning Act, (2020)

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act.

The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

Staff is satisfied that the proposed development is consistent with the matters of provincial interest as set out in the Planning Act.

Provincial Policy Statement (PPS)

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development.

Staff is satisfied that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities

that are well designed to meet people's needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject application conforms to the applicable policies as outlined in the Growth Plan for the Greater Golden Horseshoe with respect to directing development to a settlement area, and supporting the achievement of complete communities.

The recommendations conform to the applicable sections of the Growth Plan.

Municipal Planning Documents:

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the "Urban System" designation in the Regional Official Plan. The proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized and vacant land, utilize planned infrastructure, and enhance the public open space system. Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan

The City of Brampton Official Plan provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies and that all technical matters have been resolved.

The lands are designated "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The "Open Space" designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system. The proposal conforms to the "Residential" and "Open Space" designations of the Official Plan.

The application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the City of Brampton Official Plan.

Highway 427 Industrial Secondary Plan (Area 47)

The subject property is designated 'Medium Density Residential', 'Special Policy Area 9' 'Service Commercial', and 'Heritage Resource' in the Highway 427 Industrial Secondary Plan (Area 47).

An amendment to the Secondary Plan is required to designate the lands south of Old Castlemore Road as "Medium Density Residential", "Special Policy Area 11" and "Valleyland", as well as to change the designation of land north of Old Castlemore Road from "Service Commercial" to "Medium Density Residential" and "Special Policy Area 11" to accommodate the proposed development.

The proposed development will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designations.

Staff is satisfied that the proposed amendment as the development aligns with the policies of the Highway 427 Industrial Secondary Plan (Area 47).

Block Plan for Sub Area 47-1

The proposed development is located within the Block Plan for Sub-Area 47-1 of the Highway 427 Industrial Secondary Plan. The site is designated "Medium Density Residential", "SWM Ponds", and "Cultural Heritage Resources" in the Block Plan for Sub-Area 47-1. The Block Plan does not have policies associated with each area.

In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and an amendment to the Block Plan is not required.

Community Engagement:

Notice of the application was circulated to City departments, community agencies and property owners within 240 metres of the subject property, exceeding the Planning Act requirement of 120 metres for such applications. The correspondence received from residents and commenting agencies is included in Attachment 12 – Results of Public Meeting. Notice signs were placed on the subject lands to advise members of the public that the application to amend the Official Plan and Zoning By-law was filed with the City. A Statutory Public Meeting for this application was held on March 21, 2022. No members of the public spoke at the meeting and no pieces of written correspondence were received.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that is collected through the development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Strategic Focus Area:

This application to amend the Official Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of six underutilized parcels of land to implement the policies of the Highway 427 Industrial Secondary Plan and will add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s greenfield area.

Conclusion:

The Development Services Department undertook a circulation of the application to ensure that technical and financial matters have been satisfactorily addressed.

Staff is satisfied that the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law amendment represent good planning, including that it is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe (2020) and the Peel Region Official Plan. Further, the application is consistent with the principles and overall policy direction of the Brampton Official Plan. Staff have undertaken a thorough review of this proposal relative to the provisions prescribed in Section 51(24) of the Planning Act as applicable to the review of this application, and advise that the proposed application is considered to represent proper and orderly planning and can be supported from a land use perspective.

This report recommends that Council enact the Official Plan and Zoning By-law Amendments attached hereto as Attachment 10 and Attachment 11 respectively. Staff also recommends that the proposed draft plan of subdivision be endorsed and that the notice of decision of draft plan approval be issued once the Holding (H) symbol is removed from the applicable sections of the Zoning By-law Amendment.

The Official Plan and Zoning Amendment are appropriate considering the following:

- The proposal conforms to provincial plans such as the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement;

- The proposal supports the growth of housing opportunities in the City of Brampton by facilitating the development of townhouse and apartment dwelling unit types;
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Official Plan Amendment, Zoning By-law Amendment and endorsement of the Draft Plan of Subdivision as the proposal is in the public interest.

Authored by:

Reviewed by:

Angelo Ambrico, M.Pl, MCIP, RPP
Manager, Development Services &
Design Planning, Building & Growth
Management

Allan Parsons, MCIP, RPP
Director, Development Services & Design
Planning, Building and Growth
Management Department

Approved by:

Approved by:

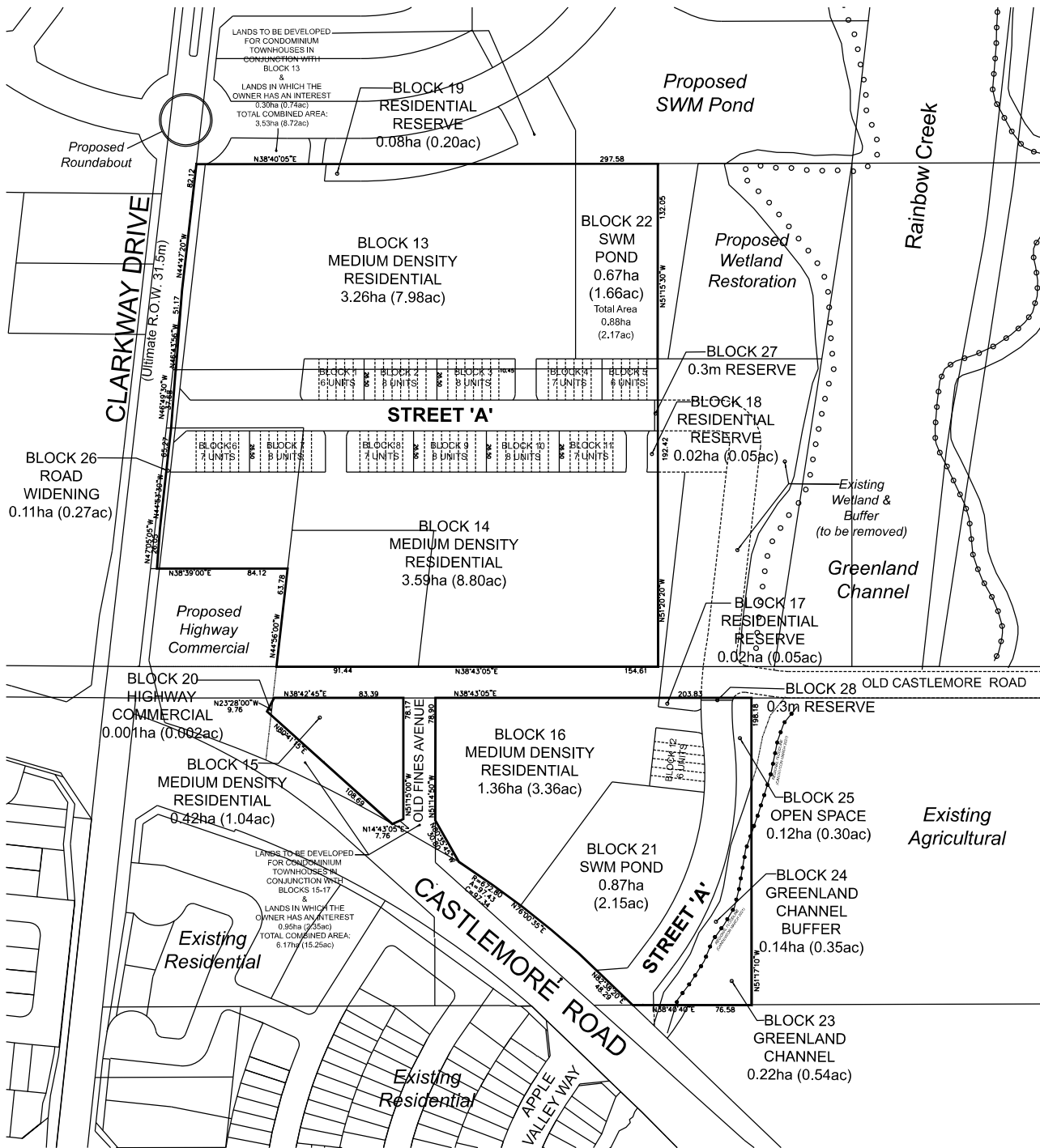
Steve Ganesh, MCIP, RPP
Commissioner Planning, Building and
Growth Management Department

Marlon Kallideen
Chief Administrative Officer City of
Brampton

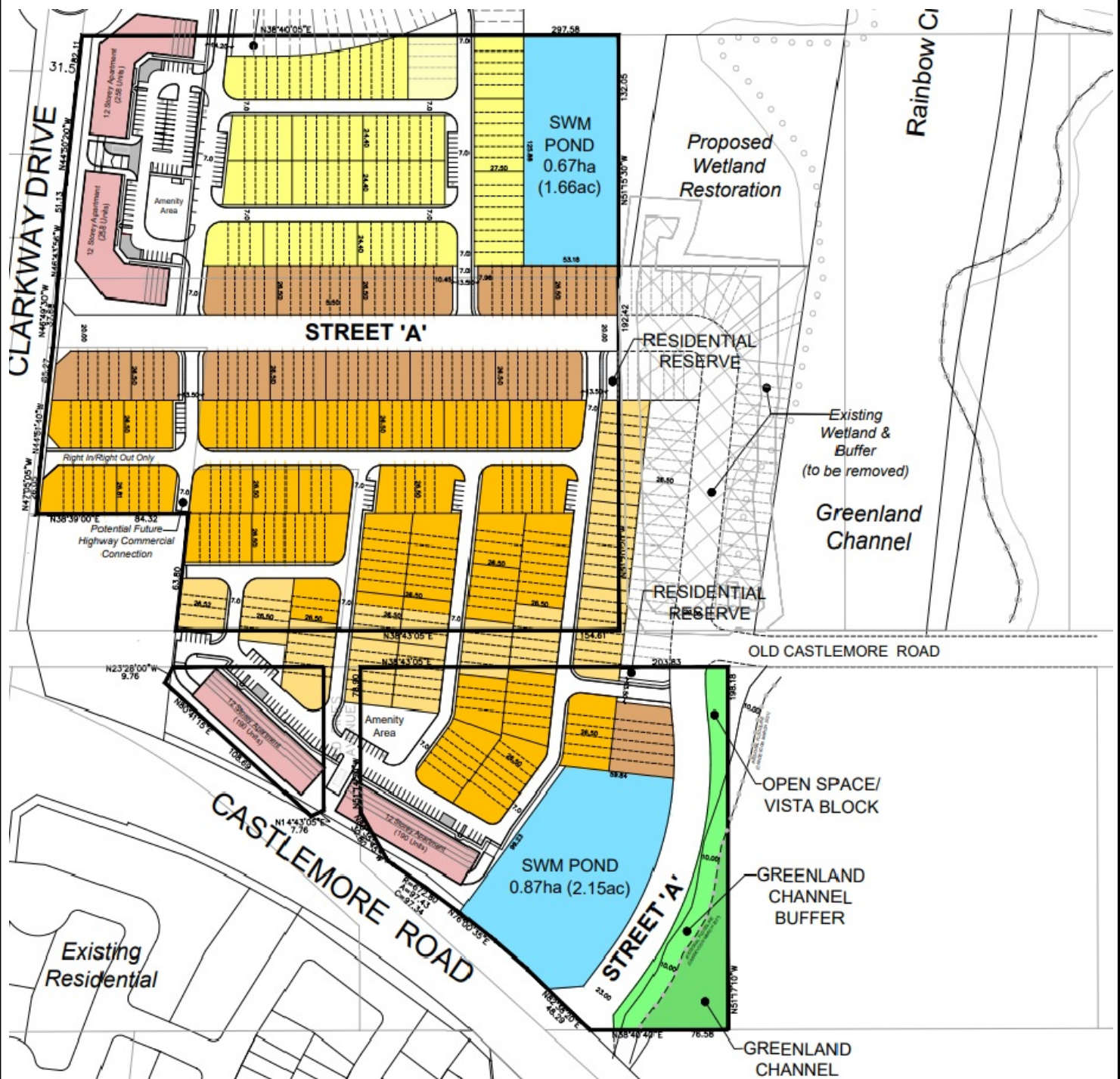
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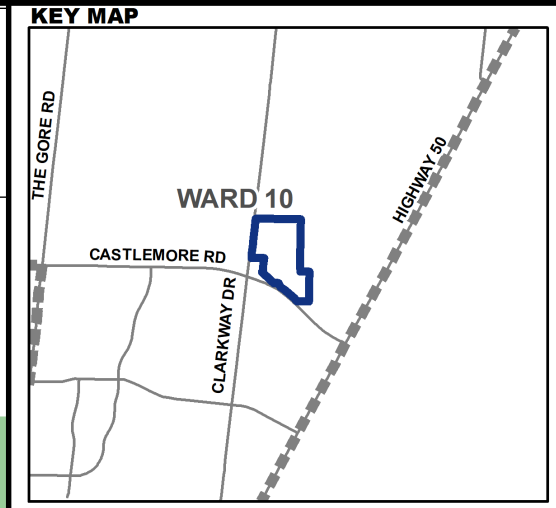
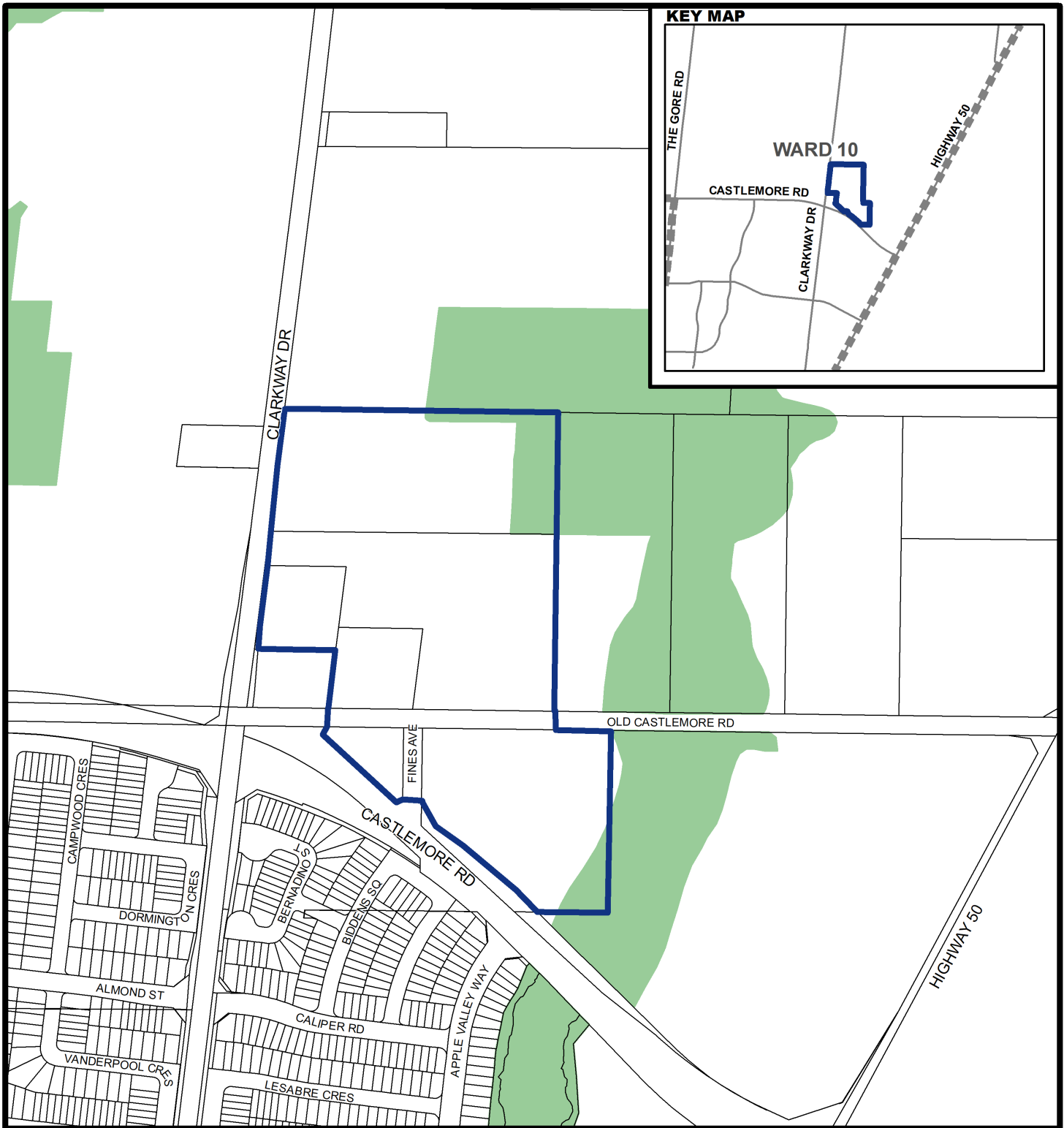
- Attachment 1: Concept Plan
- Attachment 1a: Alternative Development Concept Plan
- Attachment 1b: Concept Plan
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations (SPA47)
- Attachment 4a: Secondary Plan Designations (SPA41)
- Attachment 4b: Block Plan Designations (BP47-1)
- Attachment 4c: Block Plan Designation (BP41-1)
- Attachment 4d: Active Applications in Block Plan 47-1 and 47-2

- Attachment 5: Zoning
- Attachment 6: Existing Land Use Map
- Attachment 7: Heritage Resources Map
- Attachment 8: Detailed Planning Analysis
- Attachment 9: Draft Official Plan Amendment
- Attachment 10: Draft Zoning By-law Amendment
- Attachment 11: Results of Public Meeting
- Attachment 12: Draft Conditions of Draft Approval
- Attachment 13: Results of Application Circulation
- Attachment 14: Sustainability Snapshot
- Attachment 15: Conceptual Drawing – Garage Template



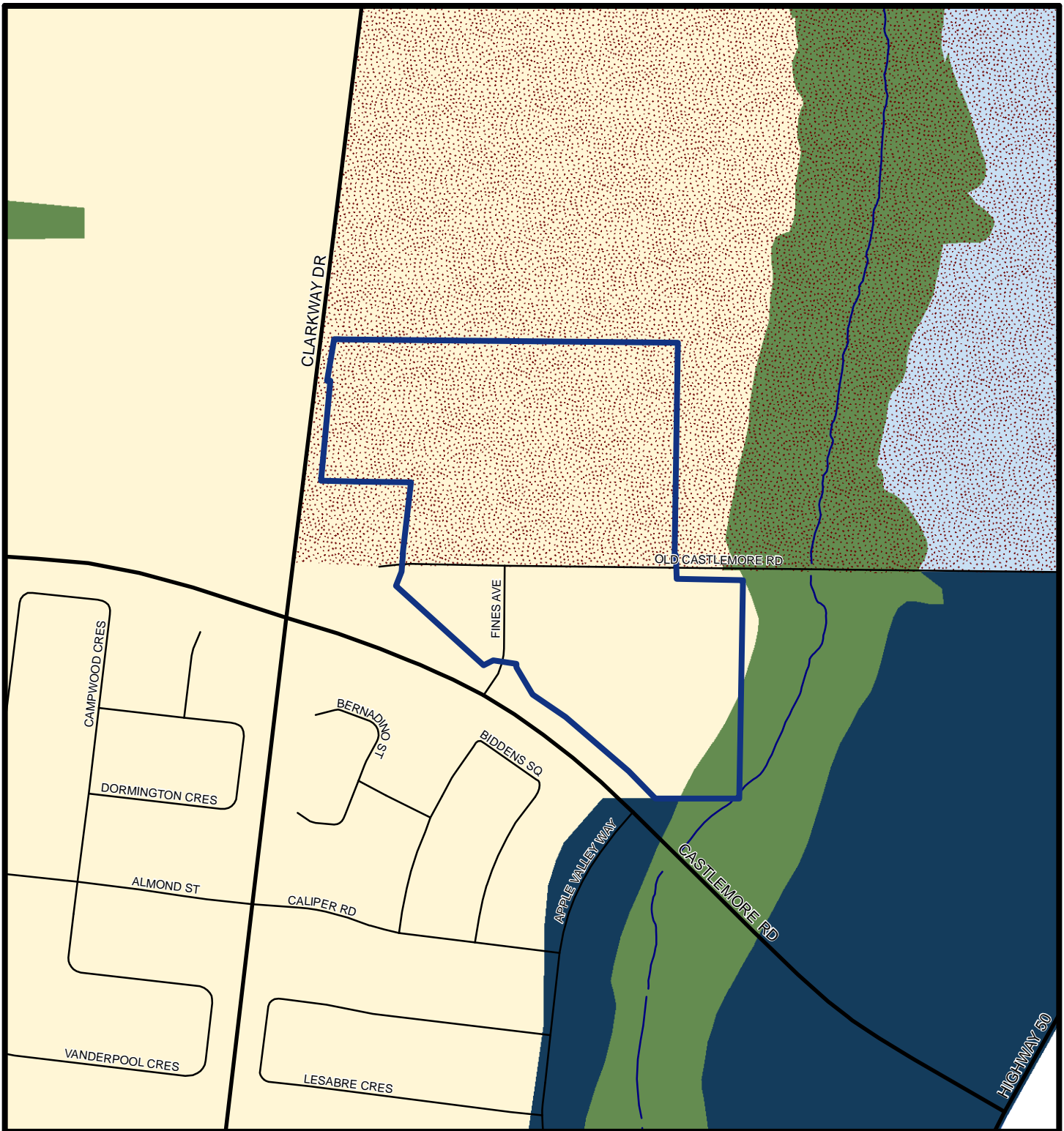







- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE



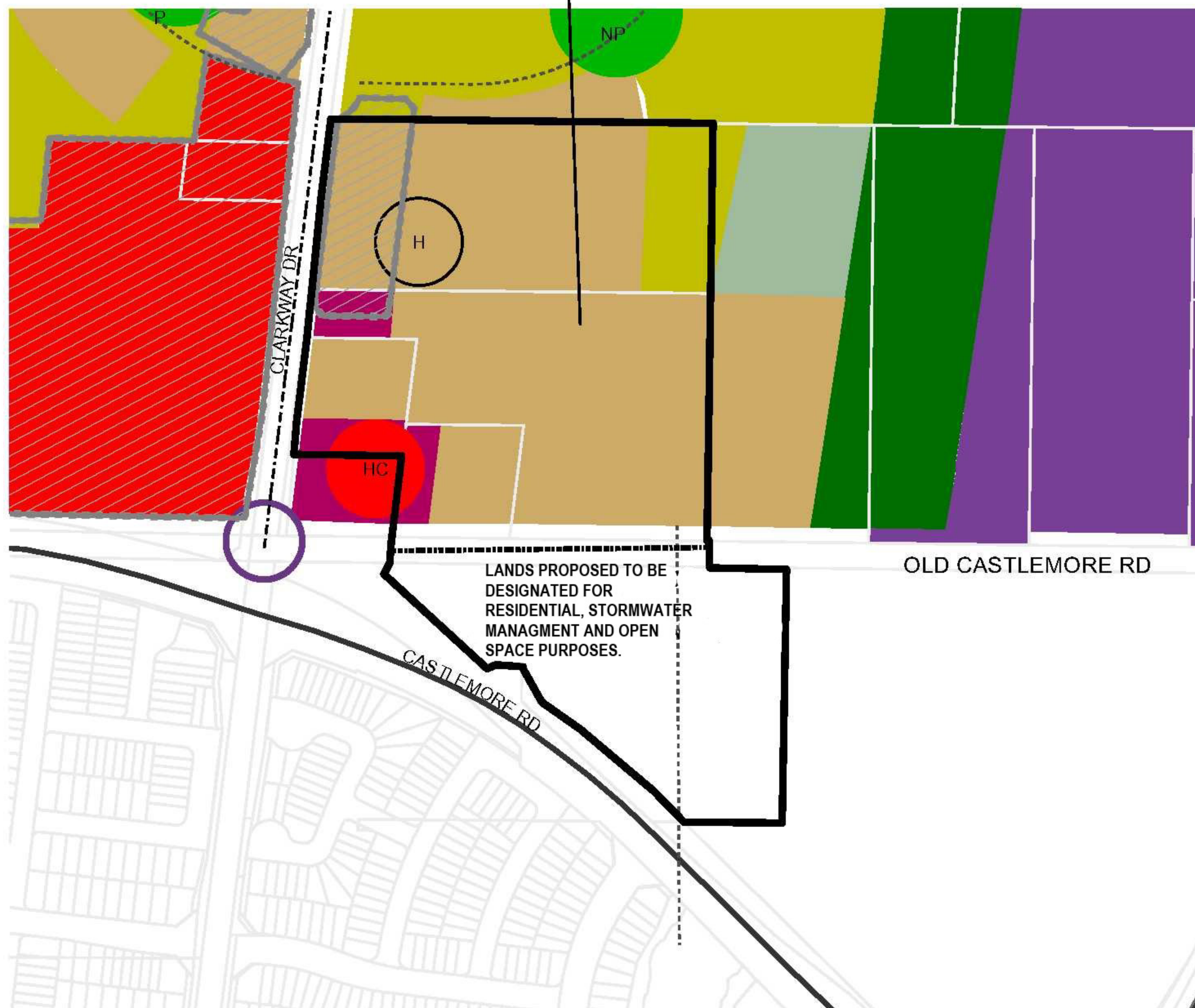


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

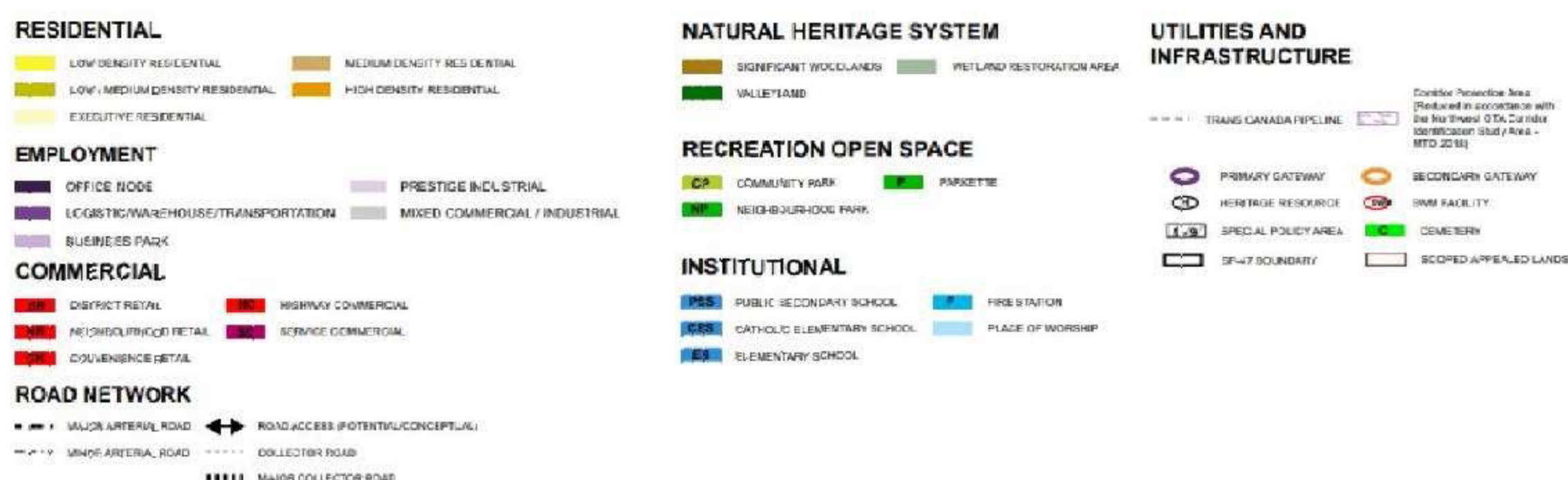
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|--|--|--|
|  SUBJECT LAND |  INDUSTRIAL |  RESIDENTIAL |
|  BUSINESS CORRIDOR |  OPENSOURCE |  SPECIAL STUDY AREA |

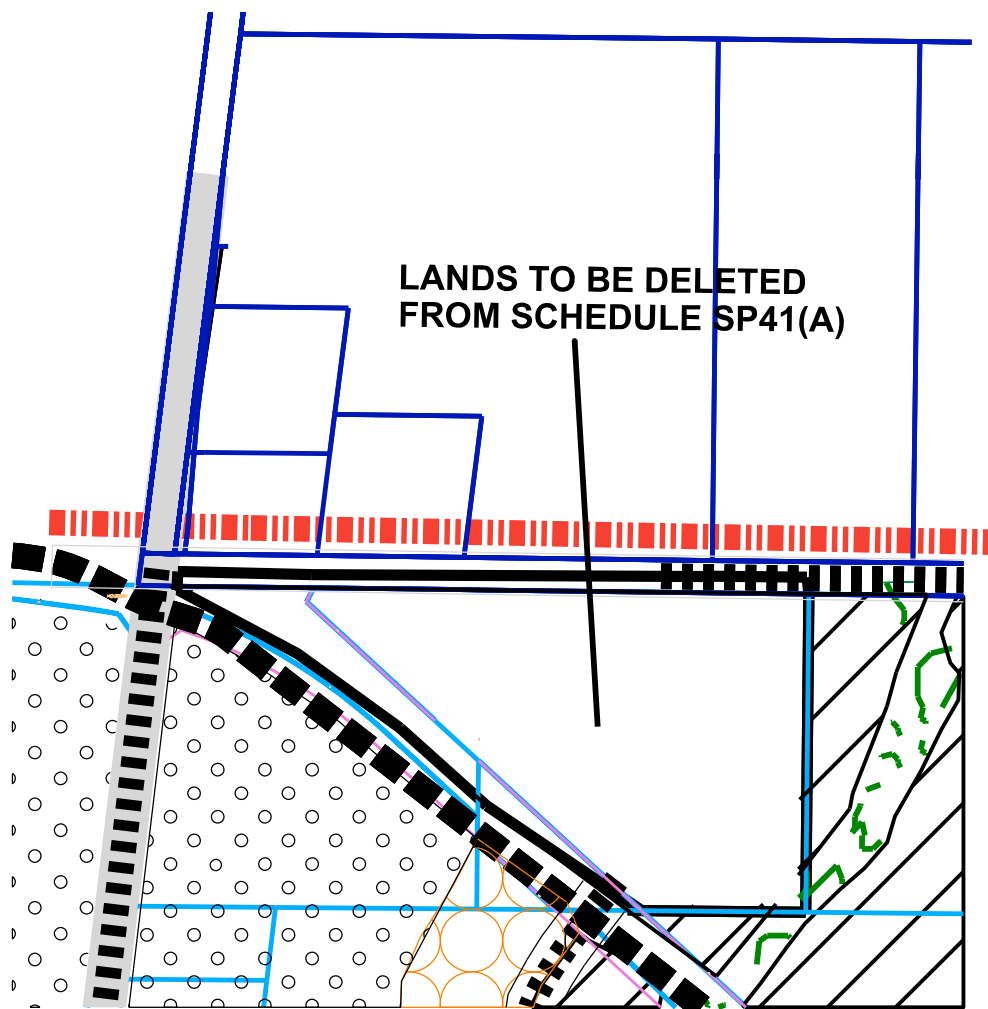


SUBJECT LANDS



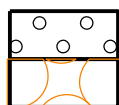
EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN





EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN

RESIDENTIAL LANDS:



Low / Medium Density



Medium Density

EMPLOYMENT LANDS:



Mixed Commercial / Industrial

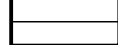
ROAD NETWORK :



Major Arterial



Collector Road



Local Road

OPEN SPACE:



Valleyland



Secondary Plan Boundary



BRAMPTON
Flower City

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



Drawn By: CJK
Date: 2021 12 21

APPENDIX 4B SECONDARY PLAN DESIGNATIONS

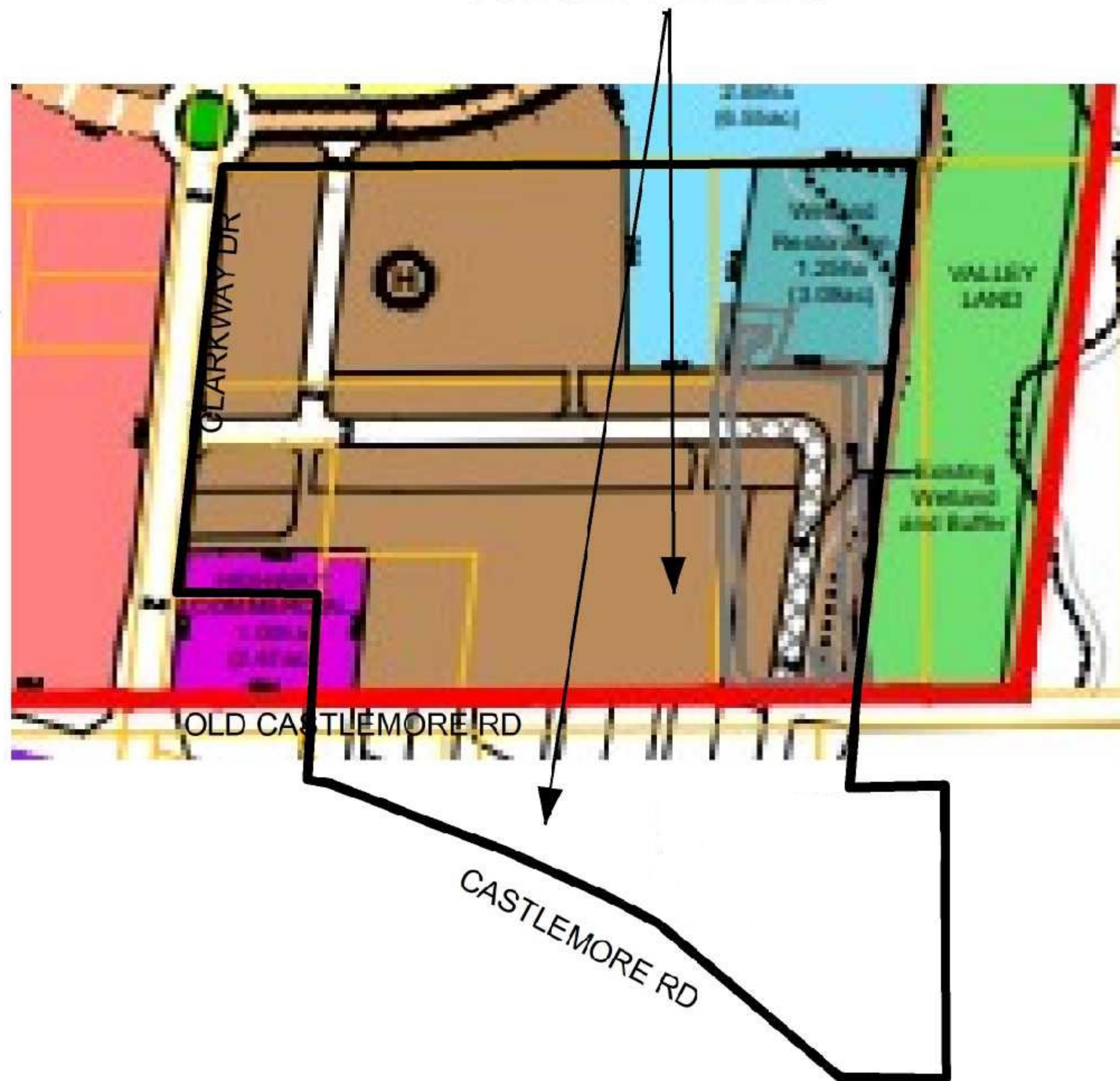
GLEN SCHNARR AND ASSOCIATES
47-1 COUNTRY PROPERTIES LTD. AND
CASTLEMORE COUNTRY PROPERTIES LTD.

CITY FILE: OZS-2021-0050

Page 43 of 724

SUBJECT LANDS

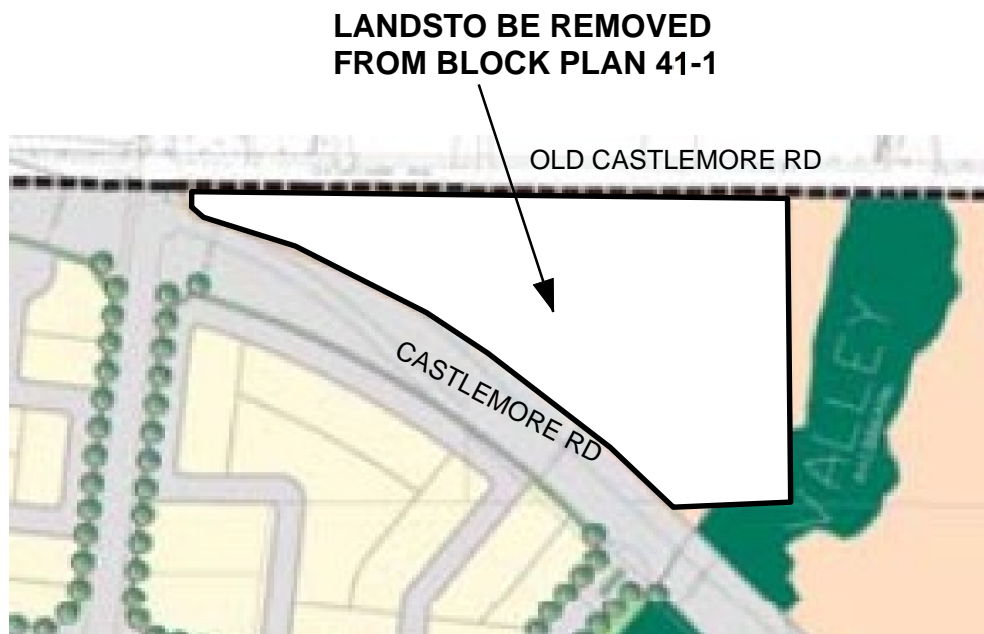
EXTRACT FROM
BLOCK PLAN 47-1
FROM THE DOCUMENT
KNOWN AS THE
HIGHWAY 427 INDUSTRIAL
BLOCK PLAN



EXTRACT FROM BLOCK PLAN 47-1 OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL BLOCK PLAN

Legend

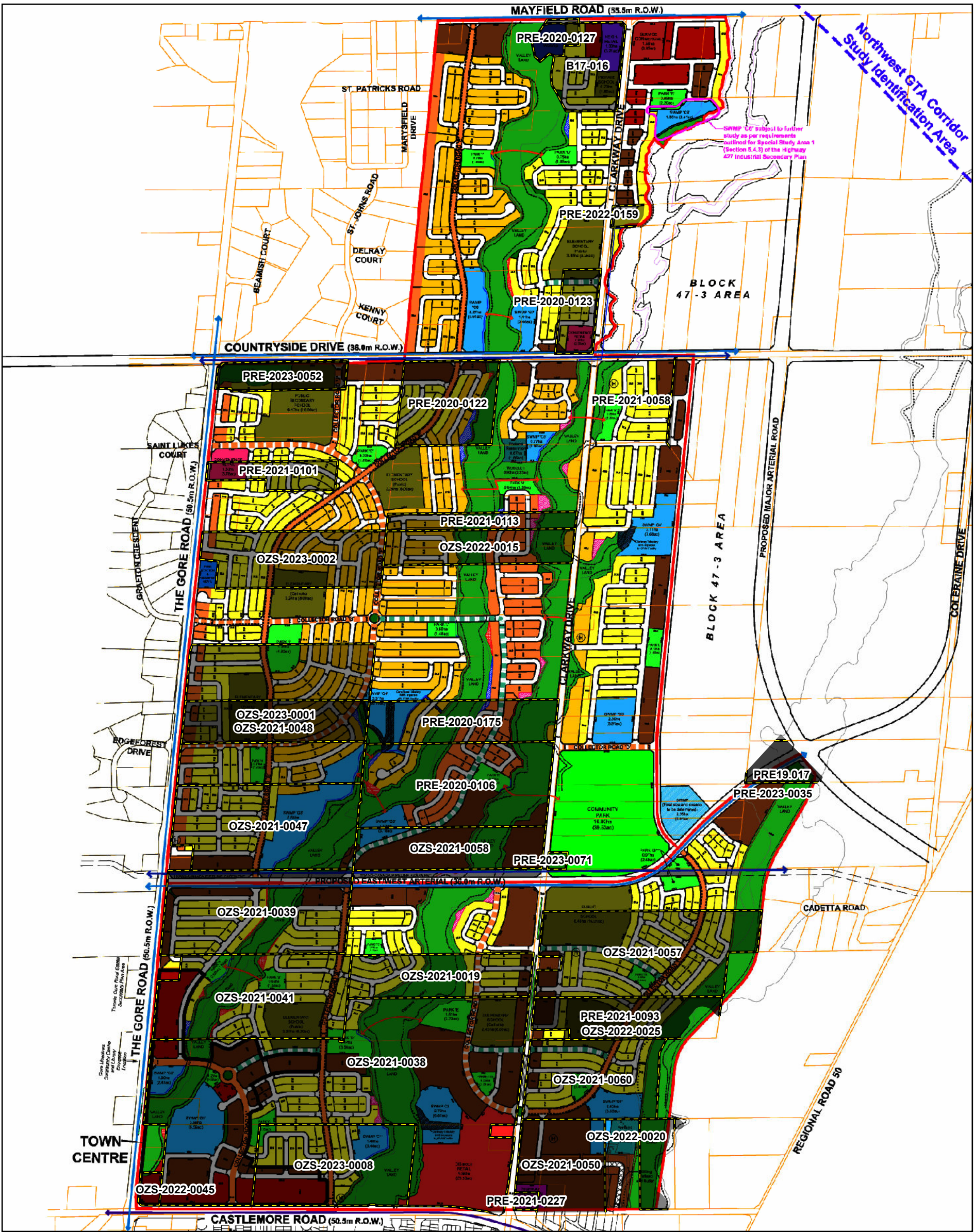
Executive Residential	Service Commercial	Regional Floodline	Northwest GTA Corridor Study Identification Area	Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)
Low Density Residential	Elementary / Secondary Schools	Top of Bank (as per Site walks)	Cross Valley Connection	Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)
Low/Medium Density Residential	Place of Worship	Proposed Limit of Development (10.0m offset from constraint)	Existing Region of Peel 3.0m Multi-Use Path in Boulevard	Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)
Medium Density Residential	Community Park	Existing Wetland and Buffer	Proposed 3.0m Asphalt Multi-Use Path (MUP)	NOTES:
High Density Residential	Park	Cultural Heritage Resources	City of Brampton Citywide Pathway Network	-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.
District Retail	Vista Block	Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)	Bike Lane (on Road)	-SWM Pond configuration and Active Transportation infrastructure are conceptual only.
Convenience Retail	Valley Land	Proposed 24.0 - 24.5m Collector	Trail within NHS Valley Land (low constraint)	
Neighbourhood Retail	SWM Ponds	Proposed 23.0m Collector	Trail within SWM Facility or Public Park	
Highway Commercial	Wetland Restoration Area	Proposed 21.5m Collector	Conceptual Trail on tableland	



EXTRACT FROM THE CASTLEMORE CROSSING BLOCK PLAN KNOWN AS BLOCK PLAN 41-1

LEGEND

	RESIDENTIAL
	COMMERCIAL
	- MIXED COMMERCIAL INDUSTRIAL - CI
	- HIGHWAY/SERVICE COMMERCIAL - HSC
	SCHOOL
	- ELEMENTARY SCHOOL - ES
	- SECONDARY SCHOOL - SS
	PARK
	VALLEY
	STORM WATER MANAGEMENT
	PLACE OF WORSHIP
	SPECIAL STUDY AREA - COMMUNITY PARK



EXTRACT FROM SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

Existing Region of Peel 3.0m Multi-Use Path in Boulevard

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)

Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)

Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:

-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.

-SWM Pond configuration and Active Transportation infrastructure are conceptual only.

BRAMPTON
Flower City
brampton.ca
PLANNING, BUILDING AND GROWTH MANAGEMENT

0 100 200 300 400

Metres


N
S
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APPENDIX 4D - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

Date: 2023/11/02 Author: ADeBoer

C:\Users\ADeBoer\Desktop\APPENDIX X Schedule BP 47-1 and 47-2 overlaid with Open Planning Applications 20231102-ADeBoer.aprx Page 46 of 724



- | | | | | | |
|---|--------------|---|--------------|---|------------|
|  | SUBJECT LAND |  | COMMERCIAL |  | FLOODPLAIN |
|  | RESIDENTIAL |  | AGRICULTURAL | | |



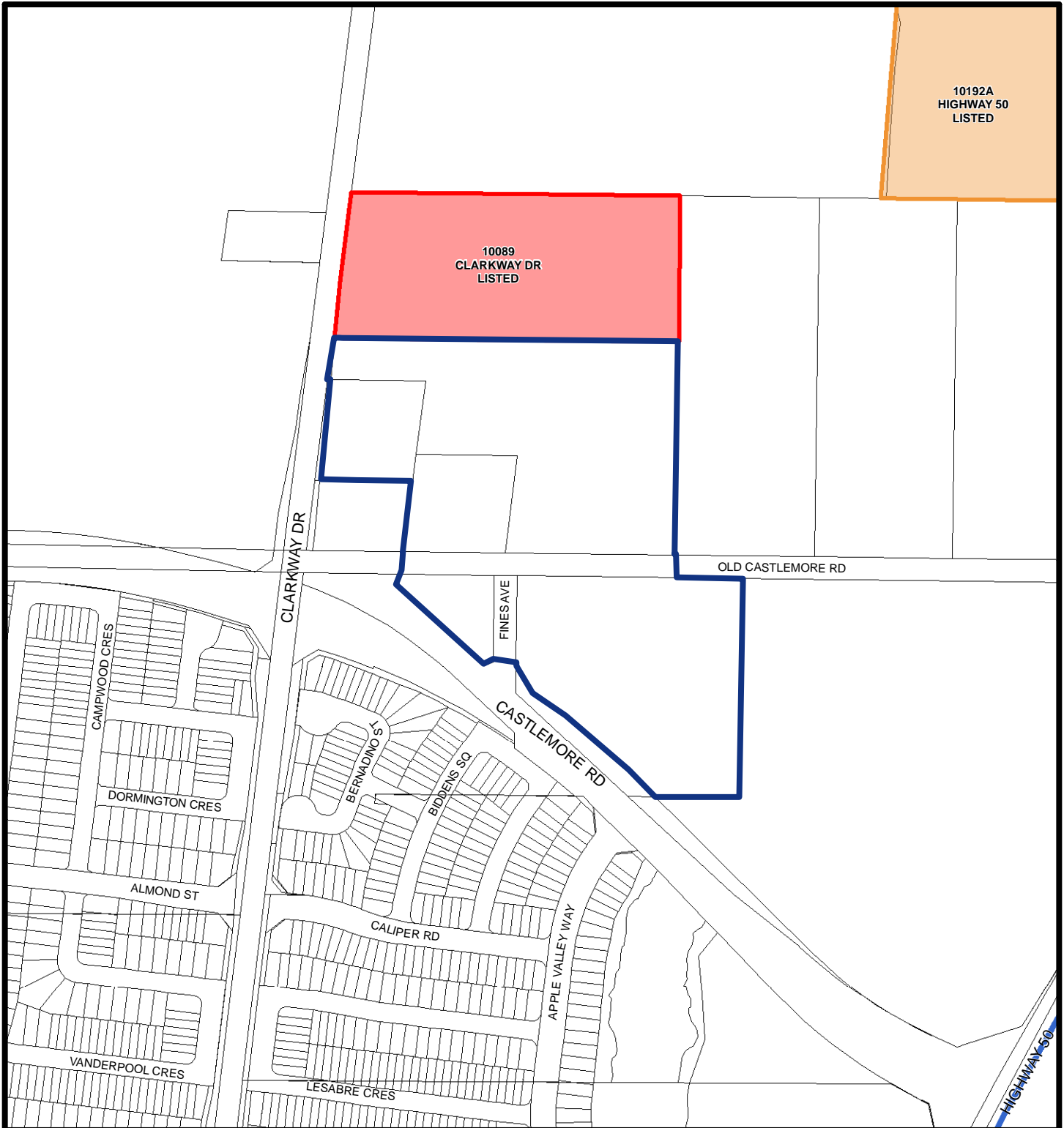






AERIAL PHOTO DATE: SPRING 2021

Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	CITY LIMIT		COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		





- | | | | |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |

*The Heritage Resource boundaries are generalized and not definitive. Please contact a Heritage Coordinator



Planning Analysis

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, and Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan, the City's Official Plan, and other applicable City of Brampton studies, guidelines and priorities.

The *Planning Act*, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990

The proposed development has been reviewed for its compliance to matters of provincial interest as identified in **Section 2 of the Planning Act R.S.O 1990** in terms of:

- h) The orderly development of safe and healthy communities;*
- j) The adequate provision of a full range of housing, including affordable housing;*
- p) The appropriate location of growth and development;*
- o) The protection of public health and safety; and*
- q) The promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians.*
- r) The promotion of built form that*
 - i) is well designed,*
 - ii) encourages a sense of place, and*
 - iii) provides for public spaces that are of high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and

development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

Staff are satisfied that the proposed development is consistent with matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS):

The Provincial Policy Statement sets out fundamental planning principles and provides policy direction on matters of provincial interest related to land use planning and development. This application is consistent with matters of Provincial interest as identified in the Provincial Policy Statement. The PPS policies that are applicable to this application include:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*

1.1.3 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *Efficiently use land and resources;*
- b) *Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *Prepare for the impacts of a changing climate;*
- e) *Support active transportation;*
- f) *Are transit-supportive, where transit is planned, exists or may be developed;*

1.4 Housing

1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) *Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*
- b) *Permitting and facilitating:*
 - 1. *All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) *Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) *Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;*

2.1 Natural Heritage

2.1.1 Natural features and areas shall be protected for the long term.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

Analysis: Provincial Policy Statement

The proposed development supports livable, healthy communities, and the policies in S. 1.1.1 of the Provincial Policy Statement by supporting residential land uses and a variety of dwelling types at appropriate densities to implement the policies of the Highway 427 Industrial Secondary Plan. The proposal is in proximity to a diverse range of land uses within the Block Plan 47-1 area, including recreational trails, park, and open space facilities, planned future commercial uses, services, and other uses to meet long-term needs in accordance with S. 1.1.1 (b) of the PPS. The proposed development avoids environmental concern by placing a 10-meter buffer from the limits of the natural heritage system, and through careful consideration for mitigation measures through the scoped Environmental Impact Study submitted on the subject lands in accordance with S. 1.1.1 (c).

The proposed development is located in a settlement area in accordance with S. 1.1.3.1 of the PPS, and the proposed development implements residential densities in accordance with planned targets outlined in the City of Brampton Official Plan and Highway 427 Industrial Secondary Plan, thus promoting efficient land use densities in accordance with S. 1.4.3. The applicant has proposed residential densities beyond the permissions of the “Medium Density Residential” designation of the Highway 427 Industrial Secondary Plan, and accordingly, have submitted an Official Plan Amendment to permit a maximum height of 12-storeys and a maximum density of 130 units per net residential hectare.

The proposed development supports the long-term protection of the natural heritage system by placing the 10-metre valleyland buffer and valleyland feature in a “Floodplain – F” zone which precludes development, and through conveyance of the features to the City for long-term protection, in support of S. 2.1.1 and S. 2.1.8 of the Provincial Policy Statement.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides a framework for building stronger, more prosperous communities by managing growth over the long term. Guiding principles include supporting complete communities, providing a mix of

housing types, and prioritizing intensification. The proposed development demonstrates conformity generally to this plan, including:

2.2 Policies for Where and How to Grow

2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- d) development will be directed to settlement areas, except where the policies of this Plan permit otherwise;*
- e) development will be generally directed away from hazardous lands;*

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

2.2.6 Housing

2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:

i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and

ii. establishing targets for affordable ownership housing and rental housing;

2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

a) planning to accommodate forecasted growth to the horizon of this Plan; b) planning to achieve the minimum intensification and density targets in this Plan; c) considering the range and mix of housing options and densities of the existing housing stock; and d) planning to diversify their overall housing stock across the municipality.

2.2.6.3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

2.2.6.4. Municipalities will maintain at all times where development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units. This supply will include, and may exclusively consist of, lands suitably zoned for intensification and redevelopment.

2.2.6.5. When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.

2.2.7 Designated Greenfield Areas

2.2.7.1. New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

a) supports the achievement of complete communities;

b) supports active transportation; and

c) encourages the integration and sustained viability of transit services.

2.2.7.2. The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The proposed development supports the achievement of complete communities in accordance with 2.2.1.2 (a), 2.2.1.4 (a) (d), and 2.2.7.1 by supporting residential development in accordance with the approved Block Plan, within close proximity to future planned park facilities, recreational trails, commercial uses, schools, and other diverse land uses allocated through the block planning process. The proposed development is located on lands that are located in an existing settlement area in accordance with section 2.2.1.2 (d). The proposal exceeds the minimum density targets in S. 2.2.7.2 by accommodating additional residents per net residential hectare in accordance with the proposed amendments to the “Medium Density Residential” designation to permit 130 units per net residential hectare.

Based on the above, staff is satisfied that the proposed Official Plan and Zoning By-law amendment are consistent with the policies of the Growth Plan.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan facilitates decisions with regard to land use matters, and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the “Urban System” in Schedule E-1: Regional Structure, and the ‘Designated Greenfield Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposal has been evaluated against the Region of Peel Official Plan to ensure that it conforms to the Plan. The Region of Peel Official Plan sections that are applicable to this application include but are not limited to:

5.4 Growth Management

5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

5.4.19 Greenfield Density

5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas;

5.4.19.7 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Mississauga: 87 residents and jobs combined per hectare;*
- City of Brampton: 71 residents and jobs combined per hectare; and,*
- Town of Caledon: 67.5 residents and jobs combined per hectare.*

5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

5.6 The Urban System

5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

5.6.3 To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

5.6.6 To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

5.6.20 Designated Greenfield Area

5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Analysis: Region of Peel Official Plan (April 2022)

The proposal will contribute to complete communities through the provision of housing options including apartment and townhouse structural types, in close proximity to park facilities, and other uses in the Block Plan area such as open space, retail, and service uses in accordance with S. 5.4.10. The proposal includes residential uses at appropriate densities as determined through the block planning process in close proximity to Clarkway Drive, which is identified as a Secondary Transit Corridor supporting medium frequency public transportation services in accordance with S. 5.4.12. The proposal directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law amendment is consistent with the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The plan incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated "Residential", "Special Study Area", and "Open Space" in Schedule A: General Land Use Designations of the Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

4.2 Residential

4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses, other than Places of Worship, shall be permitted subject to specific Secondary Plan policies or designations, and may include uses permitted in the Commercial and Institutional and Public Uses designations of this plan, such as schools, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
<ul style="list-style-type: none">• Low Density	<ul style="list-style-type: none">• 30 units / net hectare• 12 units / net acre	<ul style="list-style-type: none">• Single detached homes
<ul style="list-style-type: none">• Medium Density	<ul style="list-style-type: none">• 50 units / net hectare• 20 units / net acre	<ul style="list-style-type: none">• Single detached homes• Semi-detached homes• Townhouses
<ul style="list-style-type: none">• High Density	<ul style="list-style-type: none">• 200 units / net hectare• 80 units / net acre	<ul style="list-style-type: none">• Townhouses• Duplexes• Maisonettes• Apartments

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

4.2.1.15 The City shall consider the following natural heritage planning principles in the design of residential development:

(vii) That watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.

4.6.2 Environmental Implementation Reports

4.6.2.4 In some instances, the City in consultation with the area Conservation Authority may determine that a scoped Environmental Implementation Report (or Master Environmental Servicing Plan as appropriate) is appropriate.

4.6.6 Natural Heritage System

4.6.6.10 The City shall seek opportunities, where feasible, through development or redevelopment, to buffer adjacent natural areas and identify opportunities to provide or enhance connections.

4.6.6.28 The City will consider the following planning principles in the design of all development to assist in the protection, enhancement and restoration of significant natural heritage, surface water and ground water features:

vi) The City shall seek the gratuitous dedication of watercourse and valley corridors and an adequate buffer and/or setback to the City or the Conservation Authority to ensure that these lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological quality of the natural features;

4.6.6.30 Natural heritage features and areas including associated setbacks and conservation buffers shall be zoned as a separate classification in the implementing Zoning By-law as part of a specific development proposal. Existing uses will be recognized as legal non-conforming, where appropriate, despite the designation on Schedule "D".

4.6.7 Valleylands and Watercourse Corridors

4.6.7.4 Through the development approval process, valleylands and watercourse corridors, including associated environmental hazards and defined conservation buffers will be gratuitously conveyed to the City of Brampton. Municipal conveyance of these corridors and buffers will not be considered as contributing towards the parkland dedication requirements under the Planning Act.

4.6.7.5 All valleylands and watercourse corridors conveyed to the City of Brampton, including associated environmental hazards and defined conservation buffers, shall be in

a condition satisfactory to the municipality. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites.

Analysis: City of Brampton Official Plan (2006):

The proposal includes residential land uses in keeping with S. 4.2.1.1 of the Official Plan. The lands are designated “Medium Density Residential” in the Highway 427 Industrial Secondary Plan, and “Medium Density Residential” in Block Plan 47-1. The Secondary Plan designation permits housing typologies such as apartments, back-to-back townhouses, and stacked townhouse structural units. The proposal includes townhouse and apartment structural units in accordance with the medium-density designation in the Secondary Plan. Although apartment housing types are not listed as a dwelling unit type permitted within the ‘Medium Density’ category, the Official Plan permits flexibility from the structural types and densities listed in 4.2.1.2.

The lands designated “Open Space” in the Official Plan are zoned “Open Space” to preclude development in the future. A 10-metre setback is applied from the lands designated “Open Space” in the Official Plan to mitigate impacts to the valleyland feature such as storage of materials, removal of vegetation, informal trails, and accumulation of debris in the valleyland in accordance with 4.2.1.15.

An Environmental Impact Study was submitted in support of the proposed development, and reviewed by City Staff and the TRCA. The report was deemed satisfactory to support the proposed development, in accordance with S. 4.6.2.4 of the Official Plan. The EIS provides a list of key mitigation measures that are recommended to minimize impacts to the natural heritage features. The report recommends a 10-metre buffer to the edge of the valleyland associated with Rainbow Creek, thus aligning with S. 4.6.6.10 of the Official Plan. The greenland channel and Greenland channel buffer identified as Block 24 and Block 25 on the Draft Plan of Subdivision will be conveyed to the City in accordance with S. 4.6.6.28, and S. 4.6.7.4 of the Official Plan, and will be zoned “Open Space – (OS)” to preclude development in accordance with S. 4.6.6.30.

Staff is satisfied that the proposed Official Plan and Zoning By-law amendment is consistent with the policies of the City of Brampton Official Plan.

Highway 427 Industrial Secondary Plan (Area 47):

Secondary Plans implement the Official Plan policies but provide a more detailed land use designation and vision for the specific area. The subject property is located within the Highway 427 Industrial Secondary Plan (Area 47). The lands are designated as ‘Medium Density Residential’, ‘Special Policy Area 9’ ‘Service Commercial’, and ‘Heritage Resource’. The proposal generally aligns with the policies of the Secondary Plan, including:

4.1 PLANNING VISION

The planning vision sets out the framework for the new community in terms of the following major structuring elements:

i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;

ii) A Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and their long term ecological functions, in recognition of the dynamic interrelationships of all elements of the natural environment and the need for long term management and related monitoring;

4.2.1 Identify, establish, protect, restore and enhance a sustainable natural heritage system that incorporates, integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System.

4.2.6 Ensure new development will be efficient, environmentally responsible, diverse and well balanced, to support the natural environment.

4.2.9 Develop a comprehensive safe, diverse and integrated open space system that accommodates both passive and active recreational activities, while protecting and enhancing the existing Natural Heritage System;

5.1.1.4 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

5.1.6 Medium Density Residential

Notwithstanding the Medium Density category identified in Section 4.2 of the Official Plan, the lands designated Medium Density Residential in Schedule 47(a) shall permit the following:

i) Apartments, back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the Medium Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

ii) A maximum density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted.

iii) A maximum height of 6-storeys shall be permitted.

6.9 SPECIAL POLICY AREA

9 6.9.1 Special Policy Area 9 applies to lands designated 'Medium Density Residential' where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

An amendment to the Secondary Plan is required to designate the lands south of Old Castlemore Road as "Medium Density Residential", "Special Policy Area 11" and "Valleyland", as well as to change the designation of land north of Old Castlemore Road from "Service Commercial" to "Medium Density Residential" and "Special Policy Area 11".

This proposal creates a sustainable community that provides a mix of housing types while protecting natural features in accordance with the natural heritage and open space policies of the Secondary Plan. The proposed development contains residential development adjacent to a natural heritage system and has been designed in a manner that complements and supports the features of the system in accordance with S. 4.2.6 of the Secondary Plan.

The proposal appropriately places the valleyland and watercourse areas in the 'Floodplain' (F) zone to preclude development. A 10-metre buffer was applied to the outer limits of the natural heritage system, and discussed in the Environmental Impact Study prepared by Dillon Consulting, in accordance with the natural heritage policies of the Secondary Plan.

Staff is satisfied that the proposed Official Plan and Zoning By-law amendment is consistent with the policies of the City of Brampton Official Plan.

Block Plan for Sub Area 47-1:

The proposed development is located within the Block Plan for Sub-Area 47-1 of the Highway 427 Industrial Secondary Plan. The site is designated "Medium Density Residential", "SWM Ponds", and "Cultural Heritage Resources" in the Block Plan for Sub-Area 47-1. The Block Plan does not have policies associated with each area.

In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and an amendment to the Block Plan is not required.

Zoning By-law:

The property is zoned "Agricultural (A)" and "Residential Rural Estate Two (RE2)" by By-law 270-2004, as amended. An amendment to the Zoning By-law is required to facilitate the proposed development.

This proposal proposes a change from the existing zones to a number of Site Specific Residential zones (R3E-5.5-3712, R3C-3713, R4A-3714). The valleyland is proposed to change from the existing 'Agricultural (A)' zoning to the 'Open Space (OS)' zone to

preclude development. Provisions of these proposed zoning designations are listed in Appendix 10 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

Technical Requirements:

The following paragraphs summarize the technical studies and reports that were provided in support of the development application.

Planning Justification Report

The planning justification report prepared by Glen Schnarr & Associates Ltd was submitted to provide the policy context and planning rationale to support the proposed development. The report concludes that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, the City of Brampton Official Plan, the Highway 427 Industrial Secondary Plan, and the Block Plan are satisfied and that the proposed development represents good planning. Planning staff have reviewed the PJR and found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing Report was prepared by Valdor Engineering Inc. to assess how the site may be serviced regarding site grading, stormwater management, water supply, and sanitary sewage. The report concludes that the proposed development can be adequately serviced with full municipal services (watermain, sanitary and storm) in accordance with the standards of the City of Brampton, Region of Peel and Toronto and Region Conservation Authority. Engineering staff are satisfied that the site can achieve the grading, storm servicing, and stormwater management requirements for the site based on the findings of this report.

Sanitary

The FSR states that proposed servicing to the subdivision will be provided with a proposed sanitary sewer along Street “A” which will connect to the existing sanitary sewer on Castlemore Road and Clarkway Drive. Dwelling units within the north and south condominium blocks will be serviced by a private sanitary sewer which will run along the private roads. All of the dwelling units will be serviced by individual 125mm diameter sanitary service connections.

Water

The watermain servicing is proposed to be provided through the existing 200mm diameter watermain on Castlemore Road and Clarkway Drive. A proposed 200mm diameter watermain along Street “A” will provide a loop through the subdivision to service the street townhomes. The north and south condominium blocks, in accordance with the requirements of the Region of Peel, these blocks will each be provided with two water service connections to facilitate a loop within each block for security of supply purposes.

A proposed private watermain will extend along the private roads in the condo blocks to provide both domestic water supply and fire protection.

Stormwater Management:

The proposed development will be serviced by a minor system storm sewer outletting to the proposed SWM facility (SWM Pond R3). A stormwater management facility (SWM Pond R3) will be constructed to service the proposed development. The SWM facility will discharge to Rainbow Creek. The proposed highway commercial block will be serviced with on-site controls to achieve quality control and quantity control. This block will outlet to the existing Castlemore Road storm sewer.

Phase Two Environmental Site Assessment (ESA)

A Phase Two Environmental Site Assessment was prepared by Soil Engineers Ltd. Based on the findings of the Phase Two ESA, it was determined the property is suitable for the proposed development. Staff have reviewed the report and found it satisfactory to support the development proposal.

Archaeological Assessment

A Stage 1 and Stage 2 Archaeological Assessment was prepared by ASI Archaeological & Cultural Heritage Services.

The Stage 1 background assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential for the presence of historical Euro-Canadian archaeological resources.

The Stage 2 field survey assessed the entire property by means of pedestrian survey employed at five metre intervals and test pit survey employed at five metre intervals and increased to ten metres when disturbance was observed. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey.

Staff have reviewed the Stage 1 and Stage 2 Archaeological Assessment and found it satisfactory to support the development proposal.

Preliminary Environmental Noise Report

An Acoustical Report was prepared by Howe Gastmeier Chapnik Limited. The results of the analysis indicate that mitigation options are available to meet the requirements of the City and the applicable sound level limits of the MECP. Noise staff have reviewed the noise study and found it satisfactory to support the development proposal.

Arborist Report

An Arborist Report was prepared by Dillon Consulting. Open Space staff have reviewed the documents and found them satisfactory to support the development application.

Sustainability Score and Summary (refer to Appendix 13)

The City of Brampton's Sustainability Metrics are used to evaluate the environmental sustainability of development applications. To measure the degree of sustainability of this development application, a Sustainability Score and Summary were submitted. The application has a Sustainability Score of 30 points, which achieves the City's Bronze threshold.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To adopt Amendment Number OP-2006-XXXX 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, R.S.O. 1990, c P. 13, hereby ENACTS as follows:

1. Amendment Number OP-2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law

ENACTED and PASSED this ____ day of _____, 2023.

Approved as to
form.
__//__

Patrick Brown, Mayor

Approved as to
content.
__//__

Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006-_____

To the Official Plan of the
City of Brampton Planning Area

DRAFT

AMENDMENT NUMBER OP 2006 – _____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to amend the City of Brampton Official Plan, the Highway 427 Industrial Secondary Plan, and the Bram East Secondary Plan to change the land use designation of the lands shown on Schedule 'A' to this amendment to permit the development of a medium residential development.

2.0 Location:

The property subject to this amendment is located in Block 47-1, specifically on the east side of Clarkway Drive and north of Castlemore Road. The lands subject to this amendment are specifically indicated on Schedule A to the Highway 427 Industrial Secondary Plan as attached.

3.0 Amendments and Policies Relative Thereto:

3.1 That portions of the document known as the Highway 427 Industrial Secondary Plan, being Chapter 47, of Part II of the City of Brampton, as amended, is hereby amended by:

- (1) Designating the lands as "Valleyland", "Medium Density Residential", and "Special Policy Area 11" as shown in Schedule A.
- (2) Changing the designation from "Service Commercial" to "Medium Density Residential" and "Special Policy Area 11" as shown in Schedule A.
- (3) By adding the following clauses under Section 6.0, Special Policy Areas:

"6.11 SPECIAL POLICY AREA 11

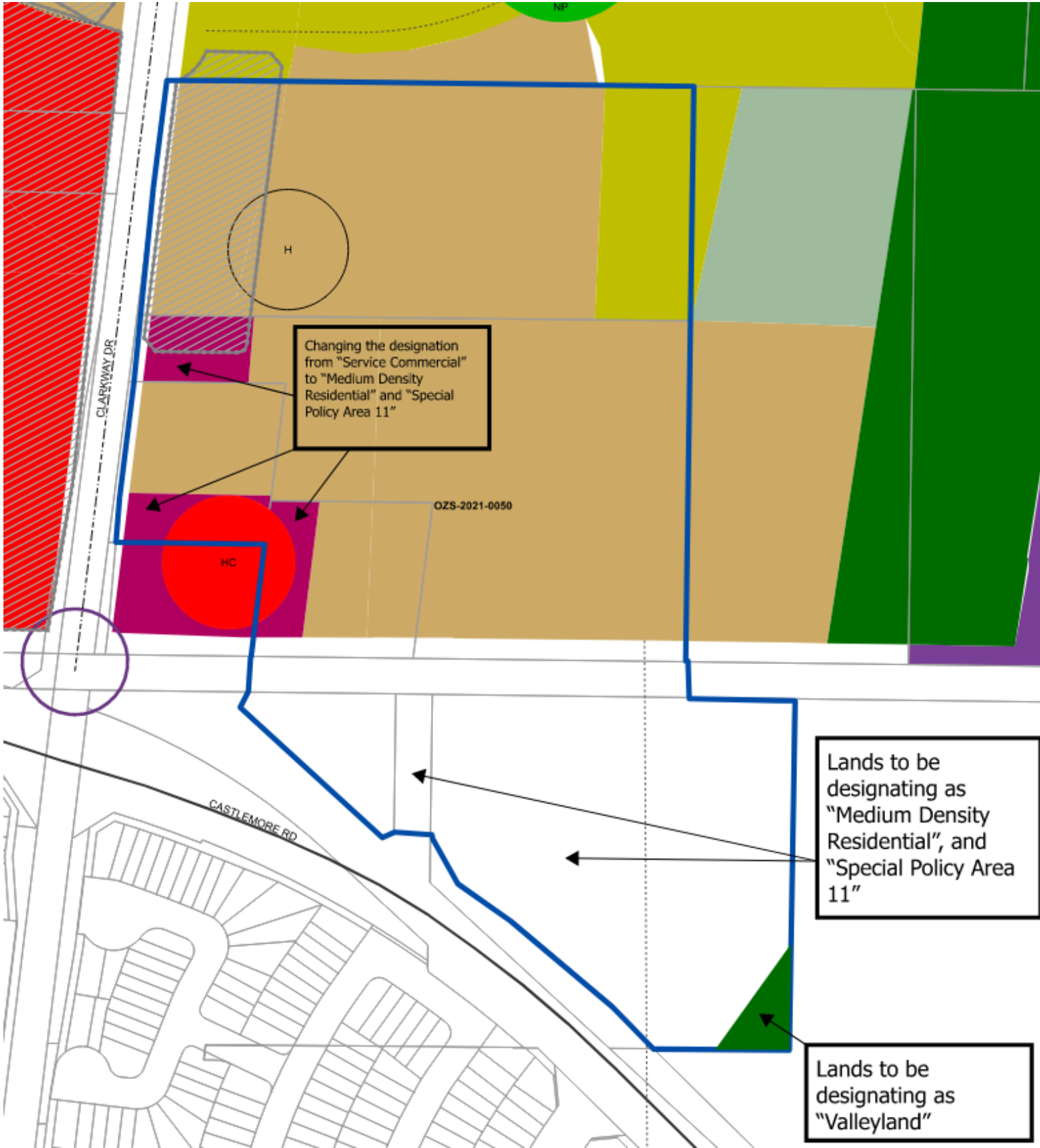
- 6.11.1 Special Policy Area 11 applies to lands designated 'Medium Density Residential' which may permit a maximum density of 130 units per net residential hectares (51 units per net

residential acre), and a maximum height of 12 storeys.”

3.2 That portions of the document known as the Bram East Secondary Plan, being Chapter 41, of Part II of the City of Brampton, as amended, is hereby amended by:

- (1) By removing the lands south of Old Castlemore Road, north of Castlemore Road, and west of Highway 50 as shown in Schedule ‘B’ to this amendment.

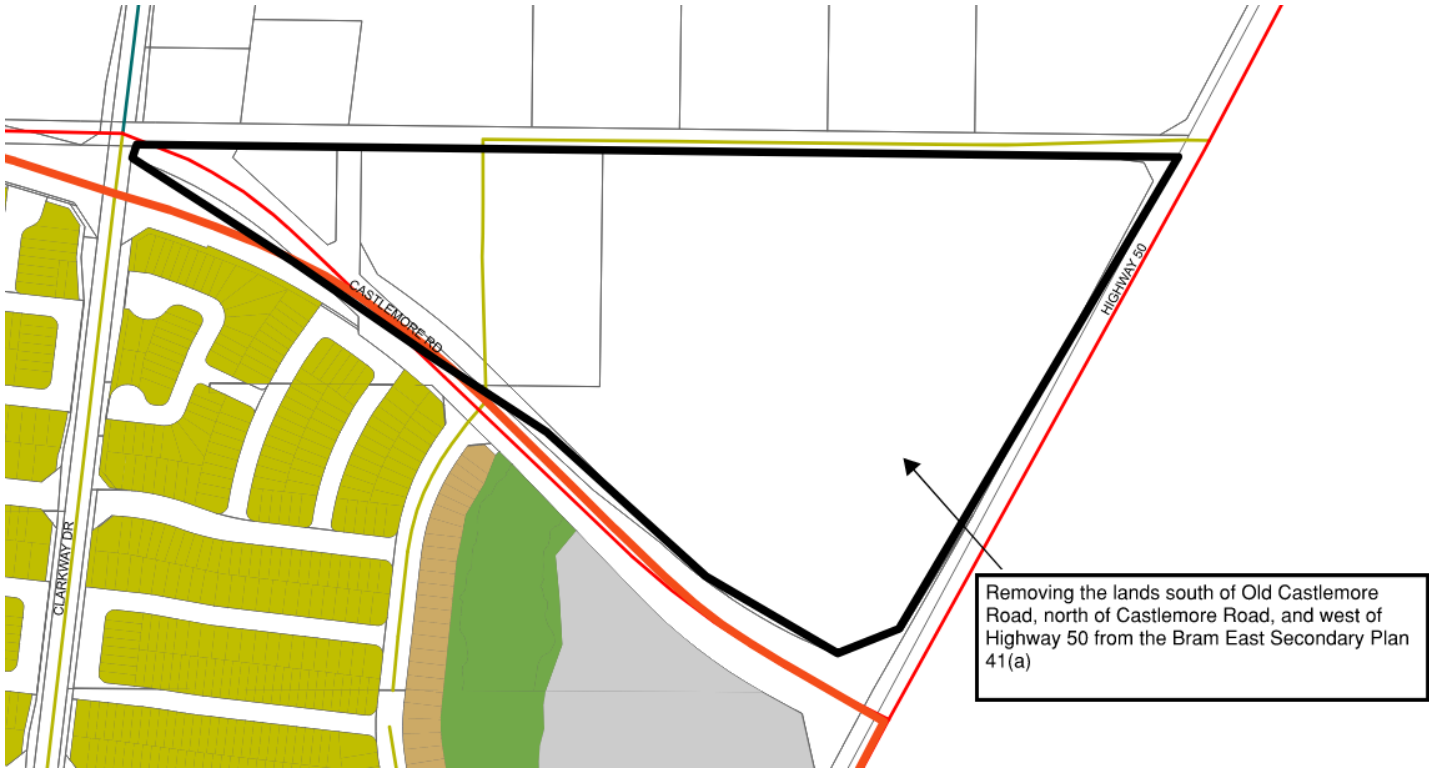
DRAFT



EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 SECONDARY PLAN

RESIDENTIAL	COMMERCIAL	NATURAL HERITAGE SYSTEM
<div></div> LOW / MEDIUM DENSITY RESIDENTIAL	<div>HC</div> HIGHWAY COMMERCIAL	<div></div> VALLEYLAND
<div></div> MEDIUM DENSITY RESIDENTIAL	<div>SC</div> SERVICE COMMERCIAL	<div></div> WETLAND RESTORATION AREA
UTILITIES AND INFRASTRUCTURE		
<div></div> PRIMARY GATEWAY		
<div></div> HERITAGE RESOURCE		
<div>1-9</div> SPECIAL POLICY AREA		





EXTRACT FROM SCHEDULE SP41(A) OF THE DOCUMENT KNOWN AS THE BRAM EAST SECONDARY PLAN





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby enacts as follows;

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing on Schedule A thereto, the zoning designations of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Agricultural (A)	Residential Townhouse E (H) – 5.5 – Section 3712 (R3E-5.5(H)- 3712)
Residential Rural Estate Two (RE2)	Residential Townhouse C (H) – Section 3713 (R3C(H)-3713)
Public Ownership and Utilities	Residential Apartment A (H) – Section 3714 (R4A(H)-3714)
	Residential Apartment A (H) – Section DDD (R4A(H)-DDD)
	Residential Townhouse C (H) – Section EEE (R3C(H)-EEE)
	Residential Townhouse E (H) – 5.5 – Section FFF (R3E-5.5(H)- FFF)
	Open Space (OS)
	Floodplain (F)

(2) By adding thereto the following sections:

“3712 The lands designated R3E – 5.5 – Section 3712 of Schedule A to this by-law:

3712.1 Shall only be used for the purposes permitted in an R3E zone;

3712.2 Shall be subject to the following requirements and restrictions:

(a) Minimum lot width	Interior lot: 5.5 metres End Lot : 6.9 metres Corner lot: 7.0 metres
(b) Minimum lot area per dwelling units	145 square metres
(c) Minimum Dwelling Unit Width	5.5 metres
(d) Minimum interior side yard	(1) 1.2 metres when abutting side lot line coincide with two exterior walls; (2) 0.0 metre when abutting side lot line coincides with a common wall between two dwellings;
(e) Minimum exterior side yard	3.0 metres; 1.2 metres when a lot abuts a private road
(f) Minimum rear yard	6.0 metres
(g) Maximum building height	13.5 metres
(h) Minimum landscaped open space	A minimum of 20 square meters for the entire yard areas shall be landscaped open space other than a driveway, an encroachment, or an accessory building permitted by this by-law.
(i) Encroachment	(1) 1.8 metres including eaves and cornices (into the Front, Rear and Exterior Side Yards).
(j) The following shall apply to a bay, bow or box window:	(1) notwithstanding Section 6.13 Table 6.13.A, the maximum width of a bay, bow or box width of a bay, bow or box window with or without foundation shall be 4.5 metres; (2) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; (3) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and
(k) Garage Control	Notwithstanding 16.10.2 (k), the minimum width of a garage is 3.1

	metres. 16.10. 2 (k) (4) shall not apply to interior garage widths.
(l) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum of 1.5 metres from any lot line.	

3712.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:

- 1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.

3712.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:

- 1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to the satisfaction of the Commissioner of Planning, Building and Growth Management; and
- 2. Prior to the lifting of the Holding (H) symbol, satisfactory arrangements shall be made with the City for the conveyance of temporary servicing easements to facilitate servicing of Street 'A' between Clarkway Drive and the eastern limit of the development.

3713 The lands designated R3C - Section 3713 on Schedule A to this by-law:

3713.1 Shall only be used for the purposes permitted in a R3C zone;

3713.2 Shall be subject to the following requirements and restrictions:

Minimum Lot Area	140 square metre per dwelling unit
(a) Minimum lot width	Interior lot: 5.5 metres End Lot: 6.9 metres Corner lot: 6.9 metres
(b) Minimum Exterior Side Yard	1.2 metres; 0.6 metres from a parking area and public walkway
(c) Minimum rear yard	6.0 metres
(d) Minimum interior side yard	(1) 1.2 metres when the abutting side lot line coincide with two exterior walls; (2) 0.0 metre when the abutting side lot line coincides with a common wall between two dwellings;
(e) Maximum building height	13.5 metres

(f) Minimum landscaped open space	Each dwelling unit shall have a minimum of 20 square metres open space in its rear yard.
(g) Encroachment	(1) 1.8 metres including eaves and cornices (into the Front, Rear and Exterior Side Yards).
(h) The following shall apply to a bay, bow or box window:	(1) notwithstanding Section 6.13 Table 6.13.A, the maximum width of a bay, bow or box width of a bay, bow or box window with or without foundation shall be 4.5 metres; (2) notwithstanding Section 6.13 Table 6.13.A, the maximum depth of a bay, bow or box window with or without a founding shall be 1.0 metres; (3) 0.5 metres into the 1.2-metre interior side yard for a bay window with or without a foundation or cold cellar.
(k) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.	

- 3713.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:

1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.
- 3713.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:

1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to the satisfaction of the Commissioner of Planning, Building and Growth Management; and
2. Prior to the lifting of the Holding (H) symbol, satisfactory arrangements shall be made with the City for the conveyance of temporary servicing easements to facilitate servicing of Street 'A' between Clarkway Drive and the eastern limit of the development.
- 3714 The lands designated R4A-3714 on Schedule A to this by-law:
- 3714.1 Shall only be used for the purposes permitted in section 3714.1(1), or the purposes permitted by section 3714.1(2), but not both sections or not any combination of both sections:

- (1) either:
 - (b) those purposes permitted in a R3C – Section 3713 zone.
- (2) or:
 - (b) those purposes permitted in an R4A-3714 zone.

3714.2 Shall be subject to the following requirements and restrictions:

- 1) For the purposes permitted in the R3C-3713 zone, the requirements and restrictions set out in the R3C-3713 zone shall apply.
- 2) For those uses permitted in section R4A-3714, shall be subject to the following requirements and restrictions:

(a) Minimum front yard	4.5 metres
(b) Minimum side yard	4.5 metres
(c) Minimum rear yard to an R3C - Section 3713 Zone	11.0 metres
(d) Maximum lot coverage	50% by the main building(s)
(f) Minimum landscaped open space	20%
(g) Maximum floor space index	No requirement
(i) Lands zoned R4A-3714 shall be treated as a single lot for zoning purposes.	
(k) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.	

- 3714.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:
 - 1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.
- 3714.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:
 - 1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to

the satisfaction of the Commissioner of Planning, Building and Growth Management; and

- 2. Prior to the lifting of the Holding (H) symbol, satisfactory arrangements shall be made with the City for the conveyance of temporary servicing easements to facilitate servicing of Street 'A' between Clarkway Drive and the eastern limit of the development.

DDD The lands designated R4A-DDD on Schedule A to this by-law:

DDD.1 Shall only be used for the purposes permitted in section DDD.1(1), or the purposes permitted by section DDD.1(2), but not both sections or not any combination of both sections:

(1) those purposes permitted in a R3C – Section 3713 zone.

or

(2) those purposes permitted in an R4A-DDD zone.

DDD.2 Shall be subject to the following requirements and restrictions:

- 3) For the purposes permitted in the R3C-3713 zone, the requirements and restrictions set out in the R3C-3713 zone shall apply.
- 4) For those uses permitted in section R4A-DDD, shall be subject to the following requirements and restrictions:

(a) Minimum front yard	4.5 metres
(b) Minimum side yard	4.5 metres
(c) Minimum rear yard to an R3C - Section 3713 Zone	11.0 metres
(d) Maximum lot coverage	50% by the main building(s)
(f) Minimum landscaped open space	20%
(g) Maximum floor space index	No requirement
(i) Lands zoned R4A-3714 shall be treated as a single lot for zoning purposes.	
(k) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.	

DDD.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:

- 1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.

DDD.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:

- 1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to the satisfaction of the Commissioner of Planning, Building and Growth Management; and
- 2. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to stop up and close and purchase Old Castlemore Road west of Rainbow Creek and Fines Avenue, or, that satisfactory alternative arrangements are made should the right-of-way of Old Castlemore Road and Fines Avenue not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.

EEE The lands designated R3C - Section EEE on Schedule A to this by-law:

EEE.1 Shall only be used for the purposes permitted in a R3C zone;

EEE.2 Shall be subject to the following requirements and restrictions:

Minimum Lot Area	140 square metre per dwelling unit
(a) Minimum lot width	Interior lot: 5.5 metres End Lot: 6.9 metres Corner lot: 6.9 metres
(b) Minimum Exterior Side Yard	1.2 metres; 0.6 metres from a parking area and public walkway
(c) Minimum rear yard	6.0 metres
(d) Minimum interior side yard	(1) 1.2 metres when the abutting side lot line coincide with two exterior walls; (2) 0.0 metre when the abutting side lot line coincides with a common wall between two dwellings;
(e) Maximum building height	13.5 metres
(f) Minimum landscaped open space	Each dwelling unit shall have a minimum of 20 square metres open space in its rear yard.
(g) Encroachment	(1) 1.8 metres including eaves and cornices (into the Front, Rear and Exterior Side Yards).

<p>(h) The following shall apply to a bay, bow or box window:</p>	<p>(1) notwithstanding Section 6.13 Table 6.13.A, the maximum width of a bay, bow or box width of a bay, bow or box window with or without foundation shall be 4.5 metres;</p> <p>(2) notwithstanding Section 6.13 Table 6.13.A, the maximum depth of a bay, bow or box window with or without a founding shall be 1.0 metres;</p> <p>(3) 0.5 metres into the 1.2-metre interior side yard for a bay window with or without a foundation or cold cellar.</p>
<p>(k) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.</p>	

- EEE.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:
- 1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.
- EEE.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:
- 1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to the satisfaction of the Commissioner of Planning, Building and Growth Management; and
 - 2. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to stop up and close and purchase Old Castlemore Road west of Rainbow Creek and Fines Avenue, or, that satisfactory alternative arrangements are made should the right-of-way of Old Castlemore Road and Fines Avenue not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.

(2) By adding thereto the following sections:

- “FFF The lands designated R3E – 5.5 – Section FFF of Schedule A to this by-law:
- FFF.1 Shall only be used for the purposes permitted in an R3E zone;
- FFF.2 Shall be subject to the following requirements and restrictions:

(a) Minimum lot width	Interior lot: 5.5 metres End Lot : 6.9 metres Corner lot: 7.0 metres
(b) Minimum lot area per dwelling units	145 square metres
(c) Minimum Dwelling Unit Width	5.5 metres
(d) Minimum interior side yard	(1) 1.2 metres when abutting side lot line coincide with two exterior walls; (2) 0.0 metre when abutting side lot line coincides with a common wall between two dwellings;
(e) Minimum exterior side yard	3.0 metres; 1.2 metres when a lot abuts a private road
(f) Minimum rear yard	6.0 metres
(g) Maximum building height	13.5 metres
(h) Minimum landscaped open space	A minimum of 20 square meters for the entire yard areas shall be landscaped open space other than a driveway, an encroachment, or an accessory building permitted by this by-law.
(i) Encroachment	(1) 1.8 metres including eaves and cornices (into the Front, Rear and Exterior Side Yards).
(j) The following shall apply to a bay, bow or box window:	(1) notwithstanding Section 6.13 Table 6.13.A, the maximum width of a bay, bow or box width of a bay, bow or box window with or without foundation shall be 4.5 metres; (2) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; (3) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and
(k) Garage Control	Notwithstanding 16.10.2 (k), the minimum width of a garage is 3.1 metres. 16.10. 2 (k) (4) shall not apply to interior garage widths.

(l) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre in area but not more than 2 square metres in area and 1.2 metres in height may be located a minimum of 1.5 metres from any lot line.

- FFF.3 Shall only be used for the following purposes while the Holding (H) symbol is in place:
- 1. Purposes permitted in the Agricultural (A) zone subject to the requirements and restrictions of the Agricultural zone.
- FFF.4 The Holding (H) symbol shall be lifted in whole as applicable when all of the following conditions and requirements have been satisfied:
- 1. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City for the conveyance and construction of the stormwater management block 22, as well as block 24, block 25 and block 26, and Street 'A' from Castlemore Road to Old Castlemore Road to the satisfaction of the Commissioner of Planning, Building and Growth Management; and
 - 2. Prior to the lifting of the Holding (H) symbol, the owner shall make satisfactory arrangements with the City to stop up and close and purchase Old Castlemore Road west of Rainbow Creek and Fines Avenue, or, that satisfactory alternative arrangements are made should the right-of-way of Old Castlemore Road and Fines Avenue not be declared surplus, to the satisfaction of the Commissioner of Planning, Building and Growth Management.

ENACTED and PASSED this **Xth day of MONTH**, 2023.

Approved as to
form.

20__ / month / day

[insert name]

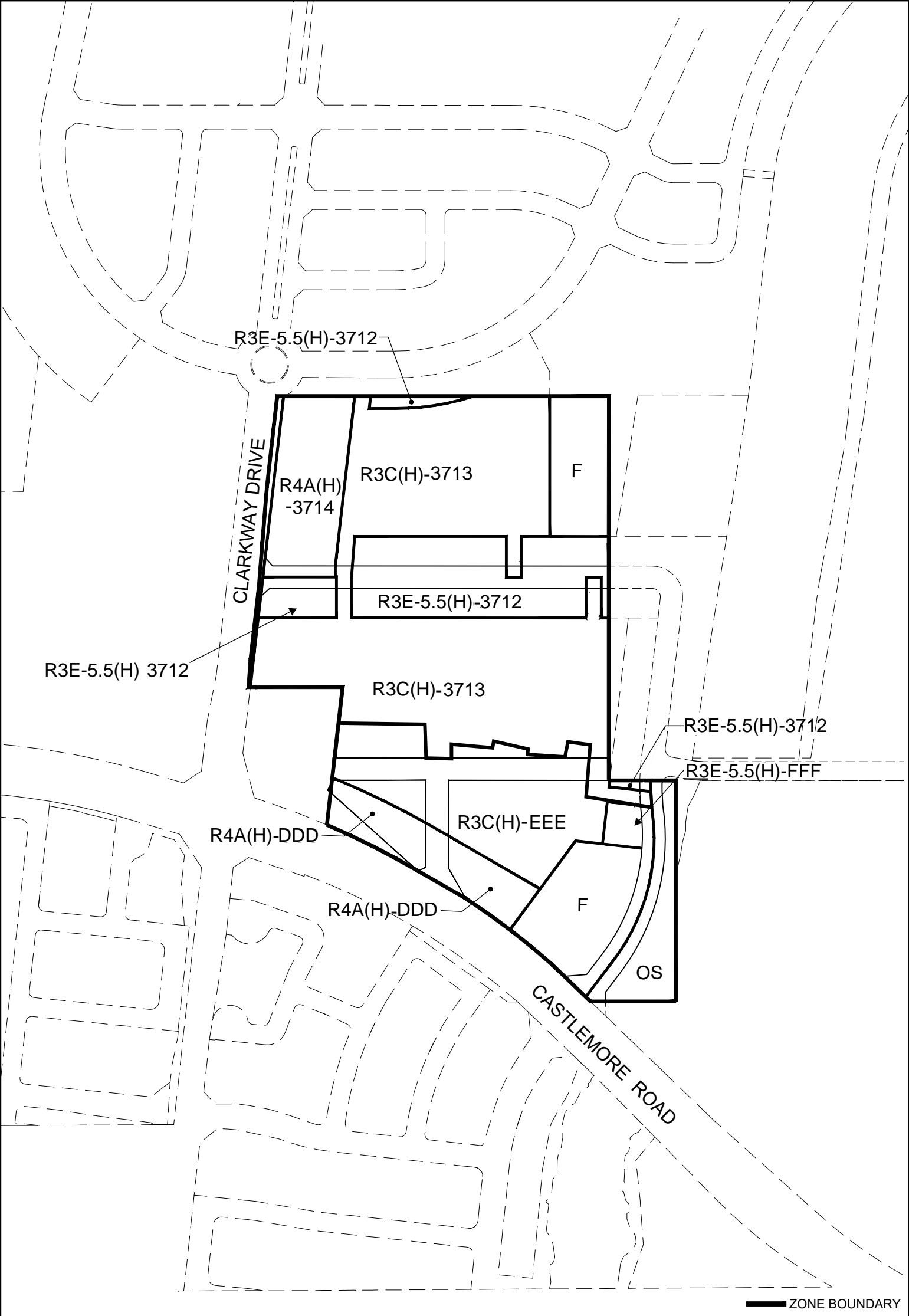
Patrick Brown, Mayor

Approved as to
content.

20__ / month / day

[insert name]

Peter Fay, City Clerk



— ZONE BOUNDARY

PART OF LOT 11,
CONCESSION 11, N.D.
BLOCK PLAN 47-1



CITY OF BRAMPTON
Planning, Design, and Development

BY-LAW _____ SCHEDULE A

1:4000
Page 64 of 724

Date:

Drawn By:

Results of Public Meeting (March 21, 2022) and Correspondence Received

OZS-2021-0050

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
Regional Councillor P. Fortini - Wards 7 and 8
Regional Councillor R. Santos - Wards 1 and 5
Regional Councillor P. Vicente - Wards 1 and 5
City Councillor D. Whillans - Wards 2 and 6
Regional Councillor M. Palleschi - Wards 2 and 6
City Councillor J. Bowman - Wards 3 and 4
City Councillor C. Williams - Wards 7 and 8
City Councillor H. Singh - Wards 9 and 10
Regional Councillor G. Dhillon - Wards 9 and 10

Members Absent: nil

Staff Present:

Paul Morrison, Interim Chief Administrative Officer
Richard Forward, Commissioner Planning and Development Services
Allan Parsons, Director, Development Services, Planning, Building and Economic Development
Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
Steve Ganesh, Manager, Planning Building and Economic Development
David Vanderberg, Manager, Planning Building and Economic Development
Cynthia Owusu-Gyimah, Manager, Planning Building and Economic Development
D'Andrea Anthony-George, Legal Counsel

Stephen Dykstra, Development Planner, Planning, Building and Economic Development

Andrew Ramsammy, Development Planner, Planning, Building and Economic Development

Anand Balram, Policy Planner, Planning, Building and Economic Development

Nasir Mahmood, Development Planner, Planning, Building and Economic Development

Angelo Ambrico, Development Planner, Planning, Building and Economic Development

Alex Sepe, Development Planner, Planning, Building and Economic Development

Bindu Shah, Principal Planner/Supervisor, Planning, Building and Economic Development

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Richa Ajitkumar, Acting Legislative Coordinator

Item 5.2

Staff Report re: Application to Amend the Zoning By-law and Draft Plan of Subdivision, KLM Planning Partners Inc. – Upper Mayfield Estates c/o Caliber Homes, Ward 10 (File: OZS-2022-0034)

Stephen Dykstra, Development Planner, Planning, Building and Economic Development, presented an overview of the application that included location of the subject lands, area context, concept plan, public notice, current planning document status, items under review, next steps and contact information.

Peter Fay, City Clerk, noted that there were no delegations or correspondence for this item.

Committee consideration of the matter included comments regarding sustainability metrics.



SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: 47-1 Country Properties Limited and Castlemore Country Properties Ltd.
(c/o Erine Rinomato – Glen Schnarr & Associates Inc.)

SUBJECT: **DRAFT PLAN OF SUBDIVISION**
21T-21021B
City of Brampton
OZS-2021-0050
Planner: Andrew Ramsammy

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr & Associates Inc. dated April 21, 2023.

Subdivision Agreement

2. Prior to registration, the owner shall enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.

These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the Planning Act. These agreements may address matters including but not limited to the following:

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.
- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land



dedications or reserves, securities or letters of credit.

- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

3. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

4. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.



9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.
11. Prior to registration, parkland dedication requirements for the subject application shall be finalized. In this regard, arrangements shall be made to the satisfaction of the Commissioner, Planning, Building and Growth Management and in accordance with the terms of the City's Parkland Dedication By-law, applicable at the time of plan registration.

Studies

12. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

13. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
14. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

15. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.



Servicing

16. Prior to registration, the recommendations of the approved Functional Servicing Report shall have been incorporated into all engineering plans.

EXTERNAL CONDITIONS –

Cost-share Agreement

17. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

18. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

19. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

20. These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

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

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

21. The owner shall undertake the following to the satisfaction of the Peel District School Board:
- a) to erect and maintain signs to the satisfaction of the Peel District School Board 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.
 - b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, 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 bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."
22. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

Prior to the registration of the subdivision, the owner shall:

- 23. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- 24. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- 25. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- 26. Agree to prepare and maintain an area of compacted gravel to Canada Post's



specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.

27. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
28. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
29. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
30. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

Prior to the registration of the subdivision, the owner shall:

31. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
32. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
33. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
34. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:



35. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
36. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

Prior to the registration of the subdivision, the owner shall:

37. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
38. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilities

Prior to the registration of the subdivision, the owner shall:

39. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
40. Observe all aerial and underground clearances, as may be required.
41. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
42. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
43. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Toronto and Region Conservation Authority

44. The final Plan shall be in general conformity with the draft plan prepared by Glen Schnarr & Associates Inc., dated August 2, 2022, prior to a request for clearance of any phase of



this plan, to:

- a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
45. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.
46. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
- a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site



and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
- c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill



placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA.

- d. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA.
- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.
- i. That as part of the segment channel enhancement work for the adjacent tributary, that an enhancement work includes an extensive planting plan that is prepared to the satisfaction of the TRCA for Block 24 (Greenland Channel), Block 25 (Greenland Channel Buffer), and Block 26 (Open Space).



47. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
- b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
- d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
- e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
- f. To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
- g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
- h. To provide for the warning clauses and information identified in TRCA's conditions.
- i. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- j. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- k. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- l. To gratuitously dedicated Block 24 (Greenland Channel), Block 25 (Greenland Channel Buffer), and Block 26 (Open Space) to the City of Brampton, in a condition



that is satisfactory to the City of Brampton and TRCA.

48. That the implementing Zoning By-law recognize all natural heritage features in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

Hydro/Telecommunications

49. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building, and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

50. The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval.
51. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
52. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.
53. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the



engineering drawings and final draft M-plan for the Lands;

- b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
 - c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.
54. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
55. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
56. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
57. The Developer shall acknowledge and agree that servicing of the subdivision will require construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works. A clause shall be included in the Subdivision Agreement in respect of same.
58. The Developer shall acknowledge and agree that individual services connection to the sanitary trunk sewer and a 600mm dia. future watermain on Clarkway Drive will not be permitted. A clause shall be included in the Subdivision Agreement in respect of same.
59. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges



By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

60. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
61. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.
62. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
63. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval a Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands. A clause shall be included in the Subdivision Agreement in respect of same.
64. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
65. Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network. A clause shall be included in the Subdivision Agreement in respect of same.
66. Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling hydrant (at 100% the Developer's expense) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
67. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
68. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the



Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

69. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- a. Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - 1. Bacteriological Analysis - Total coliform and E-coli counts
 - 2. Chemical Analysis - Nitrate Test
 - 3. Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.



70. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.
71. The Developer shall acknowledge and agree that the Developer is responsible for all costs associated with the relocation and/or removal of existing services to accommodate the development, to the satisfaction of the Region. The Developer shall made appropriate arrangements with the Region regarding financing and relocation of Regional services prior to registration of the Plan.
72. Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
73. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
- a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.
- A clause shall be included in the Subdivision Agreement in respect of same.
74. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
75. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

Administrative — Clearance of Conditions

46. Prior to the signing of the final plan by the Commissioner, Planning, Building, and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.



NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario
L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario
M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario
L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6



Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority
101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.

COMMENTS AND CONDITIONS MEMO

Date: July 21st, 2023

File: OZS-2021-0050 & 21T-21021B

From: Emma De Melo

Subject: Requirements for Plan of Subdivision 21T-17012B
Application to Amend the Official Plan, Zoning By-Law, and Proposed Draft
Plan of Subdivision
**47-1 Country Properties Limited and Castlemore County Properties
Limited – Glen Schnarr & Associates Inc.**
*(To permit a residential development consisting of approximately 329
condominium townhouses, 390 apartment dwellings, and 86 freehold
townhouse dwellings. The proposal also consists of a Natural Heritage block,
residential reserve blocks for future residential development, public right-of-
ways, and stormwater management blocks)*
Northeast corner of Castlemore Road and Clarkway Drive

Circulation Date: May 3rd, 2023

Plan: PART OF LOT 11, CONCESSION 11 N.D.

Plan Dated: April 21, 2023

Comment Revision #: 1st

The following represents a summation of comments and conditions from the
**Development Services Division of the Planning and Development Services
Department** with respect to matters dealing with Zoning, community information maps,
warnings, notices, growth management, other general requirements to be included in
the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

***The following shall be addressed prior to the release of the application for draft
plan approval.***

1. N/A

Sales Office Homebuyers Information Map

2. Prior to draft plan approval, the owner shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:
 - a) The proposed land uses within the subdivision based on the latest draft plan.
 - b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
 - c) The immediately surrounding existing and proposed land uses.
 - d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - e) The approximate locations of noise attenuation walls and berms;
 - f) The approximate locations and types of other fencing within the subdivision
 - g) Where parks and open space, storm water management facilities and walkways are located.
 - h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
 - i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
 - j) The locations of all Brampton Transit routes through the subdivision.
 - k) The following standard notes, using capital letters where noted:

i. "NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO

PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be several types of housing in the subdivision including townhouses and apartment buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iii. “Sites shown on the map for future schools, apartments, townhouses, churches, shopping plazas, parks etc. could have driveways anywhere along their street frontage. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “Some streets in this subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- v. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vi. “Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vii. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- viii. “Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- ix. “The final location of walkways in Blocks 21-27 may change without notice.”

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- x. “Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177.”
 - xi. “School and church sites in this subdivision may eventually be converted to residential uses and houses will be built instead. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
 - xii. “Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
 - xiii. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
 - xiv. “There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”
 - xv. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
 - xvi. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
 - xvii. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.’

- xviii. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xix. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xx. “Gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.”
- xxi. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”
- xxii. “There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.”
- xxiii. “FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.”
- xxiv. “FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER’S ENGINEERING CONSULTANT.
- xxv. FOR DETAILED INFORMATION PERTAINING TO STREETSCAPE, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER’S LANDSCAPE ARCHITECTURAL CONSULTANT.”

Digital Submissions of Plans

- 3. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved, shall be provided to the City, in accordance with the Planning and Development Services Department’s digital submission requirements.
- 4.
 - Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Residential Reserve Blocks

1. Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.

Final Homebuyers Information Map

2. Prior to registration of the plan, the owner shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) all of the information required on the preliminary map;
 - b) the locations of all sidewalks and walkways;
 - c) the locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) the locations of all above ground utilities;
 - e) the locations of all bus stops (if known); and,
 - f) the final locations of all Canada Post community mail boxes.
3. The owner shall ensure that each builder selling homes within the subdivision:
 - a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the preliminary Homebuyers Information Map to each offer of purchase and sale agreement.

Land Notices: Statements and Clauses

4. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
 - a) A statement indicating that Blocks 1-17 will be developed for residential purposes.

-
- b) A statement indicating that Blocks 22 and 23 will be developed for stormwater management pond purposes.
 - c) A statement to the satisfaction of the Development Engineering Division of the Public Works Department indicating that Blocks 22 and 23 shall be developed for stormwater management pond purposes and are planned to contain stormwater management ponds and will include other associated facilities such as walkways, lighting, and landscaping.
 - d) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
 - e) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
 - f) A statement indicating that lots adjacent to Castlemore Road may have a noise attenuation fence and berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.
 - g) A statement indicating that gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.
 - h) A statement indicating that the City of Brampton's Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
 - i) A statement advising purchasers that access from Block 15 to Clarkway Drive will be restricted to right-in/right-out only traffic movements.
 - j) A statement advising prospective purchasers that Street A will be extended in the future.
 - k) The following statements:
 - i. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community

aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- l) A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.
- m) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."

- ii. “That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.”
- n) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:
 - i. “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.”
 - ii. “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place, designated by the Peel District School Board.”
- 5. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

- 6. The owner shall erect and maintain signs in the following locations and in the following manner:
 - a) to the satisfaction of the Development Engineering Division of the Public Works Department on Stormwater Management Blocks 22 and 23, indicating that these blocks shall be developed as storm water management ponds and will be left in a naturalized state and will have minimal maintenance such as the periodic removal of paper and debris. The signage shall also advise that for more information, the Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email at planning.development@brampton.ca.
 - b) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - c) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

“Notice:

Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.” These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.”

These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

- d) to the satisfaction of the Peel District School Board at all major 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 Peel District School Board's Transportation Policy. These signs shall be to the Board's specifications, at locations determined by the Board and erected prior to registration.

Cost Sharing

- 7. Prior to registration the owner shall sign the Block Plan 47-1 Landowners Cost Share Agreement and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

Site Plan Approval

- 8. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Blocks 14, 15 16, 17.

Telecommunications

- 9. The owner shall permit all telecommunications service providers that are a “Canadian carrier” as defined in subsection 2(1) of the Telecommunications Act of a “distribution undertaking” as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City (“Telecommunication Providers”) to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the owner shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the owner directly within 10 business days if they intend to locate their plant within any future

public highway within the Plan. The owner shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the owner shall provide evidence of same satisfactory to the City. Until such installation is completed, the owner shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The owner shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The owner acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

10. Prior to commencing any work within the plan, the owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the owner is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the owner shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

Block Plan Area 47-1 and 47-2

Roads

11. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the Commissioner, Public Works and Engineering shall be satisfied that the appropriate mechanisms are in place for the following road and intersection improvements:
 - a. The construction of Collector Road (K) from the proposed East/West Arterial Road to Clarkway Drive including related intersection improvements.
 - b. The construction of two (2) internal collector roads from Clarkway Drive to Collector Road (K) including related intersections improvements.

c. The reconstruction/widening of Clarkway Drive from Castlemore Road to the East/West Arterial Road including intersection improvements at Castlemore Road and the East-West Arterial Road and Roundabout at Collector Road (K). Growth Management Staging/Sequencing Strategy 74 Block Plans 47-1 and 47-2.

d. The construction of the East-West Arterial Road from Clarkway Drive to Collector Road (K) including intersections at Clarkway Drive and Collector Road (K).

Sanitary

12. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the Commissioner, Public Works and Engineering shall be satisfied that the appropriate mechanisms are in place for connections to the 900mm sanitary sewer on Clarkway Drive.

Water

13. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the Commissioner, Public Works and Engineering shall be satisfied that the appropriate mechanisms are in place for the construction of, and connections to the proposed 600mm watermain on Clarkway Drive from Castlemore Road to the proposed East/West Arterial Road. Stormwater
14. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A within the catchment area of Pond 'R1', satisfactory arrangements must be made with the City of Brampton for the construction and conveyance of Pond 'R1' including but not limited to the storm sewer system, road and overland flow path leading to the SWM Pond and the outfall to the NHS.
15. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the Commissioner, Public Works and Engineering shall be satisfied that the appropriate mechanisms are in place for the external storm sewer connection to Pond 'C2' shown in Sub-Area 2B including but not limited to the storm sewer system, road and overland flow path leading to the SWM Pond and the outfall to the NHS.

Parks

16. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the City of Brampton shall be satisfied that the applicable subdivision developer has made satisfactory arrangements with the City for the conveyance of parkland. At this stage, the Owner shall provide to the City confirmation that the

Master Parkland Conveyance Agreement or other similar agreement has been entered into to the satisfaction of the City.

17. Prior to registration of any plan of subdivision, or part thereof, in Sub-Area 2A, the City of Brampton shall be satisfied that the applicable subdivision developer shall convey and provide securities to the City of Brampton for the approved costs of servicing and constructing vest pocket parks identified in the Sub-Area.

Schools

18. Prior to the draft approval of any plan of subdivision in Sub Area 2A, satisfactory arrangements shall be made with the Peel District School Board for the elementary school and public secondary school located within Sub Area 2A. Such arrangements could include the school site depicted in the Block Plan being entirely held by participating landowners at the time that the school is needed or the identification of an alternate site as agreed to the City and the Peel District School Board.
19. Prior to registration of any plan of subdivision, or part thereof, in Sub Area 2A, the respective landowners shall enter into an agreement with the Peel District School Board for the conveyance of the school site(s) lands.
20. Prior to the registration of a plan of subdivision in Sub Area 2A arrangements shall be made with the Dufferin Peel Catholic School Board for the conveyance of the School Site in Sub Area 2B

Natural Heritage System

21. Prior to draft plan approval of a plan of subdivision in 2A, the Commissioner, the Commissioner, Public Works and Engineering shall be satisfied that mechanisms are in places to implement findings and recommendations of the Rainbow Creek Master Environmental Servicing Plan (MESP) and the Addendum dated May 2019.
22. Prior to draft plan approval, the first planning and development application that involves a realignment of Rainbow Creek and/or reconfiguration of the existing natural heritage system (NHS) corridor will establish the environmental and engineering targets as well as prepare an implementation strategy for the entire segment of Rainbow Creek within this subarea.

Sustainability Score and Summary

23. N/A

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Emma De Melo
Development Planner, Development
Services Planning, Building and Growth
Management
905-874-3837

COMMENTS AND CONDITIONS MEMO

Date: June 27, 2023
File: **(OZS-2021-0050 and 21T- 21021)**
To: Emma Demelo
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-21021**
Owner Name: 47-1 Country Properties Limited and Castlemore County Properties Limited
Location: 5076 Old Castlemore Road
Circulation Date: June 2023
Plan: Draft Plan of Subdivision
Plan Dated: April 21, 2023

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. ~~Functional Servicing Report (FSR)~~ – Cleared by Environmental Engineering
 2. ~~Feasibility Noise Report~~ – Cleared by Development Engineering
 3. ~~Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required~~ – Condition 9

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

- 1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Registration Timing/ Phasing

- 2.1. The owner acknowledges and agrees that if the owner purchases Old Castlemore Road west of Rainbow Creek and Fines Avenue and prior to the City of Brampton stopping up

and closing Old Castlemore Road west of Rainbow Creek and Fines Avenue, the Owner shall:

- (i) make necessary arrangements to design, construct and convey to the City of Brampton the section of Street "A" with a temporary cul-de-sac, south of Old Castlemore Road, while maintaining access to PIN 142120050, at the Owner's sole cost and expense;
- (ii) make necessary arrangements to design, construct and convey to the City of Brampton the stormwater management pond within Block 22 at the Owner's sole cost and expense

3. Road Reconstruction/Cash Contributions

- 3.1. The owner acknowledges and agrees that if any temporary turning circle internal to the Plan is still required at the time of assumption of the subdivision, then the owner will provide a cash contribution as determined by the City's Commissioner of Public Works & Engineering towards the future removal of the temporary turning circles and complete construction of the ultimate road once extended. The value of the cash contribution shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the assumption of the subdivision.
- 3.2. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

5. Sidewalks

- 5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications and Easements

- 6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

- 6.2. Where the City has required as a condition of registration that the developer convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Developer, gratuitously, provided that the Developer shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

7. 0.3 Metre Reserves/Reserve Block(s)

- 7.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

8. Warning Clauses

- 8.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
- 8.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
- 8.1.2. Any walkways or retaining walls that may evolve on the plan,
- 8.1.3. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

9. Soil

- 9.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

10. Growth Managemenet Staging and Sequencing Study

- 10.1. Prior to the registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,



Olti Mertiri, P.Eng.
Supervisor, Development Approvals
Engineering Division
Planning, Building and Growth Management
Tel.(905) 874-5 273 Fax (905) 874-3369
olti.mertiri@brampton.ca

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: Aug 25, 2023
File: **OZS-2021-0050 and 21T-21021B**
To: Emma Demelo
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-21021B
Description -
Applicant Name - GSAI
Developer Name - Castlemore Country Properties & 47-1 Country Properties Limited
Location - NE Corner Castlemore Road & Clarkway Drive

Circulation Date: Aug 21, 2023
Plan: Draft Plan of Subdivision, GSAI
Plan Dated: Dec 13, 2022 (Development Concept Plan)
Comment Revision #: **#9**

A. PRIOR TO DRAFT PLAN APPROVAL

1. The development concept plan (GSAI, Aug 25, 2021) is to provide for internal road access to/from the proposed Highway/Commercial block on the northeast corner of Castlemore Road & Clarkway Drive to an arterial road full-turn access. This requirement was identified within the city's PRE-2020-0124 comments. **Cleared Sept 29, 2022 SM**
2. The proposed development concept plan relocated a Clarkway Drive access. The approved 47-1/47-2 block plan indicates that the Clarkway Drive restricted access would be adjacent to the proposed Highway/Commercial block on the northeast corner of Castlemore Road & Clarkway Drive. The development concept plan is to be revised to reflect the approved block plan. Amending the highway-commercial block size should resolve this issue. **Cleared Sept 29, 2022 SM**
3. The following studies shall obtain approval status, where applicable:
 - a. Traffic Impact Study (TIS). (Candevcon Dec 16, 2022) **Cleared Mar 09, 2023 SM**
4. A separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii, road elbows and driveway locations. Daylighting, curb radii, road elbows and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E. **Cleared Aug 25, 2023 SM**
5. A Traffic Calming plan is required on Street 'A' between Castlemore Road and Clarkway Drive in order to determine if any additional right-of-way is required to accommodate traffic calming. **Cleared Aug 25, 2023 SM**

6. Prior to Draft Plan approval, the applicant is required to submit a functional design drawing of garages. Garages are required to accommodate a vehicle and to be accepted as a functional parking area or submit a functional design drawing depicting a parked vehicle with doors of the vehicle open. The city must be satisfied that garages can accommodate vehicles as well as the Region of Peel waste & recycling bins, and demonstrate that the bins can be manoeuvred while the garages accommodate vehicles. This is a result of the introduction of these bins by the Region. (Note, the Region has advised that they distribute varying sizes of these bins depending on the development. i.e. – Large bins to single family homes, medium bins to semi-detached and smaller bins to townhouses.) **Cleared July 28, 2023 - Garage Template, July 14, 2023, Cassidy & Company - SM**
- Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. The Street 'A' traffic calming, as per the approved Traffic Calming Plan (Candevcon – Aug 14, 2023) is required to be implemented/installed by the owner/applicant prior to registration of the subdivision.
2. Prior to the City of Brampton stopping up and closing Old Castlemore Road and Fines Avenue, the Owner shall:
 - a. make necessary arrangements to design, construct and convey to the City of Brampton the section of Street "A" with a temporary cul-de-sac, south of Old Castlemore Road, while maintaining access to PIN 142120050, at the Owner's sole cost and expense;
 - b. make necessary arrangements to design, construct and convey to the City of Brampton the storm-water management pond within Block 22 at the Owner's sole cost and expense;
3. A Public Access Easement is required in favour of the commercial block fronting Clarkway Drive as a condition of registration of the subdivision and prior to any site plan approvals.
4. The applicant will submit fully dimensioned functional design drawings for any permanent or temporary cul-de-sacs, roundabouts, intersections and road connections proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214.
5. All, the 7.0m lanes proposed must be private, as the city has not approved public laneways in this area. Verify that the 7.0 metre wide private lanes depict the width of the travel portion of these private lanes. The 7.0m is not to include curbs & gutters.
6. The Clarkway Drive road widening is to be in accordance with the approved block plan to accommodate a 31.5 metre Clarkway Drive right-of-way (ROW).
7. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to be later extended, and at the ends of Cul-de-sacs.

8. The applicant is required to provide a drawing depicting Canada Post community mailbox locations and identifying their catchment areas. This drawing is required with the first engineering submission.
9. The subdivision is to adhere with the approved Growth Management Staging & Sequencing Strategy (GMSSS). Required Transportation Infrastructure as per the approved GMSSS is:
 - a. Collector Road (K) from the proposed East/West Arterial Road to Clarkway Drive
 - b. Two (2) internal Collector Roads from Clarkway Drive to Collector Road (K)
10. Traffic Signal Funding Breakdown
 - a. Signal monies are required for the Street 'A'/Apple Valley Way @ Castlemore Road intersection for improvements to existing traffic signal.
 - i. \$60,000.00 Letter-of-Credit (LoC).
 - b. Signal monies are required for the Street 'A'/District Retail @ Clarkway Drive intersection.
 - ii. \$150,000.00 Cash-in-Lieu.
11. Interim Road Improvements – Interim improvements may be required. (Including, but not limited to, widening, turning lanes, pavement markings and signs.)
 - a. The Developer hereby acknowledges and agrees that any interim Regional road improvements, including but not limited to interim traffic control signals, auxiliary lanes etc., required to service this development, as determined in the approved Traffic Impact Study, shall be at 100% the expense of the developer.
12. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
13. Single Garage width requirement is 3.3m minimum.
14. Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245.
15. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.
16. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.
17. Where no residential parking, or limited residential parking is being proposed/provided, the owner shall provide a clause in the condominium or rental agreement stating that "No residential parking is provided on-site and that residential parking either on-street or at public facilities is subject to current city by-laws and policies".
18. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.
19. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
20. Utility clearance of 1.5 metres from residential driveways is required.

21. A separate drawing is to be submitted depicting on-street parking supply. Developer must supply 50% ratio (50% of on-street parking to the number of units).

C. GENERAL COMMENTS

1. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if/when deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
2. Vertical curves – grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
3. Road alignments - the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
4. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required;
5. Parking supply is to be as per the City zoning requirements.
6. Prior to registration, the City, at its own discretion, may require the early dedication of all roads, or portions thereof.
7. Registration of the Plan may be dependant of the prior registration of the plan to the north and/or south for servicing and access reasons.
8. Vehicular access easements may be required where multiple condominium registrations are proposed.

Regards,



Scott McIntyre

Transportation Engineering | Engineering Division | Public Works & Engineering Dept | City of Brampton

T: 905.874.2540 | F: 905-874-2599 | 2 Wellington Street West | ON L6S 6E5

COMMENTS & CONDITIONS MEMO

Date: September 20, 2022

File: OZS-2021-0050, 21T-21021B

To: S. Dykstra, Development Services

From: S. Massah, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT
Proposed Official Plan Amendment, Zoning-By-Law Amendment and
Draft Plan of Subdivision**
(To permit *condominium townhouses, apartment dwellings and 86
freehold townhouse dwellings, residential reserve blocks, a Natural
Heritage block and stormwater management blocks.*)
Conditions from the Park Planning & Development Section

Consultant: **GLEN SCHNARR & ASSOCIATES INC. (GSAI)**

Owner: **47-1 COUNTRY PROPERTIES LIMITED AND
CASTLEMORE COUNTRY PROPERTIES LTD.**

Location: 5076 Old Castlemore Rd, East of Clarkway Dr, north of Castlemore Rd
Circulation Date: December 20, 2021
Ward: 10

In response to the Accela circulation of the above noted Official Plan Amendment, Zoning-By-Law Amendment and Draft Plan of Subdivision dated December 20, 2021, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

Requested Adjustments to Plan:

1. *NIL*

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City.

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

2. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal runs along the outer limits of the Natural Heritage System (NHS) buffer (*Buffer Block 24*), and along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Public Lands:

3. The Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified open space and stormwater management blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. Items are listed alphabetically.

Community Information Maps:

4. The Owner shall prepare a detailed Homebuyers' Information Map, based on the final M-plan, to the satisfaction of the City.

Fencing:

5. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Maintenance Fees:

6. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians,

irrigation systems, acoustical walls and architectural landscape elements located on public property.

7. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

The Owner shall enter into the Master Parkland Conveyance Agreement and shall provide to the City confirmation that the Agreement has been entered into, to the satisfaction of the City.

Parkland Dedication:

8. The Owner shall enter into the Master Parkland Conveyance Agreement and shall provide to the City confirmation that the Agreement has been entered into, to the satisfaction of the City.
9. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended.

The City will not require the conveyance of parkland dedication (parkland or cash-in-lieu of parkland) as a condition of subdivision draft approval for this Plan as authorized by Section 51.1 of the Planning Act R.S.O. 1990, c.P. 13 as amended.

The Owner is put on notice that City By-laws and policies as amended require the payment of cash-in-lieu of parkland for this application pursuant to Section 42(6) of the Planning Act, as a condition of development of the land, and payable prior to the issuance of building permits.

To facilitate the calculation of CIL-payable for all lots and blocks identified in the plan, the Owner will be required to commission and submit an Appraisal, in accordance with City standards, and subject to the review and ratification by the City's Realty Services Section.

Plan Requirements for all Public Lands:

10. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Signage for NHS:

11. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans:

12. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

13. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of open space, stormwater management ponds, valleylands, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

14. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

15. The Tree Evaluation Report, shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Warning Clauses – Parks, NHS, Open Space, etc.

16. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks

designated for Natural Heritage System (NHS) (Block 23 and Buffer block 24), open space (Block 25) and stormwater management blocks (Block 21 & 22) that state:

“The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton’s Public Works & Engineering Department at (905) 874-2050.

Warning Clauses – Street Trees

17. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

“The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Public Works & Engineering Department at (905) 874-2050.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

18. All identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) and Railway Buffer lands shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

19. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

20. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Reimbursement for Creditable Work:

21. Following completion of (park/NHS) development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City's Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twenty four (24) months after the date of registration of the plan of subdivision, unless an extension has been granted in writing by the City or unless a more rapid delivery of the (e.g. park/valleyland) block(s) is required to service existing residents.

As-Built Drawings:

22. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

23. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland / greenbelt block, vista block or other location as determined by the City, shall be removed at the Owner's expense.

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Sustainability – Park Planning Requirements

24. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the [latest requirements](#) set out by the City for the development of such documents

Parks and Open Space Naming:

25. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:

- a) NHS Valley Block '23', NHS Buffer Block '24' and Open Space Block '25' shall be named in the later stages of the development approval process. '
- b) Stormwater Management Pond Blocks '21' and '22' shall be named in the later stages of the development approval process.

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah

Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
saghar.massah@brampton.ca

cc. (via email only):

J. Mete, R. da Cunha, W. Kuemmling, P. Pushan, P. Cooper

(Note: A digital copy has also been uploaded to Accela.)

COMMENTS AND CONDITIONS MEMO

Date: Friday, September 23, 2022
To: Stephen Dykstra, Development Planner
From: Kanwal Aftab, Urban Designer
Subject: Comments and Conditions
File: OZS-2021-0050 / 21T-21021B

UD has the following comments on the above noted application

A. GENERAL COMMENTS

- Please provide an Urban Design Brief at Site Plan stage of this Application.
- This application should conform to Architectural Control Guidelines for Ground Related Residential Development- Chapter 7 of the Development Design Guidelines (DDG), and subject to Architectural Control Compliance Review process.
- The design should conform to the Transit-Supportive Townhouse Design Guidelines in relation to the high density units located along Clarkway Drive

B. CONDITIONS OF DRAFT PLAN APPROVAL

In accordance with the “Architectural Control Guidelines for Ground Related Residential Development”, Chapter 7 of the “Development Design Guidelines”, and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree to the following:

1. Select an approved Control Architect from the short list of firms established by the City;
2. That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City’s expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants’ attendance and their understanding of the entire process will be provided to the City;

3. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
4. To pay all associated fees to the City as per By-law 110-2010;
5. After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;
6. Upon completion of the subdivision, the owner agrees that the Control Architect provides to the City Final Completion Letter.

If you have any questions or require further clarification, please contact the undersigned or those indicated above as the comment providers.

Best regards,

Kanwal Aftab

Urban Designer

Planning, Building and Economic Development| City of Brampton

Tel: 905-874-2483 |E-Mail: kanwal.aftab@brampton.ca

Brampton City Hall, 3rd Floor, 2 Wellington St W, Brampton, ON L6Y 4R2

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Public Works

10 Peel Centre Dr.
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Brampton, ON
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peelregion.ca

April 19, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
stephen.dykstra@brampton.ca

RE: Applications for Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision
10089 Clarkway Drive, 10059 Clarkway Drive, 5044 Old Castlemore Road, and 5076 Old Castlemore Road
47-1 Country Properties Limited and Castlemore Country Properties Ltd.
City of Brampton, Ward 10
Regional Files: 21T-21021B, OZ-21-050B, RZ-21-050B
Related Regional File: PRE-20-124B
City File: 21T-21021B, OZS-2021-0050

Dear Mr. Dykstra,

The Region has reviewed the materials submitted in support of the above-noted applications. Our comments and Draft Plan Conditions can be found below.

GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings and materials.

The applicant is requested to provide a Comment-Response Matrix outlining how each comment has been addressed, as appropriate through the revised submission package.

Public Health – Built Form

- Through ROPA 27, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- With the Sustainability Assessment reaching a bronze threshold on the assessment with a score of 30 points, the site is on it’s way to contributing to a healthy built form with the surrounding and connecting subdivisions. We look forward to confirming that the sidewalks are labelled on both sides of the street through the detailed design stage. Additionally, we will have additional comments upon reviewing the plans for the medium density Blocks 13-16.

Servicing

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of 900mm diameter sanitary sewer on Clarkway Drive and Castlemore Road. Individual service connections to sanitary sewer trunk are not permitted.
- A Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction might be required.
- **Comments on the FSR will be provided under separate cover.**

Water Facilities

- The lands are in Water Pressure Zone 5 supply system.
- Existing infrastructure consist of 200mm diameter watermain on Clarkway Drive, 400mm diameter watermain on Castlemore Road and 300mm diameter

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watermain on Old Castlemore Road. Individual service connection to 400mm dia. watermain are not permitted.

- A Functional Servicing Report (FSR) showing proposed water servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.
- External easements and construction might be required.
- The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominiums.
- **Comments on the FSR will be provided under separate cover.**

Region Roads

- Regional Roads are not adversely affected. No comment at this time.

Planning and Development

Contribution to Regional Housing Needs

Proposed Regional Official Plan housing policies support a range and mix of housing options that are affordable and meet housing need. Peel-wide new housing unit targets (Table 4) are being proposed on affordability (30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households), rental (25% of all new units are rental), and density (50% of all new units are a housing type other than detached or semi-detached).

Regional staff request a more fulsome housing assessment to better evaluate how local municipal and Regional housing policies are met and how the proposed development contributes towards identified housing needs and overall Regional housing objectives and targets identified in the Peel Housing Strategy, Peel Housing and Homelessness Plan, and draft Regional Official Plan. Below are comments on how this assessment could be strengthened.

- Regional staff appreciate the applicant's references to this development contributing towards a mixed-use healthy and complete community. To further demonstrate alignment with housing objectives, the applicant should demonstrate how this proposed development aligns with [Housing Brampton](#).
- Regional staff appreciate the consideration for medium density dwelling types such as townhouse and apartment units, which will demonstrate a contribution towards the Peel-wide new housing unit target on density. Staff encourage the applicant to review opportunities to incorporate additional residential units (ARUs) within townhouses to better meet housing need. We encourage the applicant to demonstrate how ARUs could be incorporated in design or including partial ARUs or rough-ins as part of pre-construction sales. Where feasible, other design elements such as larger basement windows and providing separate entrances should be considered to support the development of future ARUs that are safe, legal and liveable. The inclusion of ARUs would help the applicant demonstrate stronger contributions towards Peel-wide new housing unit targets for rental tenure.
- The applicant should consider revising its proposal to provide further details for residential reserve blocks 17 and 18. Staff encourage the applicant to consider a diverse range of housing options, such as inclusion of ARUs and/or medium to high density housing types such as townhouses and apartments.
- The applicant should revise its proposal to provide a detailed breakdown of the tenure (rental or ownership) of all housing units including average asking rents and affordability periods over the long term for rental units (e.g., 25 years or more). This would help the applicant demonstrate stronger contributions towards Peel-wide new housing unit targets for rental tenure and affordability.
- In accordance with the Provincial Policy Statement, 2020, the Peel-wide new housing unit target on affordability in Table 4 of the proposed Peel 2051 Regional Official Plan, and City of Brampton Official Plan Policy 4.2.5, more information is needed on the pricing and affordability period (e.g. 25 years or more) of units to demonstrate the applicant's contribution to affordable housing.
- The applicant should consult the Regional Official Plan definitions section for the definition of affordability and associated affordability thresholds for low and moderate income households.
 - Partnerships between the applicant, the Region of Peel, City of Brampton, and non-profit sector should be explored to provide units that are affordable to low income households.
- More details should be provided on unit types (e.g., 1 bedroom, 2 bedrooms, etc.) and unit size (square footage). The applicant should demonstrate an appropriate presence of two or more bedroom family-sized units that aligns with housing need.

Public Works

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tel: 905-791-7800

peelregion.ca

- There is a potential need for co-location with a licensed child care centre in the community. The applicant should explore this opportunity in one of the mixed-use spaces proposed as part of this development. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.

Affordable Housing Contribution

As part of implementation of Secondary Plan 47 policy 5.1.5.1 and in support of the Peel-wide new housing unit target on affordability, Regional staff look forward to working with the applicant, members of the landowners group, as appropriate, and the City to establish the terms of such a contribution.

These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or a non-profit, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located. Please refer to Condition of Draft Plan Approval no. 25 below.

Traffic

- This application does not abut a Regional road. No comment at this time.

Waste Management

- This property is within the vicinity of **Bellissimo** landfill site. It is an inactive, private landfill located between McVean Rd. and Gore Rd., south side of Castlemore Rd. The exact boundaries are unknown. No further information is available.
- The owner/proponent acknowledges that the records of the Regional Municipality of Peel concerning the location and nature of waste disposal sites or hazardous wastes are incomplete and that the Regional Municipality of Peel makes no representation that records may be relied upon in determining whether or not lands have been used for the disposal of waste or hazardous wastes. However, should there be any doubt about the integrity of the listed application with respect to the possibility of a waste disposal site or hazardous wastes on or adjacent to the property, we recommend that the applicant carry out a detailed soil investigation by a qualified Geotechnical Engineer. If it is found that the subject lands have been used for the disposal of waste or hazardous waste, then approval of the Minister, for the proposed use, as per Section 46 of the Environmental Protection Act (Ontario), may be required.
- **For Medium Density residential:** The Region of Peel will provide **front-end collection** of garbage and recyclable materials subject to meeting the requirements of **Sections 2.0, and 4.0 of the Waste Collection Design Standards Manual**.
- **A Waste Management Plan** must be provided that shows the following conditions can be met prior to approval of the Official Plan Amendment or Draft Plan of Subdivision:
 1. Collection vehicle access route requirements can be met
 2. Collection point has overhead clearance min. 7.5m and can hold all waste bins of the larger stream
 3. Waste storage room is large enough for all required bins
- **Confirmation is required for the type of townhouses, i.e., Stacked, or Non-stacked townhouses, if each unit will have its own garage and not just parking space, and where the garage is facing in order to determine the applicable waste collection method.**
- **For stacked townhouses:** The Region of Peel will provide **front-end collection** of garbage and recyclable materials subject to meeting the requirements of **Sections 2.0, and 4.0** of the Waste Collection Design Standards Manual.
- **For non-stacked townhouses:** The Region of Peel will provide **curbside collection** of garbage, recyclable materials, household organics and yard waste subject to **Sections 2.0 and 3.0** of the Waste Collection Design Standards Manual.
- For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning Application available at: <https://www.peelregion.ca/planning/business/pdf/waste-management-plan.pdf> and the Waste Collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

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Finance

Development Charges

- The Developer acknowledges that the lands are subject to the Region’s Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

- Servicing of this Plan will require construction of 600mm watermain which is the financial responsibility of the Region of Peel as per Development Charges By-law. Should the Developer wish to proceed with the works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This agreement will be subject to the Region’s determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following oversized watermain is included in the Five-Year Capital Budget and Forecast.

Component No.	Project No.	Construction Year	Description
28914	19-1172	2023	600mm dia. watermain on Clarkway Drive

Real Estate

Real Estate has reviewed the above noted application for Draft Plan of Subdivision and has no requirement at this time. The plan is not adjacent to a Regional Road.

CONDITIONS OF DRAFT PLAN APPROVAL

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21021B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region’s Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer’s knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:
 - a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region’s Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold

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townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;

- b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
 - c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.
4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
 5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.
 6. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
 7. The Developer shall acknowledge and agree that servicing of the subdivision will require construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works. A clause shall be included in the Subdivision Agreement in respect of same.
 8. The Developer shall acknowledge and agree that individual services connection to the sanitary trunk sewer and a 600mm dia. future watermain on Clarkway Drive will not be permitted. A clause shall be included in the Subdivision Agreement in respect of same.
 9. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
 10. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
 11. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.
 12. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
 13. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval a Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands. A clause shall be included in the Subdivision Agreement in respect of same.

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14. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
15. Prior to registration of the Plan of subdivision, the Developer shall ensure that all lots and blocks are serviced via an internal road network. A clause shall be included in the Subdivision Agreement in respect of same.
16. Prior to servicing of the subdivision, the Region may require the Developer to construct a sampling hydrant (at 100% the Developer's expense) within the proposed Plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
17. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
18. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
19. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
20. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed,

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inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.

21. The Developer shall acknowledge and agree that the Developer is responsible for all costs associated with the relocation and/or removal of existing services to accommodate the development, to the satisfaction of the Region. The Developer shall made appropriate arrangements with the Region regarding financing and relocation of Regional services prior to registration of the Plan.
22. Prior to registration of the Plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
23. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a) A copy of the final signed M-Plan
 - b) A copy of the final draft R-Plan(s); and
 - c) The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.A clause shall be included in the Subdivision Agreement in respect of same.
24. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
25. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

CONCLUSION

If you have any questions or concerns, please contact me at your earliest convenience at jason.deluca@peelregion.ca.

Sincerely,



Jason De Luca RPP MCIP
Principal Planner
Planning & Development Services, Public Works

c.c. John Hardcastle, Manager, Planning & Development Services, Brampton
Section

November 8, 2022

BY EMAIL: Stephen.dykstra@brampton.ca

Mr. Stephen Dykstra
Development Planner
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Mr. Dykstra:

**Re: Zoning By-law Amendment - OZS-2021-0050
Draft Plan of Subdivision - 21T-21021B
10089, 10059 Clarkway Dr, 5044, 5076 Old Castlemore Rd
Part Lot 11, Concession 11 N.D.
City of Brampton
Castlemore Country Properties & 47-1 Country Properties Ltd. (Agent: Glen Schnarr & Associates)**

This letter will acknowledge receipt (received September 7, 2022) of a revised submission in support of the noted Zoning By-law Amendment and Draft Plan of Subdivision applications. The following circulated materials have been reviewed by staff:

- Comment Response Matrix, dated August 2022.
- Cover Letter, prepared by GSAI, dated August 26, 2022.
- Draft Plan of Subdivision, prepared by GSAI, dated August 2, 2022.
- Environmental Impact Study, prepared by Dillon Consulting, dated August 2022
- Functional Servicing Plan, prepared by Valdor Engineering Inc., revised August 2022.
- Hydrogeological Investigation, prepared by Soil Engineers Ltd., dated July 2022.
- Official Plan Amendment, not dated.
- Preliminary Grading Plan, prepared by Valdor Engineering Inc., dated August 31, 2021.
- Preliminary Road Plan, prepared by Candevcon Limited, dated August 8, 2022
- Tree Evaluation report, prepared by Dillon Consulting, dated August 12, 2022.
- Zoning By-law Amendment, not dated.

Purpose of the Application

It is our understanding that the purpose of the above noted applications Zoning By-law Amendment and Draft Plan of Subdivision is to permit a residential development consisting of:

- Approximately 329 condominium townhouses;
- Approximately 390 apartment dwellings;
- 86 freehold townhouse dwellings;
- Natural Heritage System Block and associated Buffer Block;
- 2 stormwater management ponds; and,

- Public and private street network

O. Reg. 166/06

The subject lands are adjacent to Rainbow Creek, a tributary of the Humber River Watershed. As such, portions of the subject lands are located within TRCA's Regulated Area and are subject to O. Reg. 166/06. Based on our review, the proposed development is located within the regulated portion of the site. As such, a TRCA permit will be required from TRCA prior to any works commencing within the regulated portion of the site. TRCA staff will discuss permit fees and requirements with the applicant at such time that the review and approvals have advanced and TRCA permits are required to facilitate the proposed development.

Background

The subject property is located within the Highway 427 Industrial Secondary Plan (OPA 105) and within Block Plan 47-1 study area. A Master Environmental Servicing Plan (MESP) in support of OPA 105 and an Environmental Impact Study (EIS) in support of the Block 47-1 Block Plan have been prepared and approved by the City and TRCA.

Technical Comments

Based on our review of the listed materials circulated with this revised submission, TRCA staff have one remaining technical comment that can be addressed as part of the detailed design submission:

1. It appears that the applicant considers only infiltration measures to achieve the requirement of on-site retention of 5 mm of runoff from the impervious areas. Please note that the requirement of on-site retention of 5 mm of runoff from the impervious area can be achieved not only through infiltration measures but also through measures that promote evapotranspiration such as raingarden or reuse of the runoff. Please identify the measures proposed, locations, and provide supporting calculations as part of the detailed design submission.

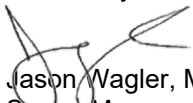
Recommendation

Based on our review of the current submission, TRCA's key priority issues have in-principle been adequately addressed. As such, TRCA has **no objection** to the Draft Plan of Subdivision, and ZBA as currently submitted. Based on the draft plan dated August 2, 2022, prepared by Glen Schnarr & Associates Inc., TRCA staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix I.

Please note that when the applicant requests clearance of TRCA's conditions, a copy of the most recent Conditions of Draft Plan Approval and draft plan, the Executed Subdivision Agreement, the implementing Zoning By-law and supporting documentation must be provided to the TRCA with a cover letter that identifies how the conditions have been fulfilled.

I trust these comments are of assistance. Should you have any questions or comments, please contact the undersigned.

Yours truly,



Jason Wagler, MCIP, RPP
Senior Manager
Development Planning & Permits

Encl: *APPENDIX I: TRCA Staff Conditions of Draft Plan Approval (City File #OZS-2021-0004)*

cc: Colin Chung, GSAL: colinc@gsai.ca
Mark Condello, GSAL: markc@gsai.ca
Pam Cooper, City of Brampton: pam.cooper@brampton.ca
Brennan Paul, TRCA
Dilnesaw Chekol, TRCA
Colleen Bonner, TRCA

APPENDIX I – TRCA Staff Conditions of Draft Plan Approval (City File #OZS-2021-0050)

TRCA Conditions of Draft Plan Approval

Red-line Revisions

1. The final Plan shall be in general conformity with the draft plan prepared by Glen Schnarr & Associates Inc., dated August 2, 2022, prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities

(i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

- v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
- c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental buffer areas, or proposed environmental protection area lands, beyond those approved by the TRCA.
- d. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA.
- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
- i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;

- ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
 - h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.
 - i. That as part of the segment channel enhancement work for the adjacent tributary, that an enhancement work includes an extensive planting plan that is prepared to the satisfaction of the TRCA for Block 24 (Greenland Channel), Block 25 (Greenland Channel Buffer), and Block 26 (Open Space).

Subdivision Agreement

4. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
- b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
- d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
- e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
- f. To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
- g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
- h. To provide for the warning clauses and information identified in TRCA's conditions.
- i. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- j. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- k. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements

of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.

- I. To gratuitously dedicated Block 24 (Greenland Channel), Block 25 (Greenland Channel Buffer), and Block 26 (Open Space) to the City of Brampton, in a condition that is satisfactory to the City of Brampton and TRCA.

Implementing Zoning By-law

5. That the implementing Zoning By-law recognize all natural heritage features in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

February 8, 2022

City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2
Att'n Stephen Dykstra:

Re: Application for Zoning by-Law Amendment – Northeast Corner of Clarway Drive and
Castlemore Road
COB File: OZS-2021-0050

Dear Stephen:

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- Applicant shall grant all necessary aerial or underground easements, as may be required.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20-26 weeks.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing plant in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra
Alectra Utilities Corporation

175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 905 840 6300

alectrautilities.com

Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

E/ This connection will require a feeder extension. The customer is advised to contact Alectra Utilities as soon as possible to ensure the connection date is met on time.

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

January 28, 2022

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Stephen Dykstra

Re: Request for Comments
GSAI - 47-1 Country Properties Limited and Castlemore Country Properties Ltd.
Lands located east of Clarkway Drive, north of Castlemore Road
City File Number: OZS-2021-0050
Alectra EP File: Q2-57

Dear Stephen,

As per your request for comments regarding the above project, we respond as follows:

- A. Please include the following as conditions of approval:
- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. Alectra Utilities requires blanket easement on condominium developments. These will be confirmed during the final design of the roads and subdivision.
 - The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
 - The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
 - The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.
- B. The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is also available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

If you have any questions or concerns, feel free to contact me at 416.819.4975.

Yours Truly,

Henry Gamboa, CET
Supervisor, Distribution Design – Subdivisions (Central)

Alectra Utilities Corporation
175 Sandalwood Pkwy West, Brampton, ON L7A 1E8 | t 1 833 253 2872

alectrautilities.com

March 10, 2022

Stephen Dykstra
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Stephen,

Re: Draft Plan of Subdivision, Zoning By-law Amendment
Castlemore Country Properties & 47-1 Country Properties Limited
10059 & 10089 Clarkway Drive; 0, 5044 & 5076 Old Castlemore Road
City of Brampton
File No.: OZS-2021-0050

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.



Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com

Safety. Integrity. Respect. Inclusion.

January 28, 2022

City of Brampton
Planning Department

Attention: Stephen Dykstra

APPLICATION NO OZS-2021-0050
APPLICATION TYPE Site Plan
ADDRESS Northeast of Clarkway Drive and Castlemore Road.

GENERAL LOCATION Northeast of Clarkway Drive and Castlemore Road.

DESCRIPTION The application proposes a residential development consisting of approximately 329 condominium townhouses, 390 apartment dwellings and 86 freehold townhouse dwellings. The proposal also consists of a Natural Heritage block, residential reserve blocks for future residential development, public right-of-ways, and stormwater management blocks

Rogers Reference Number M220739

Rogers Communications ("Rogers") has reviewed the application for the above Site Plan and has determined that it intends to provide cable and telecommunications services. Accordingly, we request that municipal approval be granted subject to the following conditions:

1. Prior to Site Plan approval, the Developer/Owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Site Plan (collectively, the "**Communications Service Providers**"). Immediately following registration of the Site Plan, the Developer/Owner will cause these documents to be registered on title.
2. Prior to Site Plan approval, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Site Plan, as well as the timing and phasing of installation.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com.

Yours truly

Monica LaPointe

Monica LaPointe
Coordinator

gtaw.newarea@rci.rogers.com

Rogers Communications, Wireline Access Network
3573 Wolfedale Rd, Mississauga Ontario

From: circulations@wsp.com
Sent: 2022/01/31 3:35 PM
To: Dykstra, Stephen
Subject: [EXTERNAL]Notice of ZBLA and Draft Plan of Subdivision (OZS-2021-0050); Northeast of Clarkway Drive and Castlemore Road, Brampton.

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

2022-01-31

Stephen Dykstra

Brampton

, ,

Attention: Stephen Dykstra

Re: Notice of ZBLA and Draft Plan of Subdivision (OZS-2021-0050); Northeast of Clarkway Drive and Castlemore Road, Brampton.; Your File No. OZS-2021-0050

Our File No. 92474

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Should you have any questions, please contact the undersigned.

Yours truly,

Ryan Courville
Manager - Planning and Development
Network Provisioning
Email: planninganddevelopment@bell.ca

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-LAEhHhHzdJzBITWfa4Hgs7pbKI

January 19, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Stephen:

**RE: Application to Amend the Zoning By-law and Draft Plan of Subdivision
OZS-2021-0050
47-1 Country Properties Limited and Castlemore Country Properties Ltd.
Northeast of Clarkway Drive and Castlemore Road
City of Brampton (Ward 10)**

The Peel District School Board has reviewed the above-noted application (274 apartment units and 553 townhouse units, totally 827 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
182	52

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
James Grieve P.S. (Kindergarten to Grade 5)	563	743	2
Humberview S.S. (Grade 9 to Grade 12)	1,271	1,437	4

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:
 - a) “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board’s Transportation Policy #39. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools.”
 - b) “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place, designated by the Peel District School Board.”
3. The developer shall agree to erect and maintain signs at the entrances to this development which shall advise prospective purchases that due to present school facilities, some of the children from this development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District School Board’s Transportation Policy.

The Board wishes to be notified of the decision of Council with respect to this proposed application.
The Board is requesting a phasing plan.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2021-0050 comment.doc

January 26, 2022

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

**Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Glen Schnarr & Associates Inc. – 47-1 Country Properties Ltd. & Castlemore Country Properties
East of Clarkway Dr, north of Castlemore Rd
File: 21T-21021B (OZS 2021-0050)
City of Brampton – Ward 10**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 335 townhouse, 274 apartment units and 218 part lots which are anticipated to yield:

- 51 Junior Kindergarten to Grade 8 Students; and
- 30 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Patrick	273	383	0
Secondary School	Cardinal Ambrozic	1462	1245	12

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,



Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

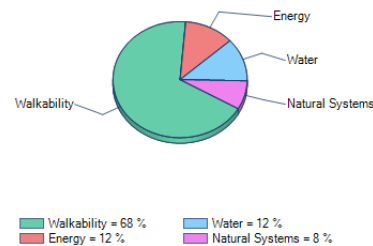
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Castlemore Country Properties Ltd.

City File Number: PRE-2020-0124

Plan Type: Draft Plan



SUSTAINABILITY SCORE: 30

THRESHOLD ACHIEVED: BRONZE

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Pedestrian Connections - Traffic Calming

- [Minimum] 75% of new residential-only streets are designed with traffic calming strategies.

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

Cultural Heritage Resources - Cultural Heritage Conservation

- [Minimum] Cultural heritage conservation policies under provincial legislation (i.e. the Ontario Heritage Act, Planning Act and PPS, etc.), Municipal Official Plan, Municipal By-laws, and "The Standards and Guidelines for the Conservation of Historic Places in Canada" have been adhered to.
- [Minimum] All properties included in the Municipal Heritage Registers (listed and designated) have been evaluated.

% of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

- [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.
- [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Transit Supportive - Distance to Public Transit - Block and Draft Plans

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.

- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Natural Heritage System - Natural Heritage System Enhancements

- [Aspirational] The development plan demonstrates ecological gain above and beyond the Municipal natural heritage requirements.

Stormwater - Stormwater Management Quality and Quantity

- [Aspirational] The most intense rainwater event that the site can retain runoff from (in mm) is 10mm.

Soils and Topography - Restore and Enhance Soils

- [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.
- [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

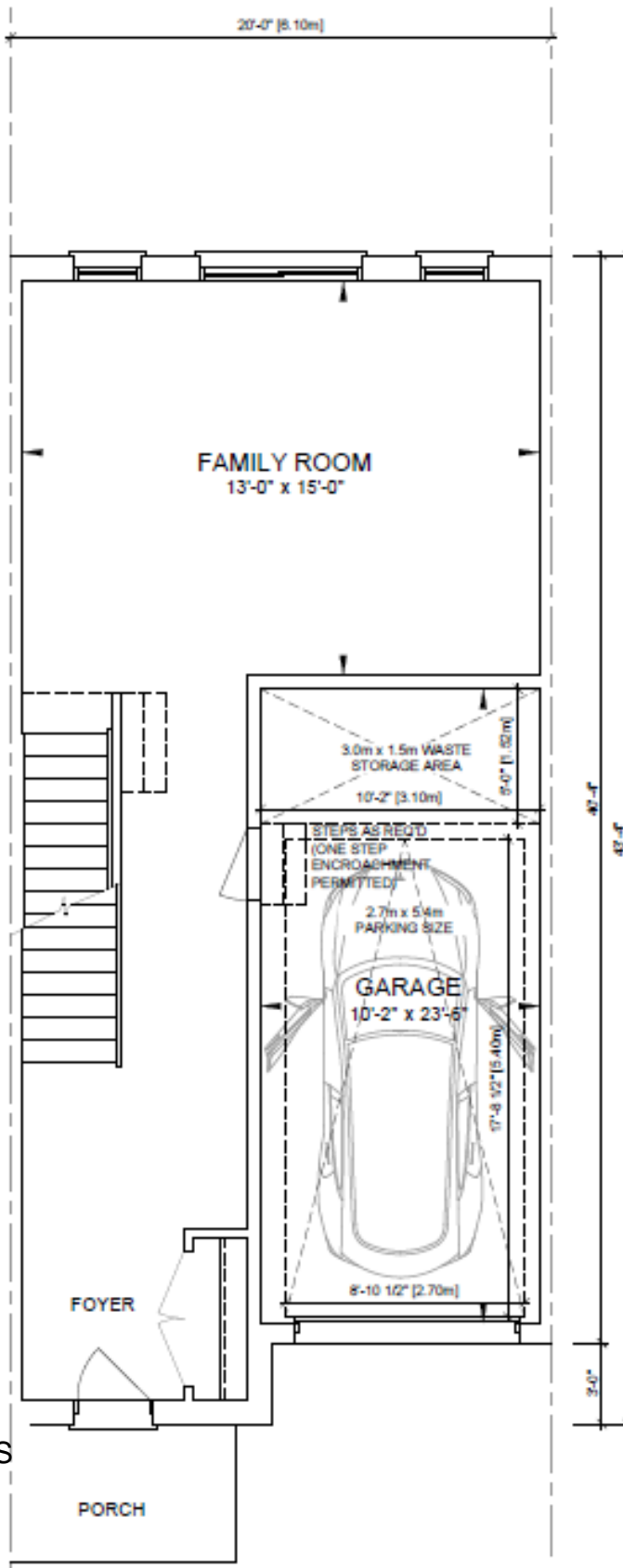
- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.

Lighting - Reduce Light Pollution

- [Minimum] It is confirmed that lighting isn't included in the design and all exterior lighting fixtures >1,000 lumens are shielded to prevent night sky lighting.

Lighting - Energy Conserving Lighting

- [Minimum] LEDs and/or photocells have been used on all lighting fixtures exposed to the exterior.



NOTE: CONCEPTUAL GARAGE TEMPLATE DRAWING IS FOR REFERENCE PURPOSES ONLY. FINAL FLOOR PLANS MAY VARY BASED ON PROPOSED DWELLING TYPE.



Date: 2023-11-01

File: OZS-2021-0019 & 21T-21005B

Subject: **Recommendation Report**
Draft Plan of Subdivision and Application to Amend the Zoning By-law
(To facilitate a residential development consisting of 93 single detached dwellings, 26 street townhouses, future residential blocks for single detached dwellings and townhouses, park block, valleyland and buffer blocks)
Cedar Developments (Clarkway) Inc. – Glen Schnarr & Associates Inc.
10308 Clarkway Drive - North of Castlemore Road, west of Clarkway and south of the proposed E/W arterial road.
Ward: 10

Contact: Andrew Ramsammy, Development Planner, Development Services

Angelo Ambrico, Manager, Development Services

Report Number: Planning, Bld & Growth Mgt-2023-911

Recommendations:

1. That the report titled: **Recommendation Report**, Draft Plan of Subdivision and Application to Amend the Zoning By-law, **Cedar Developments (Clarkway) Inc. – Glen Schnarr & Associates Inc.**, North of Castlemore Road, west of Clarkway and south of the proposed E/W arterial road., Ward 10 (OZS-2021-0019 & 21T-21005B, and Planning, Bld & Growth Mgt-2023-911), dated November 1, 2023 to the Planning and Development Committee Meeting of November 20, 2023, be received;
2. That Application for a Draft Plan of Subdivision and to Amend the Zoning By-law submitted by Glen Schnarr & Associates Inc. on behalf of Cedar Developments (Clarkway) Inc., File: OZS-2021-0019 & 21T-21005B, be endorsed, on the basis that it represents good planning, including that it is consistent with the Planning Act, and for the reasons set out in the Planning Recommendation Report, dated November 1, 2023;

3. That the amendment to the Zoning By-law generally in accordance with the by-law attached as Attachment 9 of this report be adopted; and,
4. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- **This report recommends approval of an amendment to the Zoning By-law and for a Draft Plan of Subdivision to accommodate the proposed development of a residential development consisting of 93 single detached dwellings, 26 townhouses, future residential blocks for single detached dwellings and townhouses, 1 park block, and the protection of a valleyland and associated buffer blocks.**
- **The proposed development conforms to the designations for these lands as identified in the Official Plan, Secondary Plan and Block Plan.**
- **The property is zoned “Agricultural (A)” by By-law 270-2004, as amended. The Zoning By-law Amendment recommended by staff, as attached in Attachment 9, will implement the proposed residential and open space uses.**
- **A Statutory Public Meeting for this application was held on September 13, 2021. No written correspondence was received and no members of the public spoke at the meeting. Details of the Statutory Public Meeting are summarized in Attachment 11 of this report.**
- **The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.**
- **The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan.**

Background:

Prior to the submission of the application to amend the Zoning By-law and for a Draft Plan of Subdivision, the proposed development underwent a Pre-Consultation Application. Following the meeting on November 4, 2020, a Pre-Development Application Consultation Checklist was provided to the Applicant, outlining the reports and studies requested with the submission of this application.

This application has been reviewed for completeness and found to be complete in accordance with Section 51 (19.1), Section 35 (10.4), and Section 22 (6.1) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on June 14, 2021.

A Statutory Public Meeting was held on September 13, 2021 to provide information about the application to the public which satisfies the notice and statutory public meeting requirements in the Planning Act and the Public Meeting policies in S. 5.30 of the Official Plan.

Area 47 Block Plan:

The approval of Block Plans 47-1 and 47-2 was appealed to the Local Planning Appeal Tribunal (file numbers PL180276 and PL180277) by the landowners groups for each area. A settlement hearing was held on October 6, 2020 and on October 20, 2020 the LPAT issued a decision. As per the terms of settlement, numerous studies were required to be submitted to the City for the entire SP47-1 and SP47-2 Block Plan, which included an updated Functional Servicing Report (FSR), Environmental Implementation Report (EIR), Transportation Impact Study (TIS), and Growth Management Staging & Sequencing Strategy (GMSSS).

Part of the settlement terms indicate that once these studies have been filed, the City of Brampton, Toronto Region Conservation Authority (TRCA) and Region of Peel would accept the planning application to initiate the review process, but were under no obligation to enact the zoning by-law or issue draft plan approval until these studies are approved. The required studies as per the terms of settlement have since been submitted and approved to the City of Brampton, TRCA and Region of Peel satisfaction. The technical studies for this individual application has also been approved over the course of the application review and is now in position to be brought forward for a decision. As further noted in this report, there are a number of legal agreements that still need to be finalized and signed-off by the City and SP47 landowner group, which will be addressed through prior to registration conditions in the forthcoming draft approval of the subdivision application.

This application is one of twenty active applications submitted for Block Plan Areas 47-1 and 47-2. Collectively, these block plans are expected to accommodate 10,401 residential units with an expected population of approximately 35,987 people. The block plans are also anticipated to accommodate approximately 3,516 jobs based on the commercial designations proposed within the block plan area. Secondary Plan Area 47 will be a complete community which includes a variety of housing typologies, a range of employment areas, parkland and trails and future improvements to necessary infrastructure including roads, watermains, sanitary sewers and stormwater management ponds.

Current Situation:

Proposal (Attachment 1)

The application is proposing to amend the Zoning By-law to permit residential, park and open space uses. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the proposed lots and blocks. The creation of the townhouse units can be facilitated through the part lot control process. The creation of the future single detached lots in the residential reserve blocks can also be facilitated through the part lot control process. Details of the proposal are as follows:

- 93 lots for single detached residential dwelling lots;
- 19 units (lots) for street townhouse residential dwellings;
- 7 units (lots) for rear lane townhouse dwellings;
- One park block (0.06ha / 0.15ac);
- Valleyland (3.17ha / 7.83ac);
- Walkways, Open Space and Buffer Blocks; and
- Public roads and laneways.

Property Description and Surrounding Land Use (Attachment 2):

The current conditions on-site are as follows:

- has a total site area of approximately 10.13 hectares (25.03 acres);
- has frontage onto Clarkway Drive,
- has a single detached dwelling on Clarkway Drive,
- is divided by the valleylands.

The surrounding land uses are as follows:

North	Agricultural lands, and lands part of Block Plan 47-1 proposed for residential uses as part of application OZS-2021-0058;
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East	Clarkway Drive, beyond Clarkway Drive is a single detached dwelling and agricultural lands proposed for residential development as part of OZS-2021-0057 and OZS-2022-0025, located in Block Plan 47-1;
South	Agricultural lands proposed for future residential, employment and commercial uses as part of application OZS-2021-0038;
West	Agricultural lands proposed for future residential uses as part of application OZS-2021-0041.

Servicing of Area 47-1 – Spine Servicing Agreement

Secondary Plan 47 (Blocks 47-1 and 47-2) is dependent on significant capacity upgrades and development staging for the provision of sanitary sewer and watermain connections, arterial and/or collector roads, and storm water management ponds. Through the Growth Management Staging and Sequencing Strategy (GMSS), which was approved by the City in April 2022, servicing is anticipated to be provided in a general south to north pattern, with certain areas within the block plan lands dependent on the provision of services and amenities being provided in adjacent areas.

A Spine Servicing Agreement is currently being finalized by City Legal and Engineering staff, and the landowner group to facilitate the orderly staging and phasing of development within the Secondary Plan area. There are ten (10) development staging areas which establishes a logical order by which development could proceed based on the provision of complete communities to incorporate required spine services and community amenities. As outlined in the GMSSS, staging will be implemented through Draft Plan of Subdivision approval conditions, requiring developers to provide the agreed-upon servicing prior to Plan of Subdivision registration. Plan of Subdivision registration in areas staged for later development will be contingent on registration of adjacent areas which provide necessary servicing and community amenities.

At this time, the Spine Servicing Agreement is at an advanced stage, however has not been finalized and signed-off by the SP47 landowner group and the City. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Spine Servicing Agreement for the necessary 'sub area' is finalized.

Parkland Conveyance Agreement

Block Plan 47-1 contains 6 neighborhood parks, and Block Plan 47-2 contains 11 neighborhood parks. Parks within the two Block Plan areas range in area from 0.75 ha to 1.95 ha (1.85 acres to 4.82 acres). Block Plan 47-1 also includes 4 vest/ pocket parks ranging in size from 0.25 ha to 0.5 ha (0.6 acres to 1.23 acres) in area. Block Plan 47-2 features a 16 ha (39.53 acres) Community Park to be located at the northeast intersection of Clarkway Drive and the proposed East-West Minor Arterial Road.

The planned configuration of parklands (including the 16ha Community Park) within SP47 is to be secured through a parkland conveyance agreement between the City and landowner group. At this time, the parkland conveyance agreement is still being reviewed by City staff and the landowner group. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Parkland Conveyance Agreement is finalized, and signed off by the City and landowner group.

Community Benefit Charge Agreement for Affordable Housing

A Community Benefit Charge Agreement for Affordable Housing is currently being reviewed by the City and landowner group in Block 47-1. The purpose of the agreement is to secure the provision of thirty (30) secondary dwelling units within proposed subdivision developments among participating landowners, as well as an agreed upon cash contribution to satisfy contribution towards the City's Community Benefit Charge By-law. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Community Benefit Charge Agreement for Affordable Housing is finalized, and signed off by the City and landowner group.

East-West Trail Connections

East-West trail connections have been planned throughout the approved Block Plan 47-1 and 47-2 areas. These trail connections are identified on the Block Plan with orange arrows across the valleyland. Attachment 4b shows the entirety of the Block Plan, general location of the East-West trail connections (by way of the orange arrows), as well as the development applications received and/or active within the Block Plan. Parks Planning is working with the individual applications to oversee the implementation of the trails. The east-west trail connections will be achieved with the exact locations to be determined through the detailed design phase prior to subdivision registration.

Garage and Driveway Dimensions

Appropriate provisions have been included in the draft Zoning By-law to ensure residential dwellings can accommodate a minimum of two parked vehicles, in accordance with the minimum parking requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law. The site specific Zoning By-law for this application proposes a provision to require a minimum 6 metre setback to a garage door from the front lot line to maintain an appropriate driveway length. The driveways will also maintain the minimum width of 3 metres, accommodating a minimum driveway dimension of 3 metres by 6 metres.

A provision has also been included to establish minimum interior garage dimensions to ensure garages can adequately function as a parking space while maintaining adequate storage areas for regional waste/recycle bins within the garage. A minimum dimension of 6 metres in length by 3.1 metres in width has been included as a requirement of the

draft by-law. Single garages of this dimension have been deemed to be functional by City Staff. The dimension of the driveway and garage exceed the standard parking space requirement of the Zoning By-law which require a minimum dimensioned space of 2.7 metres by 5.4 metres.

The driveway in combination with the garage will provide the necessary space to park two vehicles while maintaining space to store regional waste/recycle bins. Attachment 14 illustrates the functional design of the garage template, which have been approved by the City's Traffic Services department.

Additional Residential Units (ARU)

Appropriate measures have been taken to protect for the opportunity of future residents to create ARUs within detached and semi-detached dwellings. Provisions have been included in the draft Zoning By-law to protect for the minimum 1.2 metre unobstructed path of travel to meet Ontario Building Code requirements to accommodate additional residential units. Typical rear yard depths range between 6.0 metres and 7.5 metres (depending on location and building typology) within the SP47-1 Block Plan. It is more than likely that a majority of ARUs will take the form of a secondary unit in the basement of a dwelling unit, given some of the space limitations associated with rear yard setbacks. ARUs in the rear yard would be difficult for lots approved with a 7m rear yard depth or less. Reduced setbacks through a minor variance application are likely to be needed to accommodate rear yard ARUs for these lots, which are to be reviewed on a site by site basis. Please refer to Attachment 15 for a conceptual rendering of potential arrangements for ARUs within SP47.

Sustainability Score

The subject application achieved a sustainability score of 30, attaining the bronze threshold. 10 additional points would be required to achieve the silver threshold. There may be opportunity to attain more points by considering the following metrics at the detailed design phase:

- Traffic Calming Strategies (up to 2 points);
- Pedestrian amenities to encourage walkable streets (i.e seating, lighting, wide sidewalks, shading) (2 points);
- Committing to an energuide rating for 75%-90% of single family homes (2-4 points),
- Confirmation of no uplighting (fixtures less than 1000 lumens) (1 point),
- Use of LEDs and/or photocells for all lighting fixtures (2 points).

Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase. This may include a variety of sustainability metrics such as those listed above. It is worth noting that this subdivision has been prepared in alignment with the LPAT (now OLT) approved SP47 Block Plan. Given this, there are

limited opportunities to score higher on other metrics related to the built environment considering this area is a new greenfield development.

Application to Amend the Zoning By-law

The subject property is zoned “Agricultural – (A)” as per Zoning By-law 270-2004, as amended. The zoning designation does not permit the proposed residential units.

The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F – 11.0 – 3737 and R1F – 9.15 – 3738), residential townhouse zones (R3E – 6.0 – 3739 and R3E – 6.1 – 3740), and open space (OS). The schedule depicting the proposed zones can be found attached in Attachment 9.

Summary of Recommendations:

This report recommends that Council endorse the approval of the proposed Zoning By-law Amendment and Draft Plan of Subdivision Application. This report further recommends that Council approve the Zoning By-law amendment generally in accordance with the attached Attachment 9.

The proposed residential development represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan – see associated details in Attachment 8.

Planning Analysis Summary

This proposal and implementing documents have regard for matters of provincial interest that are set out in the Planning Act. The Draft Plan of Subdivision and application to amend the Zoning By-law is consistent with the Provincial Policy Statement, the goals and objectives of the City’s Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development has regard for Section 2(h)(j)(o)(p)(q) and (r), as well as Section 51(24)-a)b)c)d) and h) of the Planning Act.

Staff is satisfied that the proposed development is consistent with the matters of provincial interest as set out in the Planning Act.

Provincial Policy Statement (PPS):

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with *Section 1.1.1, 1.1.3 and 1.6.7.2* of the PPS which speaks to promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities. The proposal will also allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The proposed development will be in close proximity to future transit corridors along Clarkway Drive and the proposed east/west Arterial Road, as well as the existing bus route along Castlemore Road which aligns with *Sections 1.4.3(e), 1.6.7.2 and 1.8.1e*.

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe:

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people’s needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes. The subject property is located within the Built-up Area – Conceptual of the Growth Plan and will contribute to achieving a complete community in accordance with *Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10* through optimization of land use and overall expansion of land use diversity through the introduction of residential uses of varying densities. The recommendations conform to the applicable sections of the Growth Plan.

Municipal Planning Documents

Region of Peel Official Plan:

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” designation in the Regional Official Plan. The proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized and vacant land, utilize planned infrastructure, and enhance the public open space system. Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan:

The City of Brampton Official Plan provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies and that all technical matters have been resolved.

The lands are designated “Residential” and “Open Space” on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system. The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes detached dwellings, street townhouses, and rear lane townhouses to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the City of Brampton Official Plan.

Secondary Plan Area 47 Policy Review:

The subject property is designated “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” in the Highway 427 Industrial Secondary Plan (Area 47). The proposal will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designation. The Valleyland designation represents the NHS Corridor that runs through the centre of the property. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area. Staff is satisfied that the proposed development aligns with the policies of the Highway 427 Industrial Secondary Plan (Area 47).

Highway 427 Industrial 47-1 Block Plan:

The property is identified as “Low / Medium Density Residential”, “Medium Density Residential” and “Park” in the Highway 427 Industrial 47-1 and 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed

development is generally in accordance with the Block Plan and will not require an amendment.

Community Engagement

The proposed Zoning By-law amendment and Draft Plan of Subdivision was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on September 13th, 2021. No members of the public spoke at the meeting and no pieces of written correspondence were received.

Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that was collected through the development application fees is accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Strategic Focus Area:

This application to amend the Official Plan and Zoning By-law is consistent with the "Growing Urban Centres & Neighbourhoods" strategic focus area. The proposal will result in the intensification of six underutilized parcels of land to implement the policies of the Highway 427 Industrial Secondary Plan and will add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City's greenfield area.

Conclusion:

Staff is satisfied that the proposed Draft Plan of Subdivision and Zoning By-law Amendment, subject to the Draft Conditions of Draft Approval in Attachment 10, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development conforms to provincial plans including the Growth Plan for the Greater Golden Horseshoe, and is consistent with the Provincial Policy Statement. Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan and the Highway 427 Secondary Plan (Area 47).

The report recommends that Council enact the Zoning By-law Amendment attached hereto as Attachment 9. The Zoning By-law Amendment and Plan of Subdivision application is appropriate for the orderly development of the lands considering the following:

- The proposal conforms to provincial plans such as the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement;
- The proposed development precludes development on lands within the City's open space network;
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan and Highway 427 Secondary Plan (Area 47);
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Zoning By-law Amendment and endorsement of the Draft Plan of Subdivision as the proposal is in the public interest.

Authored by:

Reviewed by:

Andrew Ramsammy
Development Planner, Development
Services
Planning, Building and Growth
Management

Allan Parsons MCIP, RPP
Director, Development Services
Planning, Building, and Growth
Management

Approved by:

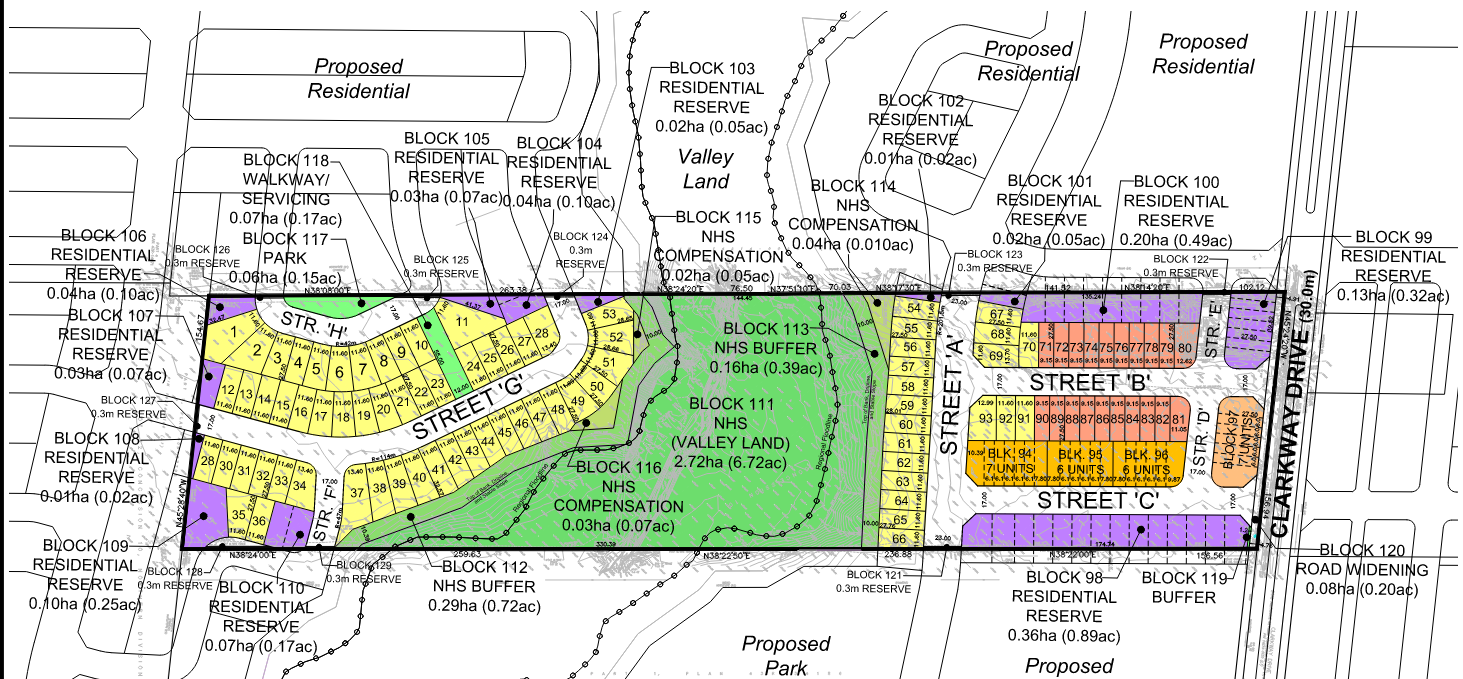
Approved by:

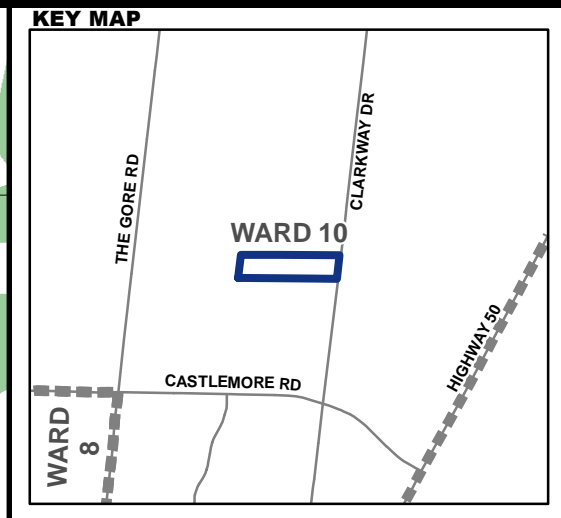
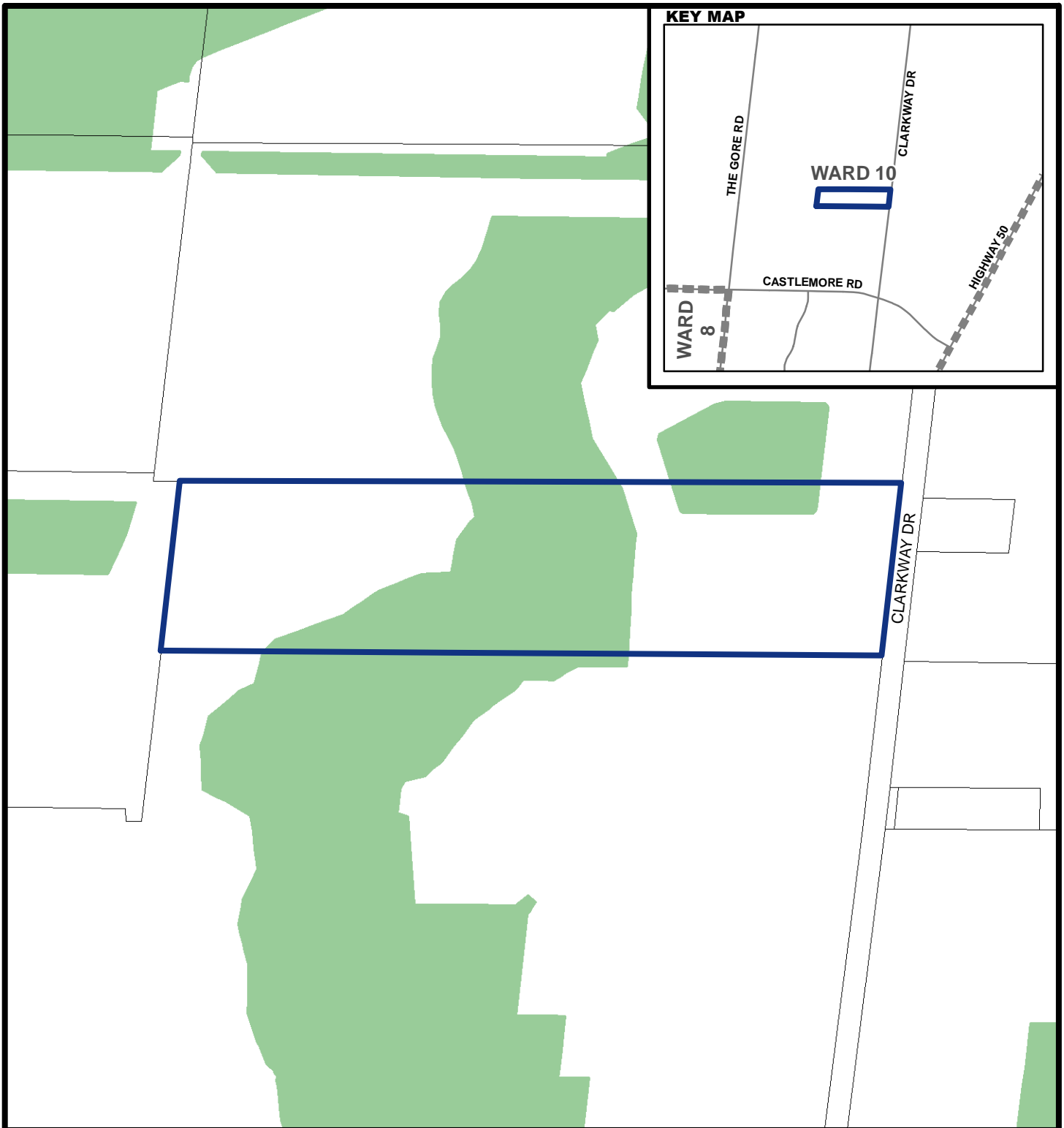
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management




Marlon Kallideen
Chief Administrative Officer

Attachments:

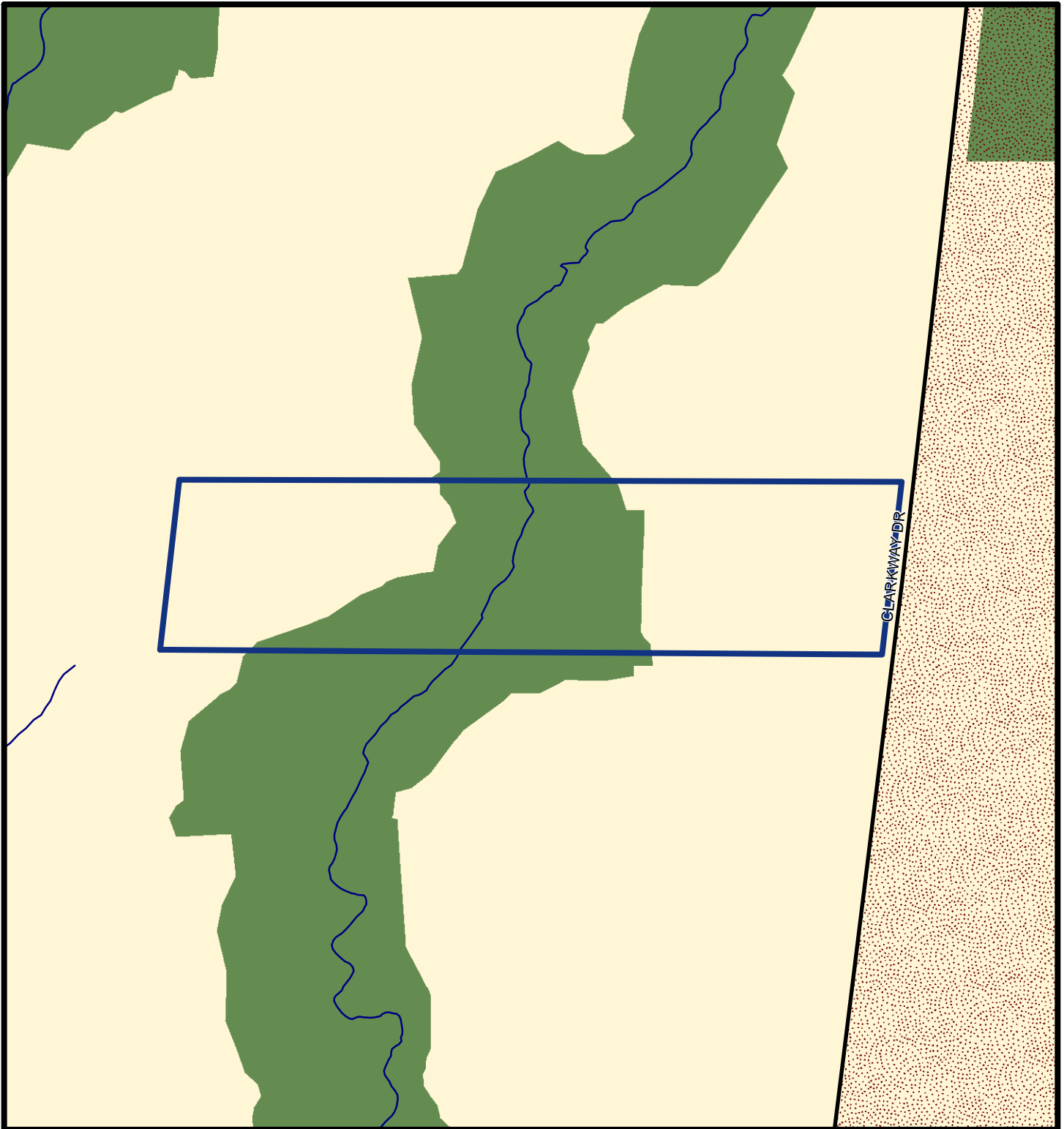
- Attachment 1: Draft Plan of Subdivision
- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 4A: Block Plan Designations
- Attachment 4B: Active Applications in Block Plan 47-1 and 47-2
- Attachment 5: Zoning Designations
- Attachment 6: Existing Land Use Plan
- Attachment 7: Heritage Resources Plan
- Attachment 8: Detailed Planning Analysis
- Attachment 9: Draft Zoning By-law Amendment
- Attachment 10: Draft Conditions of Draft Plan Approval
- Attachment 11: Results of Public Meeting
- Attachment 12: Results of Application Circulation
- Attachment 13: Sustainability Snapshot
- Attachment 14: Conceptual Drawing – Garage Template
- Attachment 15: Conceptual Streetscapes and ARU





-  SUBJECT LAND
-  GREENSPACE
-  PROPERTY LINE





EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|---|--------------------|---|-------------|
|  | SUBJECT LAND |  | OPENSOURCE |
|  | SPECIAL STUDY AREA |  | RESIDENTIAL |



SUBJECT LANDS



EXTRACT FROM SCHEDULE SP47(A) OF THE DOUCMENT KNOWN AS THE 427 INDUSTRIAL SECONDARY PLAN

RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- EXECUTIVE RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

EMPLOYMENT

- OFFICE NODE
- LOGISTIC/WAREHOUSE/TRANSPORTATION
- BUSINESS PARK
- PRESTIGE INDUSTRIAL
- MIXED COMMERCIAL / INDUSTRIAL

COMMERCIAL

- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL

ROAD NETWORK

- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- ROAD ACCESS (POTENTIAL/CONCEPTUAL)
- COLLECTOR ROAD

NATURAL HERITAGE SYSTEM

- SIGNIFICANT WOODLANDS
- VALLEYLAND
- WETLAND RESTORATION AREA

RECREATION OPEN SPACE

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- PARKETTE

INSTITUTIONAL

- PUBLIC SECONDARY SCHOOL
- CATHOLIC ELEMENTARY SCHOOL
- ELEMENTARY SCHOOL
- FIRE STATION
- PLACE OF WORSHIP

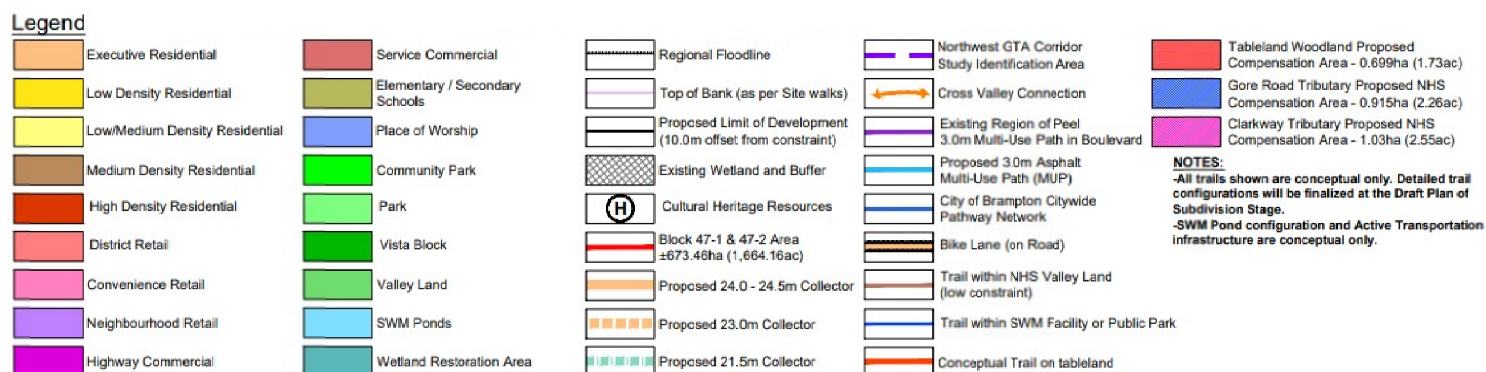
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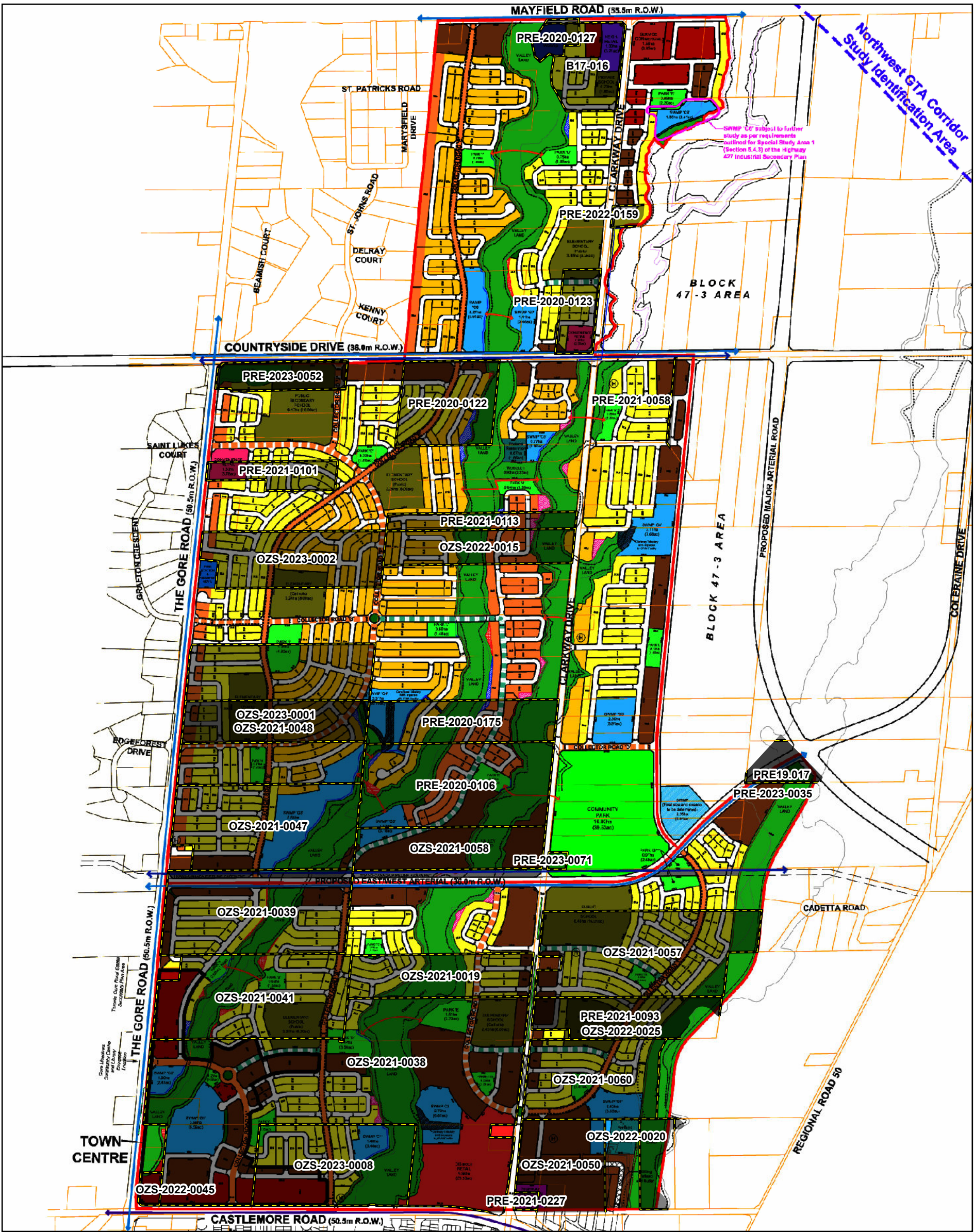
- TRANS CANADA PIPELINE
- PRIMARY GATEWAY
- HERITAGE RESOURCE
- SPECIAL POLICY AREA
- SCOPED APPEALED LANDS
- SECONDARY GATEWAY
- SWM FACILITY
- CEMETERY
- SP-47 BOUNDARY
- Corridor Protection Area (Reduced in accordance with the Northwest GTA Corridor Identification Study Area - MTO 2018)

SUBJECT LANDS



EXTRACT FROM BLOCK PLAN 47-2 KNOWN AS THE HIGHWAY 427 INDUSTRIAL BLOCK PLAN





EXTRACT FROM SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

Existing Region of Peel 3.0m Multi-Use Path in Boulevard

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)

Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)

Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:

-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.

-SWM Pond configuration and Active Transportation infrastructure are conceptual only.

BRAMPTON
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PLANNING, BUILDING AND GROWTH MANAGEMENT

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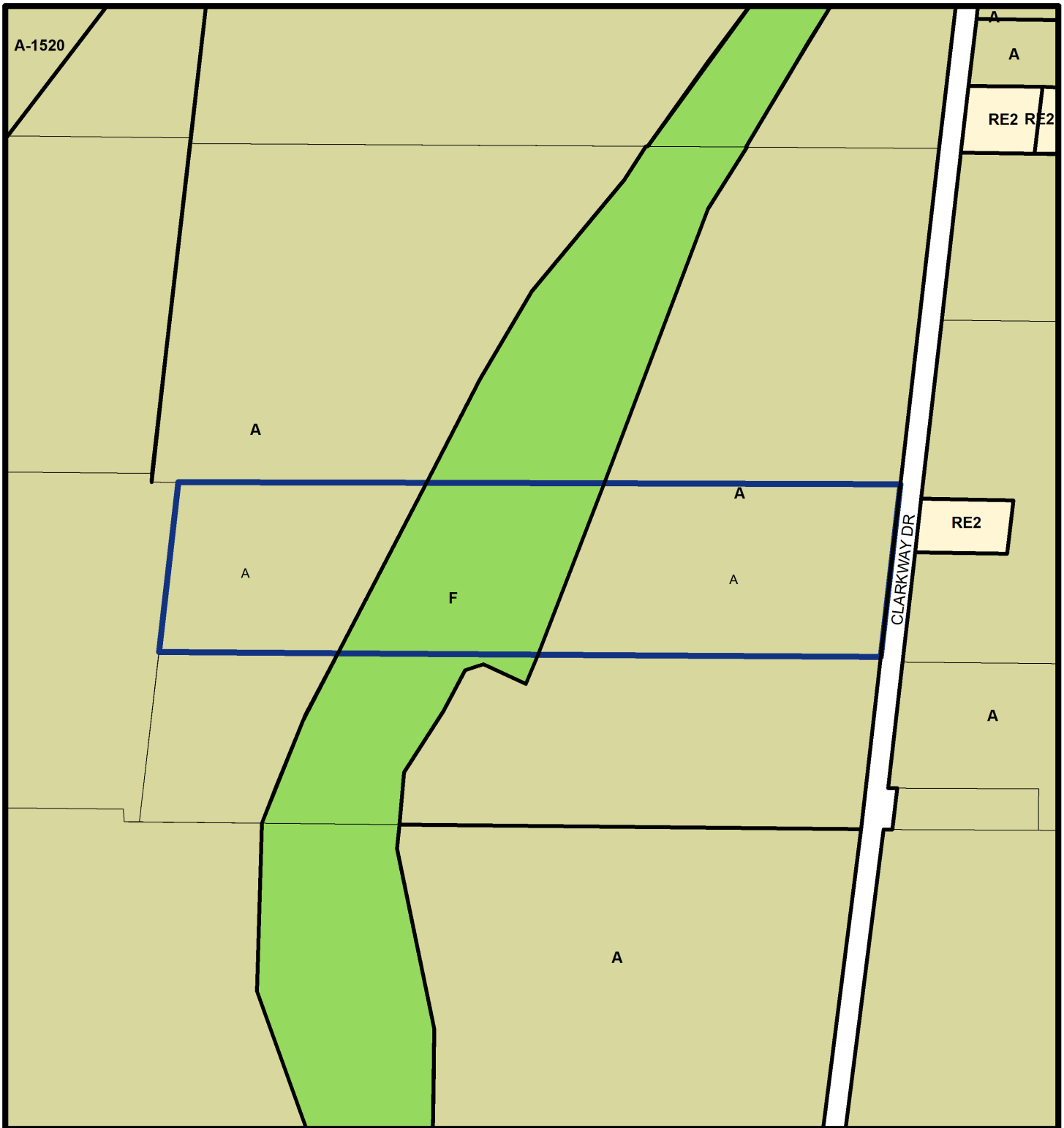
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APPENDIX 4B - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

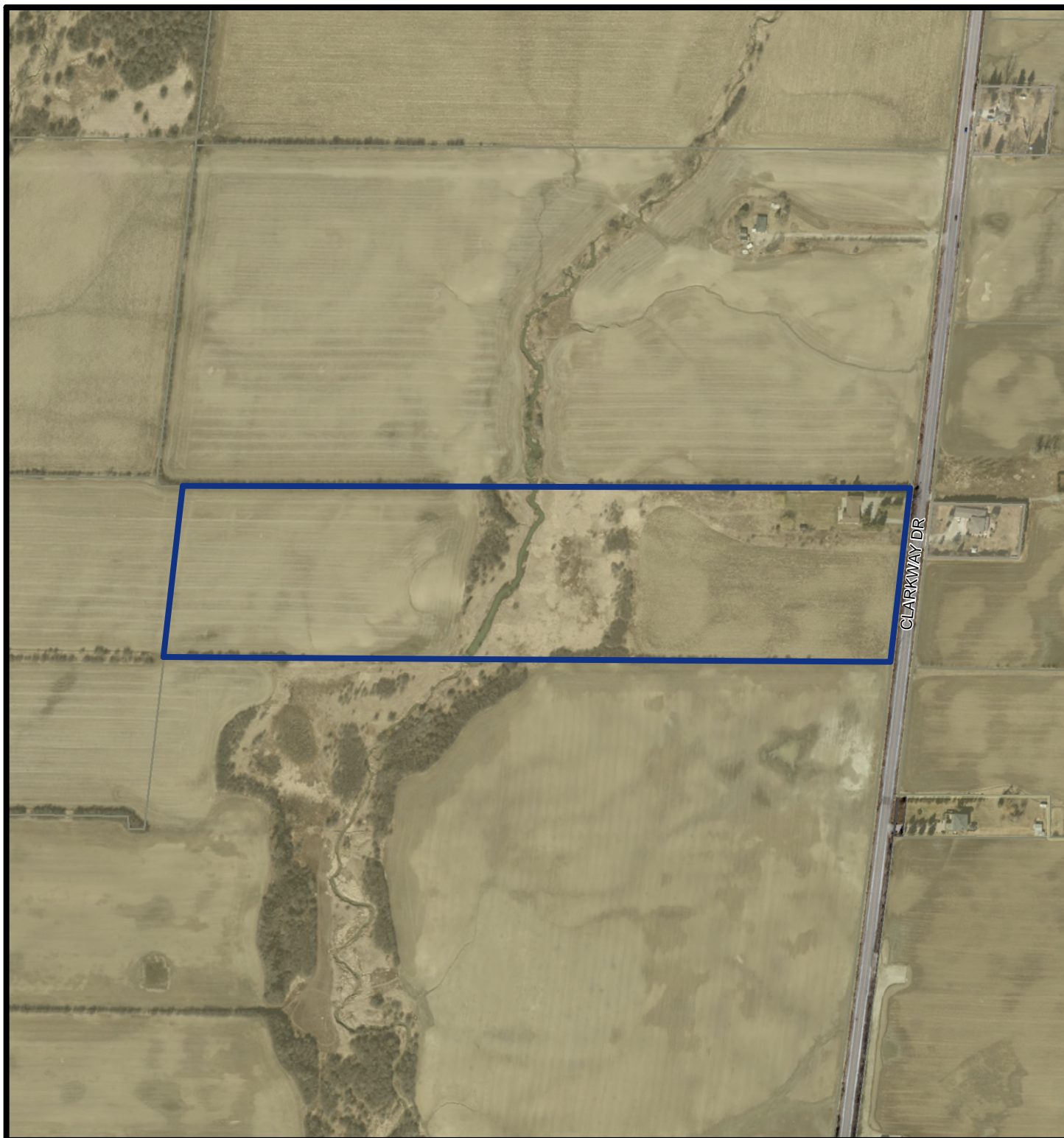
Date: 2023/11/02 Author: ADeBoer

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







SUBJECT LAND
 AGRICULTURAL
 RESIDENTIAL



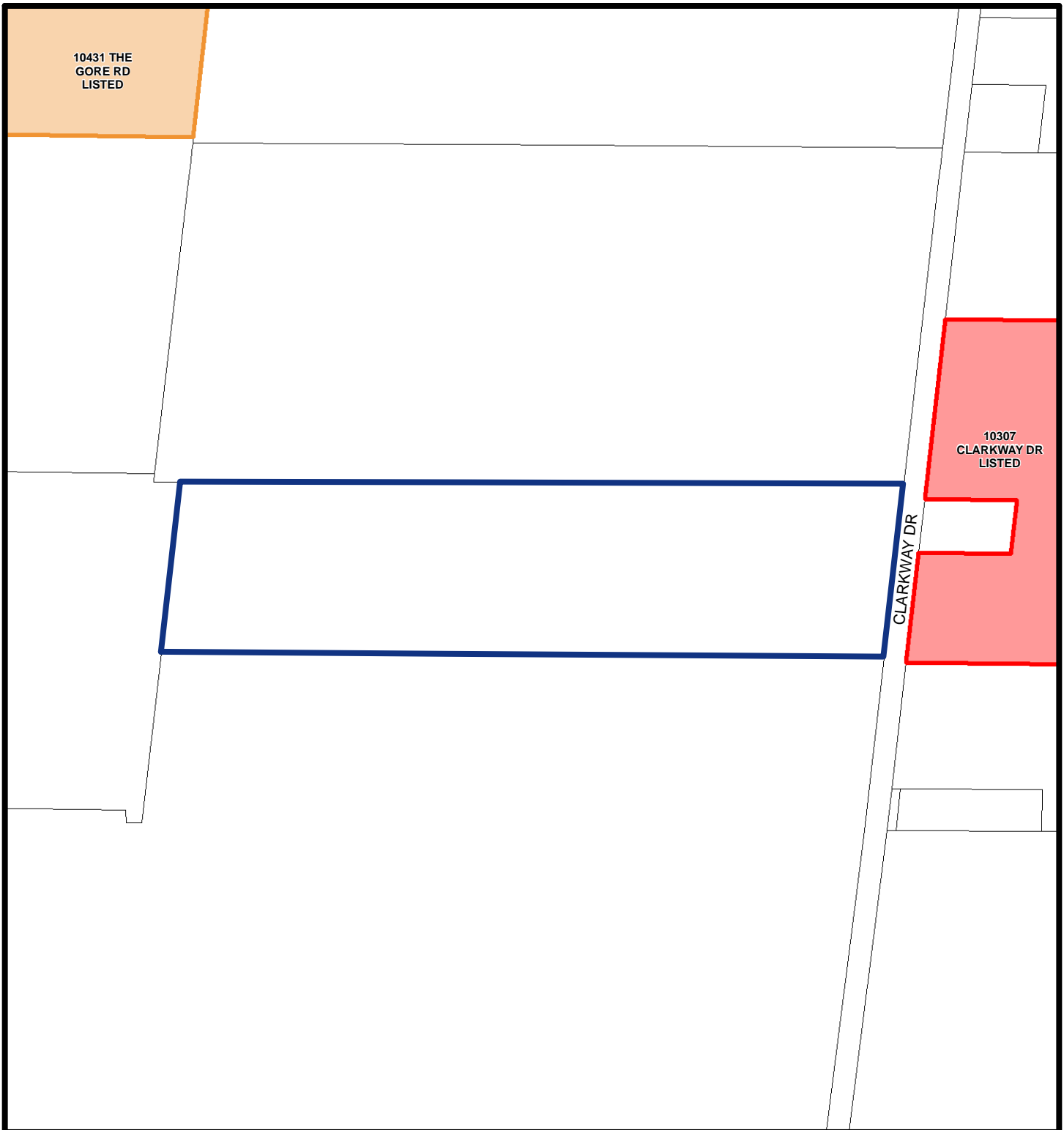






Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		

AERIAL PHOTO DATE: SPRING 2021





- | | | | |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



**Detailed Planning Analysis
City File Number: OZS-2021-0019**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion to these sections.

Section 2:

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) The orderly development of safe and healthy communities;

(j) The adequate provision of a full range of housing, including affordable housing;

(o) The protection of public health and safety;

(p) The appropriate location of growth and

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,
- ii. Encourages a sense of place, and
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Section 51(24) – Criteria for Approval of Subdivision Applications:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) conformity to the official plan;

(d) suitability for the land for the purpose for which it is being subdivided; and

(h) conservation of natural resources and flood control.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

The proposal contemplates low density residential uses, open space, internal road network and walkway blocks, and reserve blocks for future development. The subject area where the proposal is located can be adequately serviced by planned infrastructure and public services. As such, adequate services will be available in the future to support the proposed development in accordance with Sections f) and h) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with an appropriate form of residential intensification in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources, as there are dedicated lands that are being proposed as Valleyland Block, Park Block, and Walkway Block.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS):

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 1.1.1 – Healthy, liveable, and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society
- g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- i. Preparing for the regional and local impacts of a changing climate

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and

Section 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planning infrastructure and public service facilities required to accommodate projected needs.

Section 1.1.3.4 – Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure, and public service facilities.

Section 1.1.3.7 – Planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets to intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,
- b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.5.1 – Healthy, active communities should be promoted by:

- a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 1.7.1 – Long-term economic prosperity should be supported by:

- e) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- f) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8.1 – Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- g) Maximize vegetation within settlement areas, where feasible;

Section 3.1.3 – Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

Analysis: Provincial Policy Statement

The proposed development supports livable, healthy communities by providing an appropriate and supportable form of intensification. The proposed development also promotes efficient development and land use patterns over the long term by providing residential intensification that will connect with future municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The proposed Draft Plan of Subdivision and Zoning By-Law amendment contemplates the following:

- 93 single detached dwelling units ranging in lot width from 9.15m to 11.6m;
- 19 street townhouse units;
- 7 rear lane townhouse units (serviced by a laneway);
- 1.05 hectares (2.59 acres) of residential reserve blocks for future development;
- 3.17 hectares (7.83 acres) of valleyland and buffer blocks;
- 0.09 hectares (0.22 acres) of NHS compensation blocks;
- 0.06 hectares (0.15 acres) of park block;
- 0.07 hectares (0.17 acres) of walkway block; and
- 1.95 hectares (4.82 acres) of road widenings and internal road network blocks.

As such, the development proposal will allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The proposed development is in proximity to future transit corridors along Clarkway Drive and the proposed east/west Arterial Road, as well as the existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 1.4.3e), 1.6.7.2, and 1.81e) of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area' on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshoe (2020). The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- c) Within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public services facilities;

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) Provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d) Expand convenient access to:

- i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
- ii. public service facilities, co-located and integrated in community hubs;
- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- iv. healthy, local, and affordable food options, including through urban agriculture;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and

g) integrate green infrastructure and appropriate low impact development.

Section 2.2.6.3 – To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 2.2.7.1 - New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) Supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

Section 2.2.7.2 – The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Section 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The subject site is located within the 'Built-up Area - Conceptual' of the Growth Plan, in which infrastructure services and public transit are planned. The subject property and surrounding area are subject to the Block Plan 47-1 Servicing Strategy, which outlines how the area will be serviced for future development. Furthermore, the proposed development is in proximity to future transit corridors along Clarkway Drive and the proposed east/west Arterial Road. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of residential uses of varying densities.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of residential land uses within an underutilized and vacant area. In accordance with Sections 2.2.1.4 and 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Park Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with Section 2.2.1.4b.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Growth Plan.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the "Urban System" in Schedule E-1: Regional Structure of the Region of Peel Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.6.2 - To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 5.6.3 - To achieve intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.

Section 5.6.4 – To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

Section 5.6.5 – To promote crime prevention and improvement in the quality of life.

Section 5.6.6 – To protect, restore and enhance the natural environment and conserve the resources of the Region, while recognizing the ecological integrity and physical characteristics of existing communities in Peel.

Section 5.6.7 – To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.6.10 – Define the Urban System, as shown on Schedule E-1, to include all lands within the Regional Urban Boundary including lands identified and protected as part of the natural environment and resources in the preceding chapters of this Plan, the Toronto Pearson International Airport, the Brampton-Caledon Airport, Strategic Growth Areas, Designated Greenfield Areas and Employment Areas.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.12 – Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact built forms of urban development and redevelopment.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the 'Urban System' as delineated in "Urban System" in Schedule E-1: Regional Structure. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached and townhouse structural types, in close proximity to park facilities in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan's goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, rear lane townhouse units, and residential reserve lots that will provide a mix of housing types and densities.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan and the proposed Zoning By-Law Amendment and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 3.2.8.3 - Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 - Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;
- ii) The development contributes to the City's desired housing mix;
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- v) There is sufficient existing or planned infrastructure to accommodate the development;
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts

of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 – The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

Section 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 – In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- i) Variety of housing types and architectural styles;
- ii) Siting and building setbacks;
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
- vi) Incorporation of multiple unit dwellings and apartments; and,
- vii) Landscaping and fencing on private property;

Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) – Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 – The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 - Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross- sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 – From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- ii) Requiring the provision of adequate off-street private parking; and,
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

Section 4.5.2.26 – The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.2.28 – The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

Section 4.5.4.9 – The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

Section 4.5.5.5 – The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1– The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.

Section 4.7.2.5 – The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

Section 4.10.1.8 – Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.

Section 4.10.1.9 - Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for the approval of the City.

Section 4.10.1.10 – A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- The cultural heritage values of the property and the specific
- Heritage attributes that contribute to this value as described in the register;
- The current condition and use of the building or structure and its potential for future adaptive re-use;
- The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;
- Demonstrations of the community's interest and investment (e.g. past grants);
- Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,
- Planning and other land use considerations;

Section 4.10.1.12 – All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- On-site retention in the original use and integration with the surrounding or new development;
- On site retention in an adaptive re-use;
- Relocation to another site within the same development; and,
- Relocation to a sympathetic site within the City.

Section 4.10.1.15 – Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.

Section 4.11.2.1.2 – Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, landscape features, road infrastructure and sustainable management practices. The design of these streetscape elements shall be coordinate to achieve the following objectives:

- Communicate the image and character of the community;
- Reinforce the street network and enhance special community roads (primary streets);
- Promote an urban relationship between built form and public spaces;
- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;

- De-emphasize the importance of the car/garage on the streetscapes;
- Promote sustainable management practices to address water quality, including minimizing impervious cover; using “at source controls”, and infrastructure that is environmentally friendly; and,
- Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime.

Section 4.11.2.1.3 – Roofscapes shall be designed to provide visual interest for the public streetscape.

Section 4.11.2.1.4 – The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape.

Section 4.11.2.1.5 – Electrical utilities are required to be placed underground in residential communities. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements.

Section 4.11.2.2.2 – The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity.

Section 4.11.2.6.1 – The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage.

Section 4.11.2.6.3 - A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art.

Section 4.11.2.6.4 - These spaces should be linked physically and visually to the pedestrian network and other public spaces.

Section 4.11.2.6.6 – The developer should promote the active management and programming of these semi-public spaces.

Section 4.11.3.4.1 - Urban design objectives and principles shall form an integral part of the City’s land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 - The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings

to high-rise apartments as well as parks and other associated uses. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes detached dwellings, street townhouses, and rear lane townhouses to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The subject property will be located close to future planned transit infrastructure which will aid residents in reaching community amenities, services, and destinations within and around the City. The proposed development’s location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton

As such, the proposal is consistent with the “Residential” and “Open Space” land use designation and an amendment to the Official Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The property is designated “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” in Secondary Plan Area SP47. The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

Section 5.1.1.4 – Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.

Section 5.1.1.6 – Residential designations adjacent to the Natural Heritage System shown on Schedule SP 47(a) shall be shaped, oriented, and developed in a manner that is compatible and complementary to the Natural Heritage System.

Section 5.1.1.7 – Reverse lot frontages shall be avoided where possible.

Section 5.1.3.2 – In areas designated Low Density Residential on Schedule SP47(a), the following shall apply, subject to Section 5.1.1 of this Chapter.

- Single detached structural units shall be permitted in addition to upscale semi-detached and townhouses may be considered subject to superior site design,

architecture, streetscape and appropriate location that shall be determined at the Draft Plan of Subdivision stage.

- A maximum density of 27.18 units per net residential hectare (11 units per net residential acre) shall be permitted; and,
- Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet).

Section 5.1.3.4 – On those lands within the Low Density designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 27.18 units per net residential hectare (11 units per net residential acre) is maintained.

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

Section 5.3.1.4 – Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

Section 5.3.1.9 – Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

Section 5.4.4.1 – Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks shall be planned as community focal points and located, preferably at the corner of a minimum of two public roads. There shall be at least one Local Park per Block Plan area.

Section 5.4.4.2 – The street pattern will ensure significant frontage of the Local Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.

Section 5.4.4.4 – Local Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size.

Section 6.9.1 – Special Policy Area 9 applies to lands designated ‘Medium Density Residential’ where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The property is designated “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” in Secondary Plan Area SP47.

The proposal conforms to the “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” designations of the Highway 427 Secondary Plan (SP47). The Draft Plan of Subdivision will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” designations of the Secondary Plan.

As such, the proposal is consistent with the “Low/Medium Density Residential”, “Medium Density Residential”, “Valleyland” and “Special Policy Area 9” land use designations and an amendment to the Secondary Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Highway 427 Secondary Plan (SP47).

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified as “Low / Medium Density Residential”, “Medium Density Residential” and “Park” in the Highway 427 Industrial 47-1 and 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Zoning By-law

The subject properties are currently zoned ‘Agricultural (A)’ and ‘Floodplain (F)’.

Analysis: Zoning By-law

The ‘Agricultural (A)’ zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

An Amendment to the Zoning By-law is required to facilitate the proposed Draft Plan of Subdivision. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed several zones to permit the requested uses. The Special Sections refer to unique provisions within the by-law that only apply to one specific area. They are as follows:

- Residential Single Detached F-11.0-3737 (R1F-11.0-3737)
- Residential Single Detached F-9.15-3738 (R1F-9.15-3738)
- Residential Townhouse E-6.0-3739 (R3E-6.0-3739)
- Residential Townhouse E-6.1-3740 (R3E-6.1-3740)
- Open Space (OS)

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Limited in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Candevcon Limited to assess the transportation related aspects of the proposed development. The study includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Archaeological Services Inc. in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Tree Inventory & Preservation Plan

A Tree Inventory & Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The Open Space department have reviewed the Tree Inventory & Preservation Plan and have found the document to be satisfactory.

Environmental Impact Study

An Environmental Impact Study was prepared by GEI Consultants to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by DS Consultants LTD and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Noise Study

The Noise Control Feasibility Report was prepared by HGC Engineering to assess the potential impact of road traffic on Mayfield Road, Torbram Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Noise Control Feasibility Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The

proposal achieves an overall sustainability score of 30 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend Comprehensive Zoning By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act, R.S.O. 1990, c.P. 13*, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:
- (1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
"AGRICULTURAL (A)"	RESIDENTIAL SINGLE DETACHED F – 11.0 – SECTION 3737 (R1F – 11.0 – 3737) RESIDENTIAL SINGLE DETACHED F – 9.15 – 3738 (R1F – 9.15 – 3738) RESIDENTIAL TOWNHOUSE E – 6.0 – 3739 (R3E– 6.0 – 3739) RESIDENTIAL TOWNHOUSE E – 6.1 – 3740 (R3E – 6.1 – 3740) OPEN SPACE ZONE (OS)

- (2) By adding the following Sections:
- “3737 The lands designated R1F – 11.0 – 3737 on Schedule A to this bylaw:
- 3737.1 Shall only be used for the purposes permitted in an R1F – 11.0 zone.
- 3737.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Width	Interior Lot – 11.0 metres Corner Lot – 13.0 metres
(2) Minimum Front Yard	a) 3.0 metres; b) 6.0 metres to the front of the garage; c) the main wall of a dwelling may encroach into the front yard to within

	<p>1.0 metres of a daylight rounding or triangle;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard with an additional 0.25 metres encroachment for steps;</p> <p>e) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>f) a bay window, bow window, box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard; and</p> <p>g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p>
(3) Minimum Exterior Side Yard	<p>a) 3.0 metres</p> <p>b) 6.0 metres to a garage door facing the exterior side yard for corner lots;</p> <p>c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding or triangle;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard with an additional 0.25 metre encroachment for steps;</p> <p>e) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>f) a bay window, bow window or box window with or without foundation or cold cellar may encroach 1 .0 metres into the minimum exterior side yard and within 0.0 metres of a daylight rouding or triangle;;</p>
(4) Minimum Rear Yard Depth	<p>a) 7.0 metres for an interior lot;</p> <p>b) 6.0 metres when a rear yard abuts an interior side yard;</p> <p>c) 6.0 metres when a rear yard abuts an Open Space or Institutional zone;</p> <p>d) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;</p>

	<p>e) A deck may encroach 3.5m into the required rear yard;</p> <p>f) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots equal to or greater than 13.4 metres;</p> <p>g) Open roofed porches and or uncovered terraces may encroach in to the rear yard to within 3.0 metres of the rear lot line</p> <p>h) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the minimum rear yard;</p>
(5) Minimum Interior Side Yard	<p>a) 1.2 metres on one side and 0.6 metres on the other side provided that the combined total for each interior lot is 1.8 metres;</p> <p>b) Interior side yards between two lots can be paired at 0.6 metres per paired lots, and or 1.2 metres and 0.6 metres per paired lots and or at 1.2 metres and 1.2 metres per paired lots;</p> <p>c) 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and</p> <p>d) 0.6 metres for a corner lot abutting another interior lot</p>
(6) For corner lots, either the exterior side yard or interior side yard shall maintain a minimum 1.2 metres regardless of permitted encroachments.	
(7) Maximum Building Height	12 metres
(8) The following provisions shall apply to garages:	<p>a) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling;</p> <p>b) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.6 metres but less than 12.5 metres shall be 5.0 metres;</p> <p>c) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 12.5 metres but less than 15.0 metres shall be 5.5 metres;</p> <p>d) the garage door width restriction does not apply to a garage door facing the exterior lot line;</p> <p>e) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.</p> <p>f) No encroachment shall be permitted into a required parking space within a garage, except for one step (2 risers) into the minimum garage</p>

	length;
(9) The Following shall apply to a bay, bow or box window:	<p>a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</p> <p>b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;</p> <p>c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and</p> <p>d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows;</p>

(3) By adding thereto, the following sections:

- “3738

The lands designated R1F – 9.15 – 3738 on Schedule A to this bylaw:
- 3738.1

Shall only be used for the purposes permitted in an R1F – 9.15 zone
- 3738.2

Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Width	<p>Interior Lot – 9.15 metres</p> <p>Corner Lot – 10.9 metres</p>
(2) Minimum Front Yard	<p>a) 3.0 metres;</p> <p>b) 6.0 metres to the front of the garage;</p> <p>c) the main wall of a dwelling may encroach into the front yard to within 1.0 metre of a daylight rounding or triangle;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;</p> <p>e) a porch and/or balcony with or without foundation or cold cellar including steps eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>f) a bay window, bow window, box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and</p> <p>g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a</p>

	daylight rounding or triangle;
(3) Minimum Exterior Side Yard	<ul style="list-style-type: none"> a) 3.0 metres b) 6.0 metres to a garage door facing the exterior side yard for corner lots; c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding or triangle; d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard; e) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding or triangle; f) a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard and within 0.0 metres of a daylight rounding or triangle;
(4) Minimum Rear Yard Depth	<ul style="list-style-type: none"> a) 7.0 metres for an interior lot; b) 6.0 metres when a rear yard abuts an interior side yard; c) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line; d) A deck may encroach 3.5m into the required rear yard; e) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots equal to or greater than 13.4 metres; f) Open roofed porches and or uncovered terraces may encroach in to the rear yard to within 3.0 metres of the rear lot line g) g) a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard;
(5) Minimum Interior Side Yard	<ul style="list-style-type: none"> a) 1.2 metres on one side and 0.6 metres on the other side provided that the combined total for each interior lot is 1.8 metres; b) Interior side yards between two lots can be paired at 0.6 metres per paired lots, and or 1.2 metres and 0.6 metres per paired lots and or at 1.2 metres and 1.2 metres per paired lots; c) 1.2 metres where the side yard abuts

	<p>a public walkway or a non-residential zone; and</p> <p>d) 0.6 metres for a corner lot abutting another interior lot.</p>
<p>(6) For corner lots, either the exterior side yard or interior side yard shall maintain a minimum 1.2 metres regardless of permitted encroachments.</p>	
<p>(7) Maximum Building Height</p>	<p>12 metres</p>
<p>(8) The following provisions shall apply to garages:</p>	<p>g) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling;</p> <p>h) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.6 metres but less than 12.5 metres shall be 5.0 metres;</p> <p>i) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 12.5 metres but less than 15.0 metres shall be 5.5 metres;</p> <p>j) the garage door width restriction does not apply to a garage door facing the exterior lot line;</p> <p>k) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.</p> <p>l) No encroachment shall be permitted into a required parking space within a garage, except for one step (2 risers) into the minimum garage length;</p>
<p>(9) The Following shall apply to a bay, bow or box window:</p>	<p>e) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</p> <p>f) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;</p> <p>g) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and</p> <p>h) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows;</p>

(4) By adding thereto, the following sections:

“3739 The lands designated R3E– 6.0 – 3739 on Schedule A to this by-law:

- 3739.1 Shall only be used for the purpose permitted in an R3E– 6.0 zone;
- 3739.2 Shall be subject to the following requirements and restrictions:

(1) For the purpose of this by-law, the front lot line for a Dual Frontage Townhouse shall be deemed to be Clarkway Drive.	
(2) Minimum Lot Width	Interior Lot: 6.0 metres Corner Lot: 9.0 meters
(3) Minimum Lot Area	Interior Lot: 140 square metres Corner Lot: 210 square metres End Lot: 170 square metres
(2) Minimum Front Yard	a) 3.0 metres; b) The main wall of dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding or triangle c) A porch and/or balcony with or without a foundation may encroach 2.0 metres into the minimum front yard; d) A bay window; bow window or window with or without a foundation or cold cellar may encroach 1.0 metre into the minimum front yard; e) a porch and/or balcony with or without foundation or cold cellar including steps eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle; f) a bay window, bow window, box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;
(3) Minimum Exterior Side Yard	a) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding; b) a porch or balcony with or without foundation or cold cellar may encroach 2.0 metres into the exterior side yard; c) a porch and/or balcony with or without foundation or cold cellar may encroach into the exterior side yard to within 0.0 metres of a daylight rounding; d) a bay window, bow widow or box window with or without foundation

	may encroach 1.0 metres into the exterior side yard;
(4) Minimum Rear Yard Depth	Notwithstanding Section 10.13.3, the following shall apply: a) Minimum rear yard depth 0.0 metres
(5) Minimum Interior Side Yard Width	a) No minimum side yard requirement where units have an attached wall. b) a bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 0.5 metres into the minimum interior side yard.
(6) Maximum Building Height	14 metres (3 storeys)
(7) The following provisions shall apply to garages:	a) The garage door width shall not exceed the width of any unit or the main wall of the dwelling b) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.
(8) The Following shall apply to a bay, bow or box window:	a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres; b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows;
(9) Maximum Lot Coverage	a) No Requirement
(10) Maximum fence height permitted within the front yard is 1.2 metres.	

(5) By adding thereto, the following sections:

“3740 The lands designated R3E– 6.1 – 3740 on Schedule A to this by-law:

3740.1 Shall only be used for the purpose permitted in an R3E - 6.1 zone; and

a) Dwelling, Street Townhouse

3740.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area	Interior Lot: 165 square metres Corner Lot: 240 square metres End Lot: 195 square metres
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(3) Minimum Lot Width	<p>Interior Lot: 6.1 metres</p> <p>Corner Lot: 9.1 meters</p> <p>End Lot: 7.3 metres</p>
(4) Minimum Front Yard	<p>a) 3.0 metres;</p> <p>b) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding or triangle;</p> <p>c) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding/triangle;</p> <p>e) a bay window, bow window, box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum front yard; and</p> <p>f) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p>
(5) Minimum Exterior Side Yard	<p>a) 6.0 metres to a garage door facing the exterior side yard for corner lots;</p> <p>b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding or triangle;</p> <p>c) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>e) a bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metre into the minimum exterior side yard and within 0.0 metres of a daylight rounding or triangle;</p>
(6) Minimum Rear Yard Depth	<p>a) 6.0 metres for an interior lot;</p> <p>b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line;</p> <p>c) A deck may encroach in to the rear</p>

	yard to within 3.5 metres of the rear lot line; d) a bay window, bow window or box window with or without a foundation and a porch or cold cellar may encroach 1.0 metres into the year yard.
(7) Maximum Building Height	14 metres
(8) The following provisions shall apply to garages:	a) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling.
(9) The Following shall apply to a bay, bow or box window:	a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres; b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows;

ENACTED and PASSED this [enter date] day of [enter month], 2023.

Approved as to
form.

20__/_/month/day

[insert name]

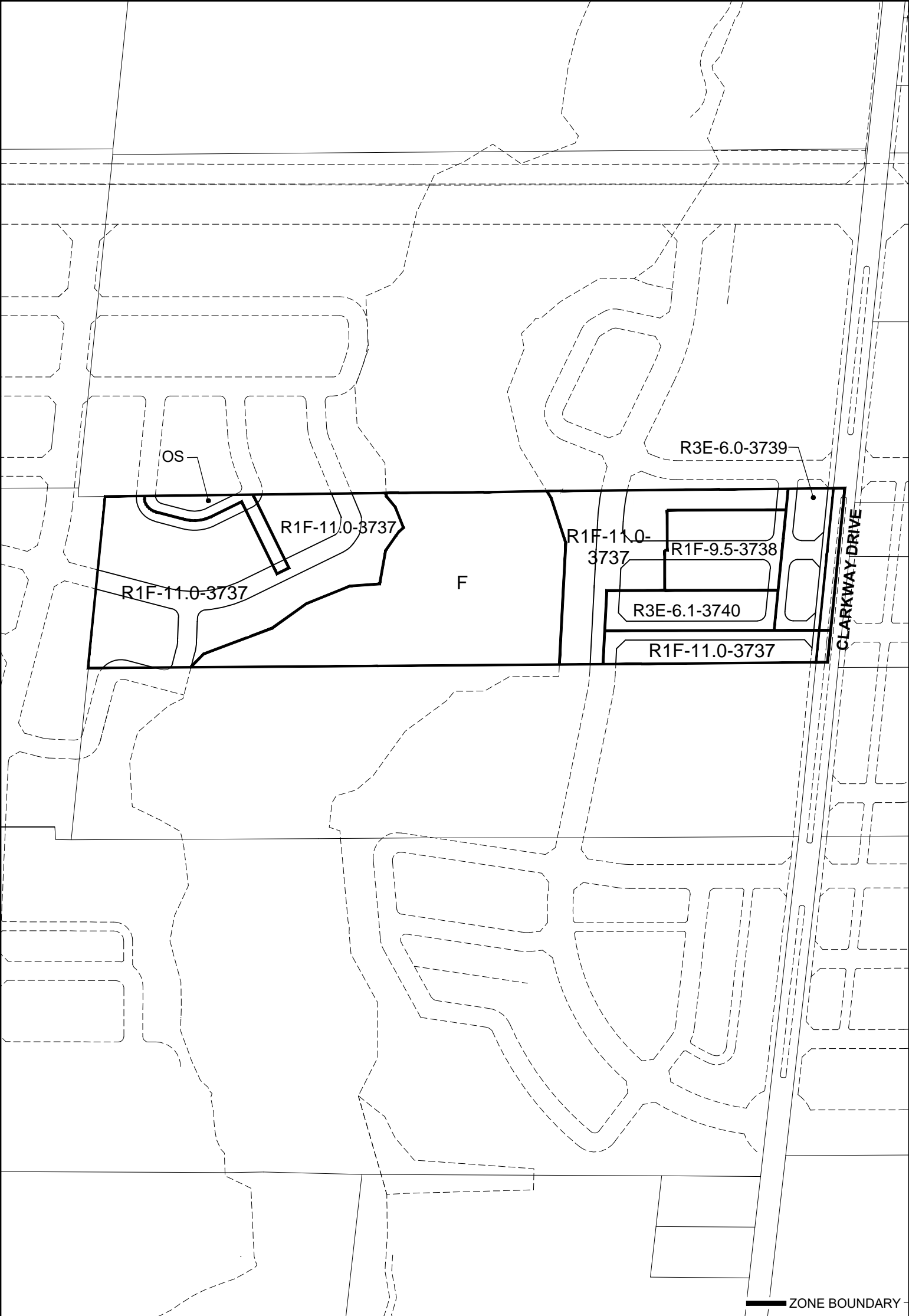
Patrick Brown, Mayor

Approved as to
content.

20__/_/month/day

[insert name]

Peter Fay, City Clerk



PART OF LOT 12,
CONCESSION 10, N.D.
BLOCK PLAN 47-1



CITY OF BRAMPTON
Planning, Design, and Development

Date: December 2022

Drawn By:

BY-LAW _____ SCHEDULE A



SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: Cedar Developments (Clarkway) I Mark Condello (Glen Schnarr & Associates Inc.)

SUBJECT: DRAFT PLAN OF SUBDIVISION
 21T-21005B
 City of Brampton
 OZS-2021-0019
 Planner: Stephen Dykstra

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr & Associates Inc. dated October 25, 2022 and redlined as follows:

Subdivision Agreement

2. Prior to registration, the owner shall enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.
 These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the Planning Act. These agreements may address matters including but not limited to the following:
 - 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.
 - 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
 - 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit.
 - 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval



authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

3. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

4. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.
9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute

discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.
11. Prior to registration, parkland dedication requirements for the subject application shall be finalized. In this regard, arrangements shall be made to the satisfaction of the Commissioner, Planning, Building and Growth Management and in accordance with the terms of the City's Parkland Dedication By-law, applicable at the time of plan registration.

Studies

12. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

13. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
14. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

15. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

Servicing

16. Prior to registration, the recommendations of the approved Functional Servicing Report shall have been incorporated into all engineering plans.

EXTERNAL CONDITIONS –**Cost-share Agreement**

17. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

18. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

19. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

20. These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

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

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

21. The owner shall undertake the following to the satisfaction of the Peel District School Board:

- a) to erect and maintain signs to the satisfaction of the Peel District School Board 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.

- b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, 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 bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

22. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

Prior to the registration of the subdivision, the owner shall:

23. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
24. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
25. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
26. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
27. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.

28. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
29. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
30. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

Prior to the registration of the subdivision, the owner shall:

31. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
32. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
33. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
34. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

35. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
36. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the

Subdivision, as well as the timing and phasing of installation.

Bell Canada

Prior to the registration of the subdivision, the owner shall:

37. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
38. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilites

Prior to the registration of the subdivision, the owner shall:

39. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
40. Observe all aerial and underground clearances, as may be required.
41. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
42. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
43. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Toronto and Region Conservation Authority

Red-line Revisions

44. The final Plan shall be in general conformity with the Draft Plan of Subdivision prepared by Glenn Schnarr & Associates Inc., dated October 25, 2022, and will be red-line revised, prior to a request for clearance for registration of any phase of this plan, to:
 - a. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the

completion of required studies.

45. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

46. That prior to any development, pre-servicing or site alteration, or registration of this Plan or any phase thereof, the applicant shall submit and attain the approve of the TRCA for:
- a. A detailed engineering report (e.g. Stormwater Management and Functional Servicing Report) that describes the storm drainage system (quantity and quality) for the proposed development of the subject lands, and how it will comply with all related TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating how this drainage system will tie into surrounding drainage systems and storm water management techniques which may be required to control minor and major flows. Confirmation must be provided with respect to how target flows as per the hydrogeologic studies will be achieved during and post-development.
 - ii. Appropriate stormwater management practices to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of groundwater and surface water resources, including how it relates to terrestrial and aquatic species and their habitat, in addition to natural features and systems.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the current erosion control criteria, and Erosion and Sediment Control (ESC) guidelines utilized by the TRCA. ESC plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Location and description of all stormwater management facilities, outlets and other facilities, grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent feasible, pre-development hydrology to the satisfaction of the TRCA. The design of LID measures shall be in conformance with the design guidance provided in TRCA's LID SWM planning Design Manual.
 - b. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach or be placed on lands outside of the development areas. These plans must be also identify no grading works and fill placement within the environmental buffer areas, or proposed environmental protection area land, beyond those approved by the TRCA and the City of Brampton.
 - c. A hydrogeologic assessment that will examine existing and proposed ground water levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. The need for liners associated



- with the stormwater management system should be assessed, and suitable liners should be provided where necessary. Potential impacts to surface water receivers and their inherent natural hazards as a result of all underground construction and infrastructure must be assessed and mitigated.
- d. Information detailing all anticipated temporary dewatering that may be required during the construction phase, including anticipated volumes, duration, discharge locations, and filtration media - as required, to the satisfaction of the TRCA, for the purposes of determining whether a TRCA permit is required and whether such dewatering may affect in-stream erosion.
 - e. Overall site-level Water Balance Report that will identify measures that will be implemented during pre and post development that:
 - i. mimic the pre-development surface and groundwater water balance for the overall site to the greatest extent achievable;
 - ii. demonstrate how post-development conditions will retain a minimum of the first 5 mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. maintain baseflow contributions at pre-development levels, duration and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
 - f. An overall monitoring plan:
 - i. For the LID measures that identifies the monitoring activities and responsibilities for 3 years once the facilities are operational.
 - g. That the applicant attains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
 - h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of the TRCA. And, if required to meet TRCA requirements, red-line revisions are made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

47. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c. To design and implement on-site erosion and sediment control in accordance with current TRCA guidelines and standards.
 - d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
 - e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA, in addition to all permits and approvals from Fisheries and Oceans Canada, and the Ministry of Natural Resources and Forestry.



- f. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property;
- g. To design a monitoring protocol and provide the requisite funding, obtain approval, monitor and maintain the site level water balance measures on the site (including LIDs) for the long-term monitoring of this system for 3 years once the facilities are operational, to the satisfaction of the City of Brampton and TRCA.
- h. That, where required to satisfy TRCA's conditions, development shall be phased within this plan.
- i. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- j. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practices, and LID measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all subdivision agreements of purchase and agreements, for lots and blocks on which stormwater management measure are being constructions to identify the presence of such measures and to clearly identify the owners responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- k. That all community information maps and promotional sales materials clearly identify the presence of LID features (e.g. infiltration trenches/bioswales) within the rear and side yards of each lot, and identify limitations to permitted uses within these areas.

Purchase and Sale Agreements

- 48. That a warning clause be included in all agreements of purchase and sale, and information be provided on all community information maps and promotional sales materials that identifies the location of LIDs on private lots (e.g. infiltration trench/bioswales in rear or side yards) and identifies prohibited uses on and around these LID measures. Wording for the warning clauses is to be to the satisfaction of TRCA and the City of Brampton.

Implementing Official Plan Amendment

- 49. That the implementing Official Plan Amendment recognize all natural heritage features and areas and their associated buffers in a suitable environmental protective land use category which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of the land in perpetuity, to the satisfaction of the TRCA.

Implementing Zoning By-Law

- 50. That the implementing Zoning By-Law recognize all natural heritage features and areas and their associated buffers in a suitable environmental protection zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the land in perpetuity, to the satisfaction of the TRCA.

Hydro/Telecommunications

51. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building, and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

52. The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval.

REGION OF PEEL**Development Charges**

53. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
- Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
54. Provision shall be made in the Subdivision Agreement with respect to:
- Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

55. In respect of the water meter fees:
- Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and

- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Easements

56. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
57. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

58. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
59. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.
60. A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

61. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
62. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
63. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
- a. A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands will be required for review and approval by the Region prior to the engineering submission.

Clauses shall be included in the Subdivision Agreement in respect of same.

64. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
65. Prior to registration of the plan of subdivision, the Developer shall ensure that:
 - a. All lots and blocks must be serviced via an internal road network;
 - b. The proposed Lots or Blocks fronting Laneways within the Plan can be serviced by municipal water and wastewater services in accordance with the City's current approved standard drawings where Region's underground services are permitted and in accordance with the Region's latest Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the City of Brampton standard drawings where Region's underground services are permitted. Any new proposed standard, or modifications to an existing standard, would need to be submitted and reviewed through the City of Brampton's Standards Committee.

Clauses shall be included in the Subdivision Agreement in respect of same.

66. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
67. The Developer shall acknowledge and agree that servicing of the subdivision will require construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works. A clause shall be included in the Subdivision Agreement in respect of same.
68. The Developer shall acknowledge and agree that individual services connection to the sanitary trunk sewer and a 600mm dia. future watermain on Clarkway Drive will not be permitted. A clause shall be included in the Subdivision Agreement in respect of same.
69. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
70. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
71. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with

the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

72. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- a. Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
73. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same.

74. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
75. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
- a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

76. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
77. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

Administrative — Clearance of Conditions

78. Prior to the signing of the final plan by the Commissioner, Planning, Building, and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario

L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario
M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario
L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority
101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.

COMMENTS AND CONDITIONS MEMO

Date: April 5, 2023

File: OZS-2021-0019 (21T-21005B)

From: Stephen Dykstra

Subject: Requirements for Plan of Subdivision 21T-21005B
(To permit a residential development consisting of 94 single detached dwellings, 27 street townhouses, future residential blocks for single detached dwellings and townhouses, 1 park block (0.06ha / 0.15ac), valleyland and buffer blocks)
Cedar Developments (Clarkway) Inc. – Glen Schnarr & Associates Inc
Location: 10308 Clarkway Drive - North of Castlemore Road, west of Clarkway and south of the proposed E/W arterial road.
Ward: 10

Plan:

Plan Dated:

Comment Revision #: 1st Set of Comments

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the ***Development Services Division of the Planning, Building and Growth Management Services Department*** with respect to matters dealing with community information maps, warnings, notices, growth management, and other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

N/A

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as conditions of draft plan approval.

Land Notices: Statements and Clauses

1. The applicant shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
 - a) A statement indicating that Block 117 will be developed as an active park and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Block 117:

“Purchasers are advised that residents close to Block 117 may be disturbed by noise and night lighting from the parks. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”
 - b) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
 - c) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
 - d) A statement indicating that the City of Brampton’s Zoning By-law regulates the width of driveways and that owners are not to widen their driveway before inquiring about the permitted driveway width for the lot.
 - e) A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.
 - f) Statement(s) which advises the prospective purchasers of the requirements regarding trails, buffers, parks, maintenance, and other hard and soft landscape and open space elements within the subdivision.
 - g) A statement advising prospective purchasers that Streets will be extended in the future.
 - h) A statement indicating that Lots (to be determined) have a noise attenuation fence and/or berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or

removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.

- i) The following specific statements must be included:
- i. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
 - ii. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.”
 - iii. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
 - iv. “The design of features on public lands may change. Features shown in the Community Design Guidelines and associated addendum(s) may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
 - v. “There are a number of homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.”
 - vi. “There may be catch basins or utility easements located on some lots in this subdivision.”
 - vii. A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.

- e) The following clauses from the Dufferin-Peel Catholic District School Board, in all offers of purchase and sale of residential lots:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."
- f) The following clauses from the Peel District School Board in any agreement of purchase and sale entered into with respect to any units on this plan until the permanent school for the area has been completed:
- i. "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy #39. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools."
 - ii. "Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events."
 - iii. "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place, designated by Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment (STOPR012) procedure and process."

2. The applicant shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

3. The applicant shall erect and maintain signs in the following locations and in the following manner:
 - a) Signage shall be located at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - b) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

“Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.”
 - c) to the satisfaction of the Peel District School Board at all major 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. These signs shall be to the Board’s specifications, at locations determined by the Board and erected prior to registration.
 - d) to the satisfaction of the Development Engineering Division of the Public Works Department, on Neighbourhood Park Block 117 showing in graphical form, the proposed facilities and indicating that Neighbourhood Park Block 117 will be developed as active parks with play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. An advisory that residents close to the parks may be disturbed by noise and night lighting from the parks shall likewise be included. The signage shall also advise that for more information, Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email at planning.development@brampton.ca.

Homebuyers Information Map

4. Prior to registration of the plan, the developer shall prepare a detailed Final Homebuyers Information Map, based on the final M-plan, and approved by the City to replace the preliminary Homebuyers Information Map in all affected sales offices. This map shall contain the following information:
 - a) The proposed land uses within the subdivision based on the latest draft plan.

- b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
- c) The immediately surrounding existing and proposed land uses.
- d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
- e) The approximate locations of noise attenuation walls and berms;
- f) the locations of all rear yard catch basins and utilities easements on private property where applicable;
- g) the locations of all above ground utilities;
- h) The approximate locations and types of other fencing within the subdivision
- i) Where parks and open space, storm water management facilities and walkways are located.
- j) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Engineering and Development Services Division).
- k) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
- l) The locations of all Brampton Transit routes through the subdivision.
- m) The following standard notes, using capital letters where noted:

i. “NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be several types of housing in the subdivision including single detached dwellings and townhouses. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- iii. "Sites shown on the map for future schools, apartments, townhouses, churches, shopping plazas, parks etc. could have driveways anywhere along their street frontage. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- iv. "Some streets in this subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- v. "There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vi. "Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vii. "The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- viii. "Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- ix. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
- x. "School and church sites in this subdivision may eventually be converted to residential uses and houses will be built instead. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xi. "Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- xii. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xiii. “There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”
- xiv. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xv. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xvi. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.’
- xvii. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xviii. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”

- xix. "Gates are not permitted in fences when lots abut a valleyland, park or stormwater management block."
 - xx. "The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot."
 - xxi. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
 - xxii. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."
 - xxiii. "FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."
5. The developer shall ensure that each builder selling homes within the subdivision:
- a) provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Maps; and,
 - b) attaches a copy of the Homebuyers Information Map to each offer of purchase and sale agreement.

Telecommunications

6. The applicant shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act or a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the applicant shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the applicant directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The applicant shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft

approved plan of subdivision, and the applicant shall provide evidence of same satisfactory to the City. Until such installation is completed, the applicant shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The applicant shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The applicant acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

7. Prior to commencing any work within the plan, the applicant must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the applicant is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the applicant elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the applicant shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Cost Sharing

8. Prior to registration the owner shall sign the Landowners Cost Share Agreement, and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

☐ N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Stephen Dykstra, MCIP, RPP
Development Planner, Development Services
Planning, Building and Development Services
Tel: (905) 874-3841
stephen.dykstra@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: February 27, 2023
File: **(OZS-2021-0019 and 21T- 21005B)**
To: Stephen Dykstra
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-21005B**
Owner Name **Cedar Developments (Clarkway Inc.)**
Location 10308 Clarkway Drive
Circulation Date: February 2023
Plan: Draft Plan of Subdivision
Plan Dated: October 25, 2022

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. **Functional Servicing Report (FSR) – Cleared by Environmental Engineering**
 2. **Feasibility Noise Report – Cleared by Development Engineering**
 3. **Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required – Condition 9**

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

- 1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Registration Timing

- 2.1. The developer acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plan to the west and south for access and servicing.

- 2.2. The owner acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plan to the west and south to secure public road access and servicing (including without limitation sanitary, storm, water, hydro, telecommunications, lighting) prior to registration of this plan or other arrangements satisfactory to the Commissioner of Public Works and Engineering in consultation with the City Solicitor to secure the foregoing matters.

3. Road Reconstruction/Cash Contributions

- 3.1. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

5. Sidewalks

- 5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications and Easements

- 6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

7. 0.3 Metre Reserves/Reserve Block(s)

- 7.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

8. Warning Clauses

- 8.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
- 8.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
- 8.1.2. Any walkways or retaining walls that may evolve on the plan,

8.1.3. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

9. Soil

9.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

10. Growth Managmenet Staging and Sequencing Study

Prior to the registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,



Olti Mertiri, P.Eng.
Supervisor, Development Approvals
Engineering Division
Public Works and Engineering Department
Tel.(905) 874-5 273 Fax (905) 874-3369
olti.mertiri@brampton.ca

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: February/04/2022
File: **OZS-2021-0019**
To: Stephen Dykstra
From: Adam Davidson (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-21005B
Residential Subdivision
Mark Condello
Cedar Developments
10308 Clarkway Drive

Circulation Date: 05/18/2021

Revision Date: 04/05/2023

A. PRIOR TO DRAFT PLAN APPROVAL

Designs are to adhere to the City subdivision requirements as found within the Corporation of The City of Brampton Subdivision Design Manual. To that end, prior to draft plan approval, the applicant will be required to demonstrate that Transportation Development Engineering requirements have been achieved. In this regard, the following is a list of some of the respective design requirements that will need to be demonstrated prior to draft approval being issued.

- ~~1. A separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii and driveway locations. Daylighting, curb radii, and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E.~~
- ~~2. The applicant will submit fully dimensioned functional design drawings for any cul-de-sacs proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214.~~

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245. Where applicable this includes laneways where the minimum allowable curb radius is 7.5 metres.
2. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.

3. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.

C. GENERAL COMMENTS

1. Traffic Signal Funding is yet to be determined
2. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
3. Staging & Sequencing yet to be determined
4. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, and High Density lots and the ends of some Cul-de-sacs.
5. The applicant is required to provide for Canada Post community mailbox locations and identify locations on a separate drawing. This may include providing lay-bys for locations at or near intersections. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.
6. Driveways shall not to encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.
7. Vertical curves – grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
8. Road alignments - the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
9. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required;
10. Spine Roads - Prior to registration of the plan of subdivision, the developer shall make arrangements for the acquisition and delivery of future collector C and collector B on the approved block plan, from the future east west arterial for servicing and connectivity.
11. Laneways –One-way traffic only is acceptable.
12. Development engineering to confirm if laneways are acceptable for servicing.
13. Parking supply is to be as per the City zoning requirements.
14. Interim Road Improvements – Interim improvements may be required. (Including, but not limited to, widening, turning lanes, pavement markings and signs.)
 - a. The Developer hereby acknowledges and agrees that any interim Regional road improvements, including but not limited to interim traffic control signals,

auxiliary lanes etc., required to service this development, as determined in the approved Traffic Impact Study, shall be at 100% the expense of the developer.

15. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
16. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
17. Utility clearance of 1.5 metres from residential driveways is required.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Regards,

Adam Davidson

Transportation Planning Technologist | Public Works | City of Brampton
T: 437.217.6007 | F: 905-874-2599 | 1975 Williams Parkway | ON L6S 6E5

COMMENTS & CONDITIONS MEMO

Date: October 27, 2022

File: OZS-2021-0019/ 21T-21005B

To: Stephen Dykstra, Development Services

From: Saghar Massah, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Draft Plan of Subdivision
(To permit 94 single detached dwellings, 27 street townhouses, future residential blocks for single detached dwellings and townhouses, 1 park block)
(Updated) Conditions from the Park Planning & Development Section

Consultant: **GLEN SCHNARR & ASSOCIATES INC.**

Owner: **CEDAR DEVELOPMENTS (CLARKWAY INC).**

Location: 10308 Clarkway Drive
Circulation Date: Sep 28, 2022
Ward: 10

In response to the Accela circulation of the above noted Zoning By-Law Amendment & Draft Plan of Subdivision dated September 28, 2022, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our Comments & Conditions Memo dated September 2, 2021.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

Requested Adjustments to Plan:

NIL

B. DRAFT PLAN APPROVAL REQUIREMENTS / CONDITIONS

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City.

a) Prior to 1st Engineering Submission:

Hoarding of Natural Features:

1. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts along the outer limits of the Natural Heritage System (NHS) buffer (*Blocks 112 and 113*), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Pathway Locations:

2. The Owner is required to install and maintain notification signage, at the rear of approximately every three (3) lots (facing the residential lot, in accordance with City standards), advising future residents of the following:

“Purchasers are advised that a multi-purpose path will be constructed.

For more information, please call the City of Brampton Public Works & Engineering Department at (905) 874-2050.”

Notification Signage – Public Lands:

3. The Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified park, open space and stormwater management blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. Items are listed alphabetically.

Community Information Maps:

4. The Owner shall prepare a detailed Homebuyers’ Information Map, based on the final M-plan, to the satisfaction of the City.

Engineering Walkways:

5. The Owner shall agree to construct a standard engineered walkway block 118 to facilitate pedestrian circulation between Street 'H' and Street 'G'. The Owner shall be required to convey the walkway block 118 to the City at plan registration and develop it to City standards, at no cost to and to the satisfaction of the City. No credit for the block in question will be given against parkland dedication requirements associated with the subject plan.

Fencing:

6. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Maintenance Fees:

7. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.
8. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

Parkland Dedication:

9. The Owner shall enter into the Master Parkland Conveyance Agreement and shall provide to the City confirmation that the Agreement has been entered into, to the satisfaction of the City.
10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. The current Plan yields a projected Parkland Dedication requirement of 0.344 ha (0.849 ac.), based on Section 51.1 of the Planning Act. The Owner shall (is proposing to) convey Block 117 totaling 0.06 ha (0.15 ac.) to the City, as partial fulfillment of the Parkland Dedication requirements. This results in a projected Parkland under-dedication of 0.284 ha (0.701 ac.). Prior to registration, the Owner shall be required to compensate the City in accordance with the Parkland

Dedication By-law (as amended) and the City's current policies, for the projected under-dedication balance, in the form of a Cash In Lieu of Parkland Payment.

Note: Final calculations will be undertaken as part of the Subdivision Agreement review process and represented in Schedule 'D' of the Agreement.

Plan Requirements for all Public Lands:

11. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.
12. The Applicant agrees that Park Block 117, File 21T-21005B, (Cedar Developments (Clarkway Inc.) (the "subject development" plan) is to be combined with Park Block of, John Khunaysir - Cachet Homes (the "adjacent development" plan) to provide a park for the two developments. The Applicant acknowledges that John Khunaysir (Cachet Homes) will prepare landscape drawings and will construct the entire park to the satisfaction of the City. The entire park is to be completed within twenty-four (24) months of the registration of the John Khunaysir (Cachet Homes plan), unless the time is extended in writing by the City.
13. In the event that John Khunaysir (Cachet Homes Park Block is not developable within the timeframe as outlined above, the Applicant agrees to prepare drawings and construct a partial park on Block 117 of File 21T-21005B, (Cedar Developments Clarkway Inc.) to the satisfaction of the City. In this event, the Applicant will be compensated by the City for all the reasonable costs to design and construct the partial park on Park Block 117, as identified as DC eligible within the most recent Development Charge Background Study.

Signage for NHS:

1. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans:

2. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer

planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

3. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

4. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

5. The Tree Evaluation Report, shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Warning Clauses – Parks, NHS, Open Space, etc.

6. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park, Natural Heritage System (NHS) open space (Block117 and NHS Block111) that state:

"The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.

Warning Clauses – Street Trees

7. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

“The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Public Works & Engineering Department at (905) 874-2050.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

8. All identified parks, stormwater management ponds, Natural Heritage System (NHS) lands (including associated buffers) and Railway Buffer lands shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

9. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

10. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Reimbursement for Creditable Work:

11. Following completion of (park/NHS) development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City’s Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works

will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twelve (12) months of the first building permit being issued for any lot or block in the plan of subdivision, unless an extension has been granted in writing by the City or unless a more rapid delivery of the (e.g. park/valleyland) block(s) is required to service existing residents.

As-Built Drawings:

12. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

13. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland / greenbelt block, vista block or other location as determined by the City, shall be removed at the Owner's expense.

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Sustainability – Park Planning Requirements

14. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the [latest requirements](#) set out by the City for the development of such documents

Parks and Open Space Naming:

15. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:
 - a) **Park Block '117'** shall be named after the combined Park Block of, John Khunaysir - Cachet Homes (the "adjacent development" park)
 - b) **NHS Valley Block '11'** shall be named in the later stages of the development approval process

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
Saghar.Massah@brampton.ca

cc. (via email only):
J. Mete, R. da Cunha, W. Kuemmling, P. Pushan, P. Cooper

(Note: A digital copy has also been uploaded to Accela.)

COMMENTS AND CONDITIONS MEMO

Date: April 5, 2023

File: **OZS-2021-0019 and 21T-21005B**

To: Stephen Dykstra

From: Anthony Magnone

Subject: Requirements for **Cedar Developments (Clarkway Inc.)**

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

Prior to registration of the Plan, or any phase thereof, provide a **final version** of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

Prior to registration **or site plan approval**, the applicant shall remove any existing buildings on the site.

Exposed Basements

Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

Prior to registration, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.

The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)

Prior to registration and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.

Prior to the issuance of any building permits, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for

each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

Municipal Addressing

Prior to registration and/or site plan approval, the applicant shall provide confirmation that the digital submission requirements and GIS requirements for the submission of the proposed final M-plan (CAD file) are complete and uploaded in the City's GIS system. Refer to the attached link for clarification:

https://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

In support of having building permits issued in an expedited manner, please provide the anticipated Production Builder names and allotments believed to be submitting building permit applications to construct residential dwellings within this subdivision development.

The Builder information can be emailed directly to documentservicesbldg@brampton.ca titled "**Production Builder Information for Proposed Residential Plans of Subdivision; 21T-_____B**", referencing the 21T plan number.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Anthony D. Magnone
Regulatory Co-ordinator
Tel: (905) 874-2415 Fax: (905) 874-2499
anthony.magnone@brampton.ca

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

January 9, 2023

Stephen Dykstra
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Stephen.Dykstra@brampton.ca

**RE: Draft Plan of Subdivision
10308 Clarkway Drive
Cedar Developments (Clarkway Inc.)
City File: OZS-2021-0019
Region File: 21T-21005B & RZ-21-019B**

Dear Stephen,

Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan and for the above-noted applications. Following the previous comments provided April 8, 2022, our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21005B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

The following general comments are provided to assist the developer in the preparation of the related drawings.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 900mm diameter trunk sewer on Clarkway Drive. Individual service connection to sanitary trunk are not permitted.
 - External easements and construction will be required.

Water Facilities

- The lands are located in Water Pressure Zone 5
- Existing infrastructure consists of a 200mm diameter watermain on Clarkway Drive.
 - External easements and construction will be required.

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Public Works

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Capital Budget

- Servicing of this Plan will require construction of 600mm watermain which is the financial responsibility of the Region of Peel as per Development Charges By-law. Should the Developer wish to proceed with the works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following oversized watermain is included in the Five-Year Capital Budget and Forecast:
 - Component #: 28914
 - Project #: 19-1172
 - Construction Year: 2023
 - Description: 600mm dia. Watermain on Clarkway Drive

Public Health Built-Form

- Through ROPA 27, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- With the Sustainability Assessment reaching a bronze threshold on the assessment with a score of 29 points, the site is on it's way to contributing to a healthy built form with the surrounding and connecting subdivisions. We look forward to confirming that the sidewalks are labelled on both sides of the street through the detailed design stage. Please ensure all sidewalks include pedestrian scaled lighting and benches for rest areas.

Waste Management

The site is not within the vicinity of a landfill.

For Residential Semi-detached dwellings, Single Detached dwellings and Street Townhouses:

The Region of Peel will provide **curbside collection** of garbage, recyclable materials, household organics and yard waste subject to **Section 2.0 and 3.0 of the Waste Collection Design Standards Manual** and the following conditions being met and **labelled on a Waste Management Plan:**

1. A Waste Management plan showing vehicle turning movements and set-out areas would be beneficial to indicate these requirements.
 1. A minimum Turning Radii of **13 meters** on all turns, measured from the centerline must be shown.
 2. Road width must be shown with a minimum road width of **6 meters**.
 3. Please illustrate how the waste collection vehicle would access the collection points and exit the site. The current site configuration shows that the proposed development access route is contingent with the future development surrounding it. Please clarify the turning access route of the collection vehicle.

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4. Each dwelling unit within a development must have its **own identifiable collection point**. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. **Please indicate the set-out area for each unit in subsequent submissions.**
 - I. **A 3m² by 1m² set out area** is required to allow for a one-meter separation between carts in order to provide sufficient space for cart collection.
 - II. If there is a sidewalk, it must be set-back to allow frontage for the set- out of carts.

For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning Application available at: <https://www.peelregion.ca/planning/business/pdf/waste-management-plan.pdf> and the Waste collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

Planning and Development

Affordable Housing comments

Proposed Regional Official Plan housing policies support a range and mix of housing options that are affordable and meet housing need. Peel-wide new housing unit targets (Table 4) are being proposed on affordability (30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households), rental (25% of all new units are rental), and density (50% of all new units are a housing type other than detached or semi-detached).

Regional staff request a more fulsome housing assessment to better evaluate how local municipal and Regional housing policies are met and how the proposed development contributes towards identified housing needs and overall Regional housing objectives and targets identified in the Peel Housing Strategy, Peel Housing and Homelessness Plan, and draft Regional Official Plan. Below are comments on how this assessment could be strengthened.

- Developments within Brampton Secondary Plan 47 are responsible to implement policy 5.1.5.1 which requires that fully serviced sites within the Secondary Plan Area be identified and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing. Region staff have included a Condition of Draft Plan Approval to ensure that this objective is satisfied prior to development being permitted to occur. Regional staff anticipate meeting with the City and landowners group to discuss how this policy requirement will be met.
- Regional staff appreciate the applicant's references to this development contributing towards a mixed-use healthy and complete community. To further demonstrate alignment with housing objectives, the applicant should demonstrate how this proposed development aligns with [Housing Brampton](#).
- Regional staff appreciate the consideration for higher density dwelling types (townhouses and apartment units) and the possibility of having rental tenure units in the early stages of the development approvals process on the site, which will demonstrate a contribution towards Peel-wide new housing unit density and tenure targets. Staff also encourage the applicant to review opportunities to provide a more diverse array of housing options (e.g., additional residential units including second units that are within townhomes and detached units). This would help the applicant demonstrate stronger contributions towards Peel-wide new housing unit target on rental tenure and density.

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- Furthermore, the applicant should provide a detailed breakdown of the tenure (rental or ownership) of all housing units including average asking rents, unit sizes of townhouses and apartments, and affordability periods over the long term for rental units (e.g., 25 years or more).
- In keeping with Regional Official Plan policy and to demonstrate a contribution towards the Peel-wide new housing unit target for affordability, more details should be provided on unit types (e.g., 1 bedroom, 2 bedrooms, etc.), pricing, and unit size (square footage). The applicant should demonstrate an appropriate presence of two or more bedroom family-sized units that aligns with housing need.
- Although the applicant notes that townhouses and apartments have historically been a more affordable housing option than detached houses, Regional staff advise the applicant to consult with the Regional Official Plan definitions section for affordability thresholds for low and moderate income households to ensure that units will meet the definition of affordability prescribed by the Provincial Policy Statement, 2020. The applicant will need to demonstrate commitment and specific contributions towards Peel-wide new housing unit target on affordability.
 - Partnerships between the applicant, the Region of Peel, City of Brampton, and non-profit sector should be explored to provide units that are affordable to low income households.
- There is a potential need for co-location with a licensed child care centre in the community. The applicant should explore this opportunity in one of the mixed use spaces proposed as part of this development. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.

Affordable Housing Contribution

As part of implementation of Secondary Plan 47 policy 5.1.5.1 and in support of the Peel-wide new housing unit target on affordability, Regional staff look forward to working with the applicant, members of the landowners group, as appropriate, and the City to establish the terms of such a contribution.

These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or a non-profit, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located. Please refer to Condition of Draft Plan Approval no. 24 below.

Conclusion

The Planning Justification Report as part of this application provides a good overview of Provincial, Regional, and local municipal housing objectives and policy directions. Regional staff appreciate that the draft subdivision plan proposes housing types that are predominantly low-medium density units that may contribute toward the Regional Official Plan Peel-wide new housing unit density target.

However, the applicant should reassess its plan and better demonstrate how this application will meet other policy objectives such as rental tenure, affordability, and housing options that contain a mix of unit sizes. The Region also requires satisfaction of Condition of Draft Plan Approval no. 24.

Regional staff appreciate the opportunity to provide comments and look forward to working together with the City of Brampton and the applicant to ensure that this development contributes towards housing needs and Peel-wide new housing unit targets.

Conditions of Draft Approval

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:

- a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
- b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:

- a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
- a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:

- a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and

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- c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

6. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
7. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.
A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

8. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
9. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
10. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands will be required for review and approval by the Region prior to the engineering submission.

Clauses shall be included in the Subdivision Agreement in respect of same.

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11. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
12. Prior to registration of the plan of subdivision, the Developer shall ensure that:
 - a) All lots and blocks must be serviced via an internal road network;
 - b) The proposed Lots or Blocks fronting Laneways within the Plan can be serviced by municipal water and wastewater services in accordance with the City's current approved standard drawings where Region's underground services are permitted and in accordance with the Region's latest Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the City of Brampton standard drawings where Region's underground services are permitted. Any new proposed standard, or modifications to an existing standard, would need to be submitted and reviewed through the City of Brampton's Standards Committee.

Clauses shall be included in the Subdivision Agreement in respect of same.

13. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
14. The Developer shall acknowledge and agree that servicing of the subdivision will require construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works. A clause shall be included in the Subdivision Agreement in respect of same.
15. The Developer shall acknowledge and agree that individual services connection to the sanitary trunk sewer and a 600mm dia. future watermain on Clarkway Drive will not be permitted. A clause shall be included in the Subdivision Agreement in respect of same.
16. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
17. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
18. The Developer will maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine

residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

19. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;

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- a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

20. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same. Page 282 of 724

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21. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
22. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

23. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
24. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca or 905.791.7800 x4283) at your earliest convenience.

Thank you,

Sonia Tam
Intermediate Planner
Development Services
Region of Peel

COMMENTS AND CONDITIONS MEMO

Date: April 12, 2023
File: **OZS-2021-0019**
To: Stephen Dykstra
From: Hugh Chen
Subject: Requirement for Draft Plan Approval

Location: 10308 Clarkway Drive

Circulation Date: April 12, 2023

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Urban Design Section with respect to matters dealing with urban design:

A. PRIOR TO DRAFT PLAN APPROVAL

- N/A

B. CONDITIONS OF DRAFT PLAN APPROVAL

In accordance with the “Architectural Control Guidelines for Ground Related Residential Development”, Chapter 7 of the “Development Design Guidelines”, and to adhere to and implement the Architectural Control Protocol Summary (Appendix 2 - Architectural Control Report), as per By-Law 177-2008, the owner shall agree to the following:

1. That, the Control Architect shall organize an information meeting with builders, designers, key stakeholders and City staff to identify the City’s expectations, key issues, the Architectural Control Compliance process and milestones. Written confirmation of the participants’ attendance and their understanding of the entire process will be provided to the City;
2. That, the Control Architect shall provide a Clearance Letter to the City, certifying their preliminary review and approval of models;
3. To pay all associated fees to the City as per By-law 110-2010;
4. After Registration, the owner agrees that the Control Architect provides to the City, during construction, Quarterly Site Monitoring reports;
5. Upon completion of the subdivision , the owner agrees that the Control Architect provides to the City Final Completion Letter.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues:

- N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Hugh Chen

Hugh Chen

Urban Designer | Planning, Building, & Growth Management

City of Brampton | Tel: 905-874-3692

E-Mail: hugh.chen@Brampton.ca

RESULTS OF PUBLIC MEETING

City File Number: OZS-2021-0019

September 13, 2021

Members Present via Virtual Option

Regional Councillor M. Medeiros – Wards 3 and 4 **(Chair)**

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor P. Vicente - Wards 1 and 5

Regional Councillor M. Palleschi - Wards 2 and 6

Regional Councillor G. Dhillon - Wards 9 and 10

City Councillor R. Santos - Wards 1 and 5

City Councillor D. Whillans - Wards 2 and 6

City Councillor J. Bowman - Wards 3 and 4

City Councillor C. Williams - Wards 7 and 8

City Councillor H. Singh - Wards 9 and 10

Mayor Patrick Brown (ex officio)

Members Absent

N/A

Staff Present

D.Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R.Forward, Commissioner Planning and Development Services

A.Parsons, Director, Planning, Building and Economic Development

B.Bjerke, Director, Policy Planning, Planning, Building and Economic Development

J.Humble, Manager, Policy Planning

S.Ganesh, Manager, Planning Building and Economic Development

D.Vanderberg, Manager, Planning Building and Economic Development

C.Owusu-Gyimah, Manager, Planning Building and Economic Development

Andrew Ramsammy, Development Planner, Planning, Building and Economic Development

Dana Jenkins, Development Planner, Planning, Building and Economic Development

Mark Michniak, Development Planner, Planning, Building and Economic Development

Stephen Dykstra, Development Planner, Planning, Building and Economic Development

Nicholas Deibler, Development Planner, Planning, Building and Economic Development

Himanshu Katyal, Development Planner, Planning, Building and Economic Development

Kelly Henderson, Development Planner, Planning, Building and Economic Development

Michelle Gervais, Development Planner, Planning, Building and Economic Development

Mirella Palermo, Development Planner, Planning, Building and Economic Development
Tejinder Sidhu, Development Planner, Planning, Building and Economic Development

Corporate Services Department

S. Akhtar, City Solicitor

City Clerk's Office:

P. Fay, City Clerk
C. Gravlev, Deputy City Clerk
R.Ajitkumar, Legislative Coordinator

Members of the Public:

None

Results of the Public Meeting:

A Planning and Development Services Committee was held virtually commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the *Planning Act* and City Council procedures. As indicated in the minutes of the meeting there were no members of the public in attendance.

No members of the public attended to speak to the application and no written correspondence expressing concern or issues was received.



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January 9, 2023

Stephen Dykstra
Planner III
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Stephen.Dykstra@brampton.ca

**RE: Draft Plan of Subdivision
10308 Clarkway Drive
Cedar Developments (Clarkway Inc.)
City File: OZS-2021-0019
Region File: 21T-21005B & RZ-21-019B**

Dear Stephen,

Region has reviewed the materials submitted in support of the Draft Plan of Subdivision Plan and for the above-noted applications. Following the previous comments provided April 8, 2022, our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-21005B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments

The following general comments are provided to assist the developer in the preparation of the related drawings.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 900mm diameter trunk sewer on Clarkway Drive. Individual service connection to sanitary trunk are not permitted.
 - External easements and construction will be required.

Water Facilities

- The lands are located in Water Pressure Zone 5
- Existing infrastructure consists of a 200mm diameter watermain on Clarkway Drive.
 - External easements and construction will be required.

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

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Capital Budget

- Servicing of this Plan will require construction of 600mm watermain which is the financial responsibility of the Region of Peel as per Development Charges By-law. Should the Developer wish to proceed with the works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following oversized watermain is included in the Five-Year Capital Budget and Forecast:
 - Component #: 28914
 - Project #: 19-1172
 - Construction Year: 2023
 - Description: 600mm dia. Watermain on Clarkway Drive

Public Health Built-Form

- Through ROPA 27, the Region has implemented the Healthy Development Framework (HDF), a collection of Regional and local, context-specific tools that assess the health promoting potential of development applications. All tools in the HDF incorporate evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking.
- A key policy of ROPA 27 is to inform decision-makers, in this case Brampton Council, of the health promoting potential of planning applications. As such, City Staff is working collaboratively with the Region to ensure health is considered as part of the review of development applications, and where warranted is communicated to local Council.
- With the Sustainability Assessment reaching a bronze threshold on the assessment with a score of 29 points, the site is on it's way to contributing to a healthy built form with the surrounding and connecting subdivisions. We look forward to confirming that the sidewalks are labelled on both sides of the street through the detailed design stage. Please ensure all sidewalks include pedestrian scaled lighting and benches for rest areas.

Waste Management

The site is not within the vicinity of a landfill.

For Residential Semi-detached dwellings, Single Detached dwellings and Street Townhouses:

The Region of Peel will provide **curbside collection** of garbage, recyclable materials, household organics and yard waste subject to **Section 2.0 and 3.0 of the Waste Collection Design Standards Manual** and the following conditions being met and **labelled on a Waste Management Plan:**

1. A Waste Management plan showing vehicle turning movements and set-out areas would be beneficial to indicate these requirements.
 1. A minimum Turning Radii of **13 meters** on all turns, measured from the centerline must be shown.
 2. Road width must be shown with a minimum road width of **6 meters**.
 3. Please illustrate how the waste collection vehicle would access the collection points and exit the site. The current site configuration shows that the proposed development access route is contingent with the future development surrounding it. Please clarify the **Page 239 of 724** site of the collection vehicle.

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4. Each dwelling unit within a development must have its **own identifiable collection point**. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. **Please indicate the set-out area for each unit in subsequent submissions.**
 - I. **A 3m² by 1m² set out area** is required to allow for a one-meter separation between carts in order to provide sufficient space for cart collection.
 - II. If there is a sidewalk, it must be set-back to allow frontage for the set- out of carts.

For more information, please consult the Region of Peel Waste Management Plan for Official Plan Amendment / Rezoning Application available at: <https://www.peelregion.ca/planning/business/pdf/waste-management-plan.pdf> and the Waste collection Design Standards Manual available at: <https://peelregion.ca/public-works/design-standards/pdf/waste-collection-design-standards-manual.pdf>

Planning and Development

Affordable Housing comments

Proposed Regional Official Plan housing policies support a range and mix of housing options that are affordable and meet housing need. Peel-wide new housing unit targets (Table 4) are being proposed on affordability (30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households), rental (25% of all new units are rental), and density (50% of all new units are a housing type other than detached or semi-detached).

Regional staff request a more fulsome housing assessment to better evaluate how local municipal and Regional housing policies are met and how the proposed development contributes towards identified housing needs and overall Regional housing objectives and targets identified in the Peel Housing Strategy, Peel Housing and Homelessness Plan, and draft Regional Official Plan. Below are comments on how this assessment could be strengthened.

- Developments within Brampton Secondary Plan 47 are responsible to implement policy 5.1.5.1 which requires that fully serviced sites within the Secondary Plan Area be identified and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing. Region staff have included a Condition of Draft Plan Approval to ensure that this objective is satisfied prior to development being permitted to occur. Regional staff anticipate meeting with the City and landowners group to discuss how this policy requirement will be met.
- Regional staff appreciate the applicant's references to this development contributing towards a mixed-use healthy and complete community. To further demonstrate alignment with housing objectives, the applicant should demonstrate how this proposed development aligns with [Housing Brampton](#).
- Regional staff appreciate the consideration for higher density dwelling types (townhouses and apartment units) and the possibility of having rental tenure units in the early stages of the development approvals process on the site, which will demonstrate a contribution towards Peel-wide new housing unit density and tenure targets. Staff also encourage the applicant to review opportunities to provide a more diverse array of housing options (e.g., additional residential units including second units that are within townhomes and detached units). This would help the applicant demonstrate stronger contributions towards Peel-wide new housing unit target on rental tenure and density.

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- Furthermore, the applicant should provide a detailed breakdown of the tenure (rental or ownership) of all housing units including average asking rents, unit sizes of townhouses and apartments, and affordability periods over the long term for rental units (e.g., 25 years or more).
- In keeping with Regional Official Plan policy and to demonstrate a contribution towards the Peel-wide new housing unit target for affordability, more details should be provided on unit types (e.g., 1 bedroom, 2 bedrooms, etc.), pricing, and unit size (square footage). The applicant should demonstrate an appropriate presence of two or more bedroom family-sized units that aligns with housing need.
- Although the applicant notes that townhouses and apartments have historically been a more affordable housing option than detached houses, Regional staff advise the applicant to consult with the Regional Official Plan definitions section for affordability thresholds for low and moderate income households to ensure that units will meet the definition of affordability prescribed by the Provincial Policy Statement, 2020. The applicant will need to demonstrate commitment and specific contributions towards Peel-wide new housing unit target on affordability.
 - Partnerships between the applicant, the Region of Peel, City of Brampton, and non-profit sector should be explored to provide units that are affordable to low income households.
- There is a potential need for co-location with a licensed child care centre in the community. The applicant should explore this opportunity in one of the mixed use spaces proposed as part of this development. Please contact Paul Lewkowicz at paul.lewkowicz@peelregion.ca who can connect the applicant with staff in the Region of Peel's Human Services Early Years and Child Care Services Division.

Affordable Housing Contribution

As part of implementation of Secondary Plan 47 policy 5.1.5.1 and in support of the Peel-wide new housing unit target on affordability, Regional staff look forward to working with the applicant, members of the landowners group, as appropriate, and the City to establish the terms of such a contribution.

These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or a non-profit, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located. Please refer to Condition of Draft Plan Approval no. 24 below.

Conclusion

The Planning Justification Report as part of this application provides a good overview of Provincial, Regional, and local municipal housing objectives and policy directions. Regional staff appreciate that the draft subdivision plan proposes housing types that are predominantly low-medium density units that may contribute toward the Regional Official Plan Peel-wide new housing unit density target.

However, the applicant should reassess its plan and better demonstrate how this application will meet other policy objectives such as rental tenure, affordability, and housing options that contain a mix of unit sizes. The Region also requires satisfaction of Condition of Draft Plan Approval no. 24.

Regional staff appreciate the opportunity to provide comments and look forward to working together with the City of Brampton and the applicant to ensure that this development contributes towards housing needs and Peel-wide new housing unit targets.

Conditions of Draft Approval

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

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- a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
- b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.

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- a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
- a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:

- a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and

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- c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands. All costs associated with easements shall be 100% the responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
5. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

6. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
7. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.
A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

8. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer. A clause shall be included in the Subdivision Agreement in respect of same.
9. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
10. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands will be required for review and approval by the Region prior to the engineering submission.

Clauses shall be included in the Subdivision Agreement in respect of same.

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

11. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
12. Prior to registration of the plan of subdivision, the Developer shall ensure that:
 - a) All lots and blocks must be serviced via an internal road network;
 - b) The proposed Lots or Blocks fronting Laneways within the Plan can be serviced by municipal water and wastewater services in accordance with the City's current approved standard drawings where Region's underground services are permitted and in accordance with the Region's latest Standards and Specifications. Due to maintenance and operation issues/concerns for Laneways, servicing Lots and Blocks fronting Laneways must be from the approved public R.O.W. in accordance with the City of Brampton standard drawings where Region's underground services are permitted. Any new proposed standard, or modifications to an existing standard, would need to be submitted and reviewed through the City of Brampton's Standards Committee.

Clauses shall be included in the Subdivision Agreement in respect of same.

13. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service the Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title. A clause shall be included in the Subdivision Agreement in respect of same.
14. The Developer shall acknowledge and agree that servicing of the subdivision will require construction of a 600mm dia. watermain on Clarkway Drive which is the financial responsibility of the Region as per Development Charges By-Law. 600mm dia. watermain is included in the Region's Five-Year Capital Budget and Forecast. The Developer shall make appropriate financial arrangement with the Region prior to construction of such works. The construction will be subject to the Region's determination that it has or will have sufficient funds to finance the works. A clause shall be included in the Subdivision Agreement in respect of same.
15. The Developer shall acknowledge and agree that individual services connection to the sanitary trunk sewer and a 600mm dia. future watermain on Clarkway Drive will not be permitted. A clause shall be included in the Subdivision Agreement in respect of same.
16. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
17. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
18. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine

residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

19. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;

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tel: 905-791-7800

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- a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

20. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region. A clause shall be included in the Subdivision Agreement in respect of same. Page 295 of 724

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21. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
22. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

23. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
24. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca or 905.791.7800 x4283) at your earliest convenience.

Thank you,

Sonia Tam
Intermediate Planner
Development Services
Region of Peel

January 18, 2023

SENT BY E-MAIL (Stephen.Dykstra@brampton.ca)

Stephen Dykstra, Development Planner III
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Stephen Dykstra:

**Re: OZS-2021-0019 and 21T-21005B – 2nd submission
10308 Clarkway Drive
Part Lot 12, Concession 10
City of Brampton
Cedar Developments (Clarkway) Inc. (Agent: Glen Schnarr and Associates Inc.)**

This letter acknowledges receipt of a revised submission in support of the above noted application circulated by the City of Brampton. The materials were received by Toronto and Region Conservation Authority (TRCA) staff on December 16, 2022. TRCA staff has reviewed the above noted application, and we provide the following comments in accordance with the mandatory programs and services TRCA must provide as a public body commenting under the *Planning Act*.

Purpose of the Applications

It is the understanding that the purpose of the above noted applications is for a Zoning by-law amendment and draft plan of subdivision for 95 single detached dwellings and 27 townhouse dwellings within Block Plan 47-2.

Recommendation

Given the supplementary documents submitted, TRCA's key priority issues have in-principle been adequately addressed. As such, TRCA has no objection to the Draft Plan of Subdivision and ZBA as currently submitted. Based on the draft plan prepared by Glenn Schnarr & Associates Inc., dated October 25, 2022, TRCA staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix I.

Advice to the Applicant

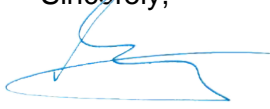
Please note that when requesting clearance of TRCA's conditions, a copy of the most recent Conditions of Draft Plan Approval and draft plan, the Executed Subdivision Agreement, the implementing Zoning By-law and supporting documentation must be provided to the TRCA with a cover letter that identifies how the conditions have been fulfilled.

Fees

By copy of this letter, the applicant is advised that we have implemented a fee schedule for our planning application review services. This application is subject to a Draft Plan of Subdivision – Standard clearance fee. The clearance fee will be based on the fee schedule in place at the time of clearance request.

We trust these comments are of assistance. Should you have any questions, please contact me at 1-437-880-1938 or at Anthony.Syhlonyk@trca.ca.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anthony Syhlonyk', with a stylized flourish at the end.

Anthony Syhlonyk

Planner

Development Planning and Permits | Development and Engineering Services

Appendix I

Materials received by TRCA staff on December 16, 2022:

- Comment Response Table, prepared by GSAI
- Cover Letter, prepared by GSAI, dated December 12, 2022
- Draft Plan of Subdivision, prepared by GSAI, dated October 25, 2022
- Scoped Environmental Impact Study, dated December 2022
- Hydrogeological Investigation, prepared by DS Consultants Ltd., dated November 25, 2022

TRCA Staff Conditions of Draft Plan Approval (City File #OZS-2021-0019)

Red-line Revisions

1. The final Plan shall be in general conformity with the Draft Plan of Subdivision prepared by Glenn Schnarr & Associates Inc., dated October 25, 2022, and will be red-line revised, prior to a request for clearance for registration of any phase of this plan, to:
 - a. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this Plan or any phase thereof, the applicant shall submit and attain the approve of the TRCA for:
 - a. A detailed engineering report (e.g. Stormwater Management and Functional Servicing Report) that describes the storm drainage system (quantity and quality) for the proposed development of the subject lands, and how it will comply with all related TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating how this drainage system will tie into surrounding drainage systems and storm water management techniques which may be required to control minor and major flows. Confirmation must be provided with respect to how target flows as per the hydrogeologic studies will be achieved during and post-development.
 - ii. Appropriate stormwater management practices to be used to treat stormwater, to mitigate the impacts of development on the quality and quantity of groundwater and surface water resources, including how it relates to terrestrial and aquatic species and their habitat, in addition to natural features and systems.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the current erosion control criteria, and Erosion and Sediment Control (ESC) guidelines utilized by the TRCA. ESC plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Location and description of all stormwater management facilities, outlets and other facilities, grading, site alterations, development, infrastructure and watercourse alterations, which are

required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.

- v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent feasible, pre-development hydrology to the satisfaction of the TRCA. The design of LID measures shall be in conformance with the design guidance provided in TRCA's LID SWM planning Design Manual.
- b. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within the environmental buffer areas, or proposed environmental protection area land, beyond those approved by the TRCA and the City of Brampton.
 - c. A hydrogeologic assessment that will examine existing and proposed ground water levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. The need for liners associated with the stormwater management system should be assessed, and suitable liners should be provided where necessary. Potential impacts to surface water receivers and their inherent natural hazards as a result of all underground construction and infrastructure must be assessed and mitigated.
 - d. Information detailing all anticipated temporary dewatering that may be required during the construction phase, including anticipated volumes, duration, discharge locations, and filtration media - as required, to the satisfaction of the TRCA, for the purposes of determining whether a TRCA permit is required and whether such dewatering may affect in-stream erosion.
 - e. Overall site-level Water Balance Report that will identify measures that will be implemented during pre and post development that:
 - i. mimic the pre-development surface and groundwater water balance for the overall site to the greatest extent achievable;
 - ii. demonstrate how post-development conditions will retain a minimum of the first 5 mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. maintain baseflow contributions at pre-development levels, duration and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
 - f. An overall monitoring plan:
 - i. For the LID measures that identifies the monitoring activities and responsibilities for 3 years once the facilities are operational.
 - g. That the applicant attains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
 - h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of the TRCA. And, if required to meet TRCA requirements, red-line revisions are made to the plan to provide for necessary blocks within the Plan or modify their size or

configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

2. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c. To design and implement on-site erosion and sediment control in accordance with current TRCA guidelines and standards.
 - d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
 - e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA, in addition to all permits and approvals from Fisheries and Oceans Canada, and the Ministry of Natural Resources and Forestry.
 - f. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property;
 - g. To design a monitoring protocol and provide the requisite funding, obtain approval, monitor and maintain the site level water balance measures on the site (including LIDs) for the long-term monitoring of this system for 3 years once the facilities are operational, to the satisfaction of the City of Brampton and TRCA.
 - h. That, where required to satisfy TRCA's conditions, development shall be phased within this plan.
 - i. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
 - j. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practices, and LID measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all subdivision agreements of purchase and agreements, for lots and blocks on which stormwater management measure are being constructions to identify the presence of such measures and to clearly identify the owners responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
 - k. That all community information maps and promotional sales materials clearly identify the presence of LID features (e.g. infiltration trenches/bioswales) within the rear and side years of each lot, and identify limitations to permitted uses within these areas.

Purchase and Sale Agreements

3. That a warning clause be included in all agreements of purchase and sale, and information be provided on all community information maps and promotional sales materials that identifies the location of LIDs on private lots (e.g. infiltration trench/bioswales in rear or side years) and identifies prohibited uses on and around these LID measures. Wording for the warning clauses is to be to the satisfaction of TRCA and the City of Brampton.

Implementing Official Plan Amendment

4. That the implementing Official Plan Amendment recognize all natural heritage features and areas and their associated buffers in a suitable environmental protective land use category which has the effect of prohibiting development and structural encroachment, and ensuring the long-term preservation of the land in perpetuity, to the satisfaction of the TRCA.

Implementing Zoning By-Law

5. That the implementing Zoning By-Law recognize all natural heritage features and areas and their associated buffers in a suitable environmental protection zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the land in perpetuity, to the satisfaction of the TRCA.

SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Cedar Developments

City File Number: Burlington

Plan Type: Draft Plan



SUSTAINABILITY SCORE: **30**

THRESHOLD ACHIEVED: **BRONZE**

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

- [Minimum] When healthy tableland trees are proposed for removal, enhanced compensation is provided based on basal area.
- [Aspirational] 75% or more of the healthy mature trees greater than 20 cm DBH have been preserved in-situ.

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

% of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

- [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.
- [Minimum] 50% of sidewalks will be shaded by trees within 10 years of development. If spacing is not feasible, street trees have been placed elsewhere on the site to maintain the proposed tree canopy (e.g. additional park trees, front or backyard trees).

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.
- [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Street Networks/Blocks - Intersection Density

- [Aspirational] There are 51-60 street intersections.

Transit Supportive - Distance to Public Transit - Block and Draft Plans

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Active Transportation - Creation of Trail and Bike Paths

- [Aspirational] The objectives of Brampton's Pathways Master Plan have been advanced by providing Trail Enhancements.

Walkability - Promote Walkable Streets

- [Minimum] 75% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.

Natural Heritage System - Natural Heritage System Enhancements

- [Aspirational] The development plan demonstrates ecological gain above and beyond the Municipal natural heritage requirements.

Parks - Park Accessibility

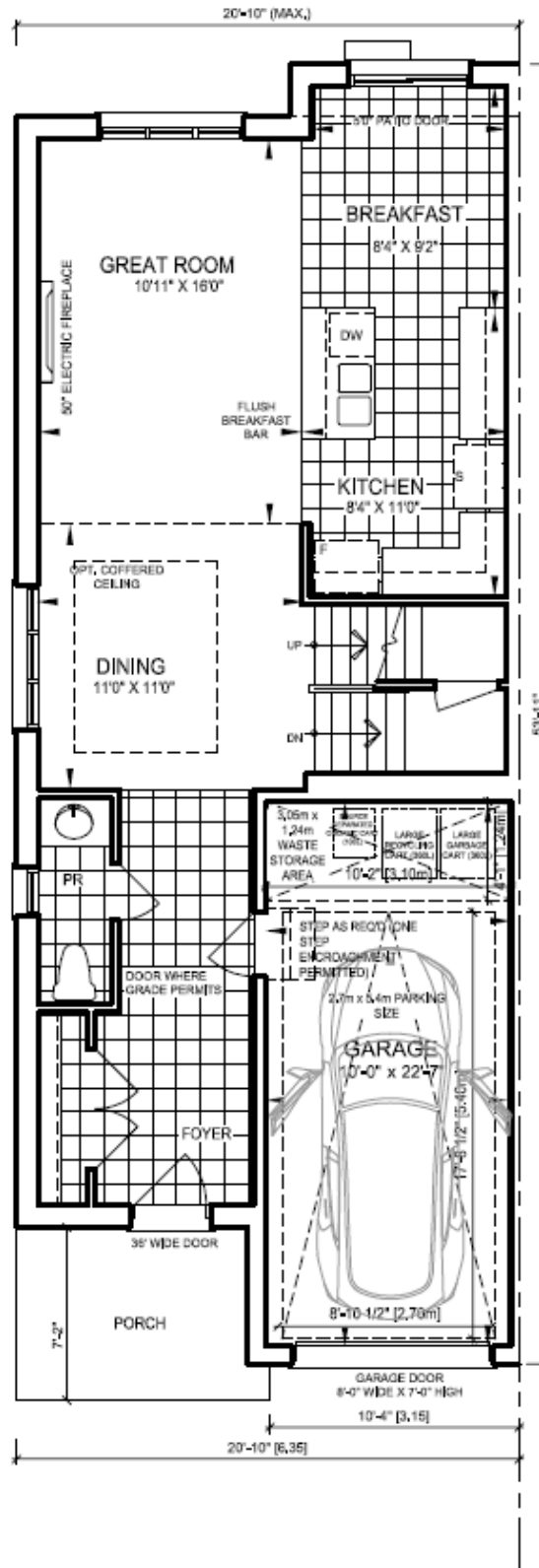
- [Minimum] Two or more road frontages have been provided for each urban square, parkette, and neighbourhood parks. Three road frontages been provided for each community park.
- [Aspirational] Three or more road frontages have been provided for 75% of all park types.

Stormwater - Stormwater Management Quality and Quantity

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.



NOTE: CONCEPTUAL GARAGE TEMPLATE DRAWING IS FOR REFERENCE PURPOSES ONLY. FINAL FLOOR PLANS MAY VARY BASED ON PROPOSED DWELLING TYPE.



APPENDIX 14

CONCEPTUAL DRAWING - FUNCTIONAL GARAGE TEMPLATE
GLEN SCHNARR AND ASSOCIATES
CEDAR DEVELOPMENTS (CLARKWAY) INC.

Attached ARU



Example of Community Window Street



Example of Corner Lot Articulation



NOTE: IMAGES ABOVE IS FOR REFERENCE PURPOSES ONLY.



Date: 2023-11-01

File: OZS-2021-0041 & 21T-21017B

Subject: Recommendation Report
Draft Plan of Subdivision and Application to Amend the Zoning By-Law
(To facilitate a residential development of 91 single-detached dwellings, 58 semi-detached dwellings, 34 street townhouse dwellings, a high density residential block, and protection of valleyland and buffer blocks)
Gore Creek Estates Inc. – Glen Schnarr & Associates Inc.
10263 The Gore Road - North of Castlemore Road, East side of The Gore Road
Ward: 10

Contact: Andrew Ramsammy, Development Planner, Development Services,

Angelo Ambrico, Manager, Development Services

Report Number: Planning, Bld & Growth Mgt-2023-931

Recommendations:

1. That the report from Andrew Ramsammy, Development Planner, Development Services to the Planning and Development Committee of November 20th, 2023, re: **Recommendation Report**, Draft Plan of Subdivision and Application to Amend the Zoning By-law, **Gore Creek Estates Inc. – Glen Schnarr & Associates Inc.**, North of Castlemore Road, East side of The Gore Road, Ward 10 (OZS-2021-0041 & 21T-21017B), be received;
2. That Application to Amend the Zoning By-law and for a Draft Plan of Subdivision submitted by Glen Schnarr & Associates Inc. on behalf of Gore Creek Estates Inc., File: OZS-2021-0041 & 21T-21017B, be endorsed, on the basis that it represents good planning, including that it is consistent with the Planning Act, and for the reasons set out in this Planning Recommendation Report;
3. That the amendment to the Zoning By-law generally in accordance with the by-law attached as Attachment 9 of this report be adopted; and,

4. That no further notice or public meeting be required for the attached Zoning By-law Amendment pursuant to Section 34 of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- This report recommends approval of an amendment to the Zoning By-law and for a Draft Plan of Subdivision to accommodate the proposed development of a residential development consisting of 91 single detached dwellings, 58 semi-detached dwellings, 34 street townhouses, a high-density residential block, an elementary school block, future residential blocks, 2 park blocks, 2 vista blocks, valleyland and buffer blocks.
- The development proposal conforms to the designations of the Official Plan and Secondary Plan (SP47). No amendments are required to permit the proposed development.
- The property is designated as “Low / Medium Density Residential”, “High Density Residential”, “Valleyland”, “Park”, “Gore Road Tributary Proposed NHS Compensation Area”, “Tableland Woodland Proposed Compensation Area” and “Elementary School” in the Block Plan Area 47-1. The western portion of the property is also located within the “Town Centre” boundary. An amendment to the Block Plan is not required to implement the proposal.
- The property is zoned “Agricultural (A)” and “Agricultural – 1520 (A-1520)” by By-law 270-2004, as amended. The draft Zoning By-law Amendment attached as Attachment 9 will implement the proposed residential and open space uses.
- A Statutory Public Meeting for this application was held on January 17, 2022. Details of the Statutory Public Meeting are summarized in Attachment 11 of this report.
- The proposal is consistent with the City of Brampton Strategic Focus Area of Growing Urban Centres and Neighbourhoods by contributing to an economy that thrives with communities that are strong and connected.
- The application represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan.

Background:

This application was reviewed for completeness and found to be complete in accordance with Section 51 (19.1), Section 35 (10.4), and Section 22 (6.1) of the *Planning Act*. A formal Notice of Complete Application was provided to the applicant on January 26, 2022.

A Statutory Public Meeting was held on January 17, 2022 to provide information about the application to the public which satisfies the notice and statutory public meeting requirements in the Planning Act and the Public Meeting policies in S. 5.30 of the Official Plan.

Area 47 Block Plan:

The approval of Block Plans 47-1 and 47-2 was appealed to the Local Planning Appeal Tribunal (file numbers PL180276 and PL180277) by the landowners groups for each area. A settlement hearing was held on October 6, 2020 and on October 20, 2020 the LPAT issued a decision. As per the terms of settlement, numerous studies were required to be submitted to the City for the entire SP47-1 and SP47-2 Block Plan, which included an updated Functional Servicing Report (FSR), Environmental Implementation Report (EIR), Transportation Impact Study (TIS), and Growth Management Staging & Sequencing Strategy (GMSSS).

Part of the settlement terms indicate that once these studies have been filed, the City of Brampton, Toronto Region Conservation Authority (TRCA) and Region of Peel would accept the planning application to initiate the review process, but were under no obligation to enact the zoning by-law or issue draft plan approval until these studies are approved. The required studies as per the terms of settlement have since been submitted and approved to the City of Brampton, TRCA and Region of Peel satisfaction. The technical studies for this individual application has also been approved over the course of the application review and is now in position to be brought forward for a decision. As further noted in this report, there are a number of legal agreements that still need to be finalized and signed-off by the City and SP47 landowner group, which will be addressed through prior to registration conditions in the forthcoming draft approval of the subdivision application.

This application is one of twenty active applications submitted for Block Plan Areas 47-1 and 47-2. Collectively, these block plans are expected to accommodate 10,401 residential units with an expected population of approximately 35,987 people. The block plans are also anticipated to accommodate approximately 3,516 jobs based on the commercial designations proposed within the block plan area. Secondary Plan Area 47 will be a complete community which includes a variety of housing typologies, a range of employment areas, parkland and trails and future improvements to necessary infrastructure including roads, watermains, sanitary sewers and stormwater management ponds.

Current Situation:

Proposal (Attachment 1 & 1a)

The applicant is proposing to amend the Zoning By-law to permit residential, park and open space uses. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the proposed lots and blocks. The creation of the future single-detached lots in the residential reserve blocks can be facilitated through the part lot control process. The future high-density block will be facilitated through a site plan and possibly a condominium application(s). Details of the proposal are as follows:

- 91 lots for single detached residential dwellings;
- 58 units (29 lots) for semi-detached residential dwellings;
- 34 units for street townhouse dwellings;
- One high density residential block (2.09ha / 5.16ac);
 - Conceptual High Density Block –with an approximate range of 522-679 units comprised of:
 - 62 back to back townhouses
 - 460-617 apartment units, intended to be up to 10 storeys.
- One Elementary School block (2.6ha / 6.42ac)
- Three park blocks (1.44ha / 3.56ac);
- Valleyland (2.8ha / 6.92ac);
- Tableland Woodland Compensation Area (0.15ha / 0.37ac);
- Walkways, Open Space and Buffer Blocks; and
- Public roads and laneways.

Property Description and Surrounding Land Use (Attachment 2):

The current conditions on-site are as follows:

- has a total site area of approximately 10.12 hectares (25.01 acres);
- has frontage onto Clarkway Drive,
- has a single detached dwelling on Clarkway Drive,

- is divided by the valleylands.

The surrounding land uses are as follows:

North	Agricultural lands, and lands part of Block Plan 47-1 proposed for residential uses as part of application OZS-2021-0039;
East	Agricultural lands proposed for future residential uses as part of applications OZS-2021-0019 and OZS-2021-0038;
South	Agricultural lands proposed for future residential, employment and commercial uses as part of application OZS-2021-0038;
West	Opposite The Gore Road to the west consist of Agricultural zoned lands subject to the Toronto Gore Rural Estate Secondary Plan.

Servicing of Area 47-1 – Spine Servicing Agreement

Secondary Plan 47 (Blocks 47-1 and 47-2) is dependent on significant capacity upgrades and development staging for the provision of sanitary sewer and watermain connections, arterial and/or collector roads, and storm water management ponds. Through the Growth Management Staging and Sequencing Strategy (GMSS), which was approved by the City in April 2022, servicing is anticipated to be provided in a general south to north pattern, with certain areas within the block plan lands dependent on the provision of services and amenities being provided in adjacent areas.

A Spine Servicing Agreement is currently being finalized by City Legal and Engineering staff, and the landowner group to facilitate the orderly staging and phasing of development within the Secondary Plan area. There are ten (10) development staging areas which establishes a logical order by which development could proceed based on the provision of complete communities to incorporate required spine services and community amenities. As outlined in the GMSSS, staging will be implemented through Draft Plan of Subdivision approval conditions, requiring developers to provide the agreed-upon servicing prior to Plan of Subdivision registration. Plan of Subdivision registration in areas staged for later development will be contingent on registration of adjacent areas which provide necessary servicing and community amenities.

At this time, the Spine Servicing Agreement is at an advanced stage, however has not been finalized and signed-off by the SP47 landowner group and the City. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Spine Servicing Agreement for the necessary 'sub area' is finalized.

Parkland Conveyance Agreement

Block Plan 47-1 contains 6 neighborhood parks and Block Plan 47-2 contains 11 neighborhood parks. Parks within the two Block Plan areas range in area from 0.75 ha to 1.95 ha (1.85 acres to 4.82 acres). Block Plan 47-1 also includes 4 vest/ pocket parks ranging in size from 0.25 ha to 0.5 ha (0.6 acres to 1.23 acres) in area. Block Plan 47-2 features a 16 ha (39.53 acres) Community Park to be located at the northeast intersection of Clarkway Drive and the proposed East-West Minor Arterial Road.

The planned configuration of parklands within SP47 was anticipated to be secured through a parkland conveyance agreement between the City and landowner group. At this time, the parkland conveyance agreement is still being reviewed by City staff and the landowner group. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Parkland Conveyance Agreement is finalized, and signed off by the City and landowner group.

Community Benefit Charge Agreement for Affordable Housing

A Community Benefit Charge Agreement for Affordable Housing is currently being reviewed by the City and landowner group in Block 47-1. The purpose of the agreement is to secure the provision of thirty (30) secondary dwelling units within proposed subdivision developments among participating landowners, as well as an agreed upon cash contribution to satisfy contribution towards the City's Community Benefit Charge By-law. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Community Benefit Charge Agreement for Affordable Housing is finalized, and signed off by the City and landowner group.

Town Centre Addendum to the Community Design Guidelines

An Addendum to the Community Design Guidelines for the Town Centre is currently being reviewed by the City and landowner group in Block 47-1. The purpose of this addendum is to establish the design guidelines for the Town Centre area located within Block Plan 47-1, at the north-east corner of Castlemore Road and The Gore Road. This Town Centre is expected to become a focal point for the future community. Through the forthcoming draft approval of this subdivision application, appropriate conditions are to be included to ensure that subdivision registration cannot occur, until such time as the Town Centre Addendum to the Community Design Guidelines is finalized, and signed off by the City and landowner group.

East-West Trail Connections

East-West trail connections have been contemplated throughout the approved Block Plan 47-1 and 47-2 areas. These trail connections are identified on the Block Plan with orange arrows across the valleyland. Attachment 4b shows the entirety of the Block Plan, general

location of the East-West trail connections (by way of the orange arrows), as well as the development applications received and/or active within the Block Plan. Parks Planning is working with the individual applications to oversee the implementation of the trails. The east-west trail connections will be achieved with the exact locations to be determined through the detailed design phase prior to subdivision registration.

Garage and Driveway Dimensions

Appropriate provisions have been included in the draft Zoning By-law to ensure residential dwellings can accommodate a minimum of two parked vehicles, in accordance with the minimum parking requirements for a residential dwelling as per Section 10.9.1 of the Zoning By-law. The site specific Zoning By-law for this application requires a minimum 6 metre setback to a garage door from the front lot line to maintain an appropriate driveway length. The driveways will also maintain the minimum width of 3 metres, ensuring a minimum driveway dimension of 3 metres by 6 metres.

A provision has also been included to establish minimum interior garage dimensions to ensure garages can adequately function as a parking space while maintaining adequate storage areas for regional waste/recycle bins within the garage. A minimum dimension of 6 metres in length by 3.1 metres in width has been included as a requirement of the draft by-law. Single garages of this dimension has been deemed to be functional by City Staff. The dimension of the driveway and garage exceed the standard parking space requirement of the Zoning By-law which require a minimum dimensioned space of 2.7 metres by 5.4 metres.

The driveway in combination with the garage will provide the necessary space to park two vehicles while maintaining space to store regional waste/recycle bins. Attachment 14 illustrates the functional design of the garage template, which have been approved by the City's Traffic Services department.

Additional Residential Units (ARU)

Appropriate measures have been taken to protect for the opportunity of future residents to create ARUs within detached and semi-detached dwellings. Provisions have been included in the draft Zoning By-law to protect for the minimum 1.2 metre unobstructed path of travel to meet Ontario Building Code requirements to accommodate additional residential units. Typical rear yard depths range between 6.0 metres and 7.5 metres (depending on location and building typology) within the SP47-1 Block Plan. It is more than likely that a majority of ARUs will take the form of a secondary unit in the basement of a dwelling unit, given some of the space limitations associated with rear yard setbacks. ARUs in the rear yard would be difficult for lots approved with a 7m rear yard depth or less. Reduced setbacks through a minor variance application are likely to be needed to accommodate rear yard ARUs for these lots, which are to be reviewed on a site by site basis. Please refer to Attachment 15 for a conceptual rendering of potential arrangements for ARUs within SP47.

Sustainability Score

The subject application achieved a sustainability score of 32, attaining the bronze threshold. 8 additional points would be required to achieve the silver threshold. There may be opportunity to attain more points by considering the following metrics at the detailed design phase:

- Traffic Calming Strategies (up to 2 points);
- Pedestrian amenities to encourage walkable streets (i.e seating, lighting, wide sidewalks, shading) (2 points);
- Committing to an energuide rating for 75%-90% of single family homes (2-4 points),
- Confirmation of no uplighting (fixtures less than 1000 lumens) (1 point),
- Use of LEDs and/or photocells for all lighting fixtures (2 points).

Through the subdivision registration process, staff will continue to work with the applicant to ensure that additional sustainability score metrics can be achieved through the detailed design phase. This may include a variety of sustainability metrics such as those listed above. It is worth noting that this subdivision has been prepared in alignment with the LPAT (now OLT) approved SP47 Block Plan. Given this, there are limited opportunities to score higher on other metrics related to the built environment considering this area is a new greenfield development.

Zoning By-law Amendment

The subject property is zoned “Agricultural – (A)” and “Agricultural – 1520 (A-1520)” as per Zoning By-law 270-2004, as amended. The zoning designation does not permit the proposed residential units.

The proposed Zoning By-law Amendment will rezone the property to new single detached and semi-detached residential zone (R2A – 3742), residential townhouse zone (R3E – 6.1 – 3743), residential apartment zone (R4A – 3744), institutional zone (I1-3745) and open space (OS). The schedule depicting the proposed zones can be found attached in Attachment 9.

Summary of Recommendations:

This report recommends that Council endorse the approval of the proposed Zoning By-law Amendment and Draft Plan of Subdivision Application. This report further recommends that Council approve the Zoning By-law amendment generally in accordance with the attached Attachment 9.

The proposed residential development represents good planning, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan – see associated details in Attachment 8 – Detailed Planning Analysis.

Planning Analysis Summary

This proposal and implementing documents have regard for matters of provincial interest that are set out in the Planning Act. The application to amend the Zoning By-law and for a Draft Plan of Subdivision is consistent with the Provincial Policy Statement, the goals and objectives of the City's Official Plan, and conforms to the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act. The proposed development has regard for Section 2(f)(h)(h.1)(i)(j)(o)(p)(q) and (r), as well as Section 51(24)-a)b)c)d) and h) of the Planning Act.

Staff is satisfied that the proposed development is consistent with the matters of provincial interest as set out in the Planning Act.

Provincial Policy Statement (PPS):

Section 3 of the Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The application is consistent with Section 1.1.1, 1.1.3 and 1.6.7.2 of the PPS which speaks to promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities. The proposal will also allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The proposed development will be in close proximity to existing and planned transit corridors along The Gore Road and Clarkway Drive, as well as the existing bus route along Castlemore Road which aligns with Sections 1.4.3(e), 1.6.7.2 and 1.8.1e).

Staff is satisfied that the proposed development is consistent with the applicable sections of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe:

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to

accommodate a range of incomes and household sizes. The subject property is located within the Built-up Area – Conceptual of the Growth Plan and will contribute to achieving a complete community in accordance with *Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10* through optimization of land use and overall expansion of land use diversity through the introduction of residential uses of varying densities. The recommendations conform to the applicable sections of the Growth Plan.

Municipal Planning Documents

Region of Peel Official Plan:

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the “Urban System” designation in the Regional Official Plan. The proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the Regional Policies with respect to healthy communities, achieving a mix of land uses in appropriate areas that will optimize the use of underutilized and vacant land, utilize planned infrastructure, and enhance the public open space system. Staff is satisfied that the proposed development conforms to the Region of Peel Official Plan.

City of Brampton Official Plan:

The City of Brampton Official Plan provides guidance and policies for the future of the City. The proposal is consistent with the Official Plan as it meets the intent of the plan regarding the type of development and that the environmental policies are met, the design of the development is consistent with the policies and that all technical matters have been resolved.

The lands are designated “Residential” and “Open Space” on Schedule A – General Land Use Designations of the City of Brampton Official Plan. The ‘Residential’ designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system. The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes detached and semi-detached dwellings, townhouses, and future apartment units to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The application has demonstrated that the proposal adheres to the policies of the designated land uses identified in the Official Plan. Staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision is consistent with the policies of the City of Brampton Official Plan.

Secondary Plan Area 47 Policy Review:

The subject property is designated “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” in the Highway 427 Industrial Secondary Plan (Area 47). The proposal will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the existing land use designation. The Valleyland designation represents the NHS Corridor that runs through the centre of the property. The technical matters have been resolved with both TRCA and City of Brampton providing clearance to the supporting reports and proposed development which includes appropriate setbacks, buffers and compensation area have been provided to protect the existing natural area. Staff is satisfied that the proposed development aligns with the policies of the Highway 427 Industrial Secondary Plan (Area 47).

Highway 427 Industrial 47-1, 47-2 Block Plan:

The property is designated as “High Density Residential”, Low/Medium Density Residential”, “Elementary School”, “Park” and “Valleyland” in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan, an amendment to the Block Plan is not required.

Community Engagement

The proposed Zoning By-law amendment was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City’s website.

A Statutory Public Meeting for this application was held on September 13th, 2021. No members of the public spoke at the meeting. One written submission was received to the application. A summary of the issues raised and a response to those issues are included in the summary chart below.

Concern Raised	Staff Response
Secondary Plan high density designation – Why does the high-density designation not expand	The proposed draft plan of subdivision was submitted in conformity with the permitted land uses of the Highway 427 Secondary Plan 47 (SPA47) and Block Plan Area 47-1. The high-density designation is

further north to encourage higher densities and intensification.	centered around the primary gateway intersection of The Gore and Castlemore Road as identified on the SPA47 Land Use Schedule. The furthest extent of the high-density designation is approximately 900 metres north and 800 meters the east of the primary gateway. The radius of high-density designation is anchored by the primary gateway, encouraging the bulk of intensification to this area where infrastructure and services such as transit is easily accessible.
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Corporate Implications:

Financial Implications:

There are no financial implications associated with this application. Revenue that was collected through the development application fees is accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with this application.

Strategic Focus Areas:

This application to amend the Official Plan and Zoning By-law is consistent with the “Growing Urban Centres & Neighbourhoods” strategic focus area. The proposal will result in the intensification of six underutilized parcels of land to implement the policies of the Highway 427 Industrial Secondary Plan and will add to the diversity of housing options that are offered in Brampton. The proposal is an example of the efficient use of land and resources within the City’s greenfield area.

Conclusion:

Staff is satisfied that the proposed Draft Plan of Subdivision and Zoning By-law Amendment, subject to the Draft Conditions of Draft Approval generally in accordance with Attachment 10, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development conforms to provincial plans including the Growth Plan for the Greater Golden Horseshoe, and is consistent with the Provincial Policy Statement. Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan and the Highway 427 Secondary Plan (Area 47).

The report recommends that Council enact the Zoning By-law Amendment generally in accordance with Attachment 9. The Zoning By-law Amendment and Plan of Subdivision application is appropriate for the orderly development of the lands considering the following:

- The proposal conforms to provincial plans such as the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement;
- The proposed development precludes development on lands within the City's open space network;
- The development proposes residential typologies and densities which conform to the City of Brampton Official Plan and Highway 427 Secondary Plan (Area 47);
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Zoning By-law Amendment and endorsement of the Draft Plan of Subdivision as the proposal is in the public interest.

Authored by:

Reviewed by:

Andrew Ramsammy
Development Planner, Development
Services
Planning, Building and Growth
Management

Allan Parsons MCIP, RPP
Director, Development Services
Planning, Building, and Growth
Management

Approved by:

Approved by:

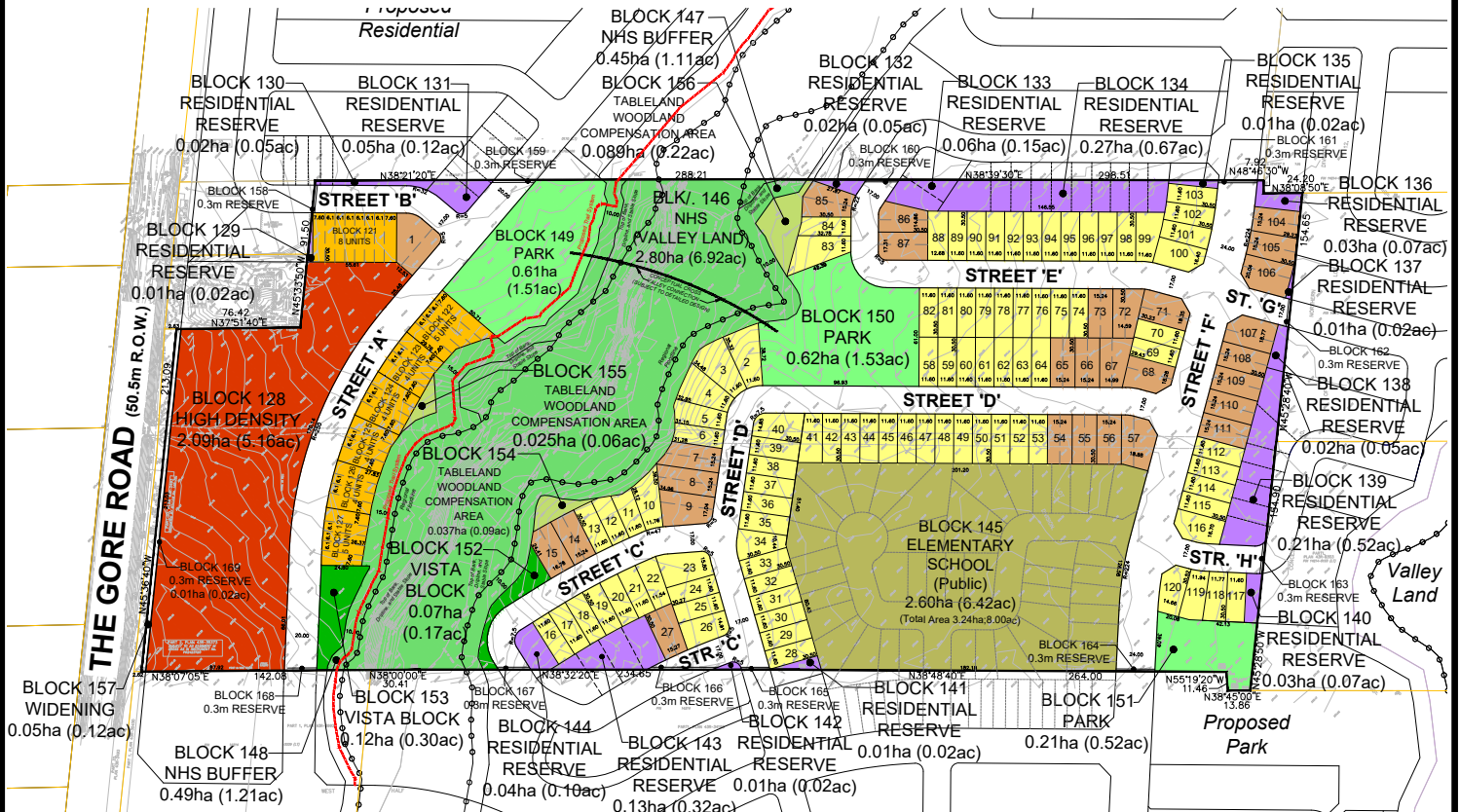
Steve Ganesh MCIP, RPP
Commissioner
Planning, Building and Growth
Management

Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1: Draft Plan of Subdivision
- Attachment 1a: High Density Block Concept Plan
- Attachment 1b: High Density Block Conceptual Elevations

- Attachment 2: Location Map
- Attachment 3: Official Plan Designations
- Attachment 4: Secondary Plan Designations
- Attachment 4A: Block Plan Designations
- Attachment 4B: Active Applications in Block Plan 47-1 and 47-2
- Attachment 5: Zoning Designations
- Attachment 6: Existing Land Use Plan
- Attachment 7: Heritage Resources Plan
- Attachment 8: Detailed Planning Analysis
- Attachment 9: Draft Zoning By-law Amendment
- Attachment 10: Draft Conditions of Draft Plan Approval
- Attachment 11: Results of Public Meeting
- Attachment 12: Results of Application Circulation
- Attachment 13: Sustainability Snapshot
- Attachment 14: Conceptual Drawing – Garage Template
- Attachment 15: Conceptual Streetscapes and ARU





Parking Provided (1 Level of u/g)	676
Parking Provided (Surface)	13

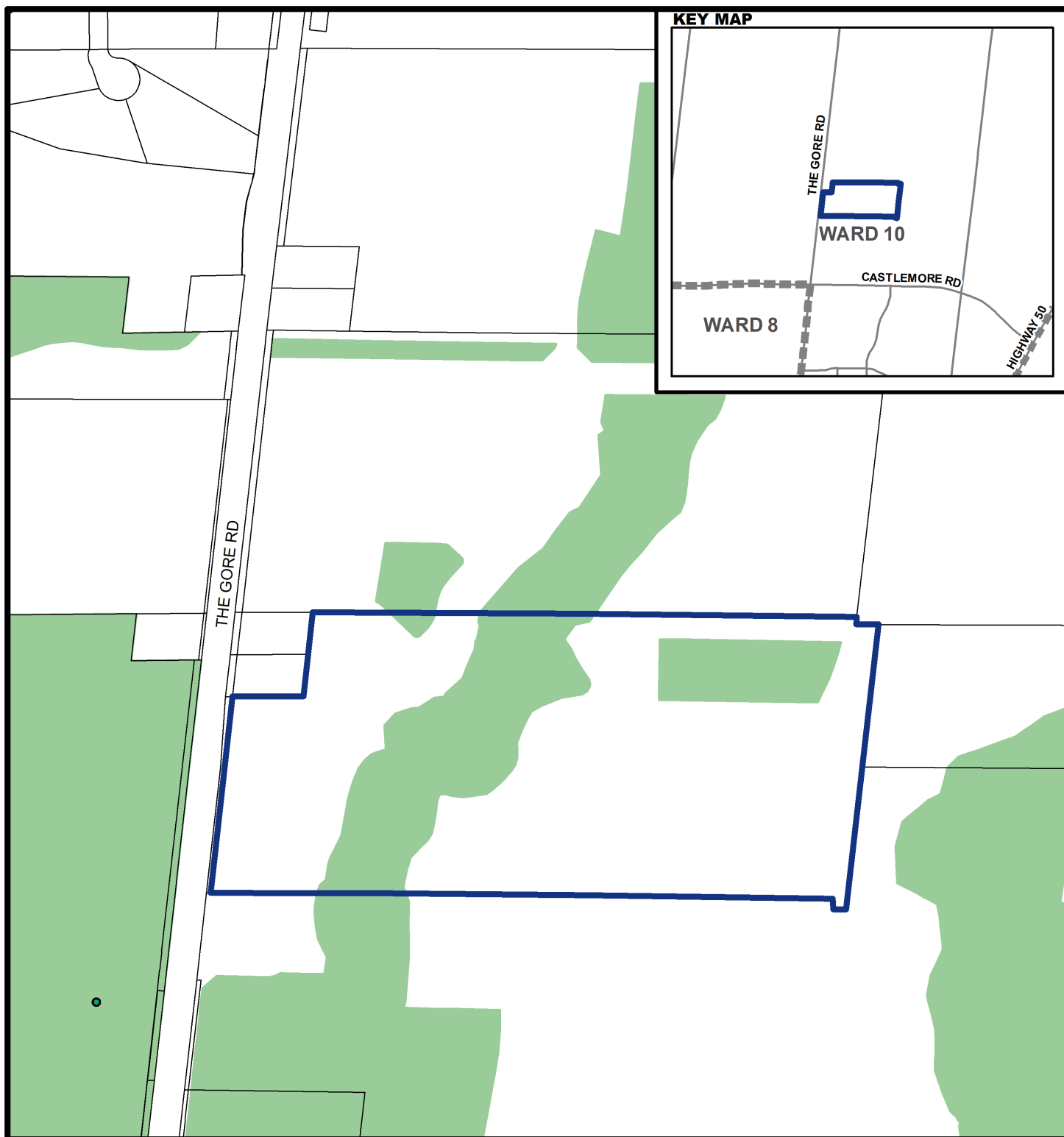


BLOCK 'A'
FRONT ELEVATION
Preliminary Front Elevations



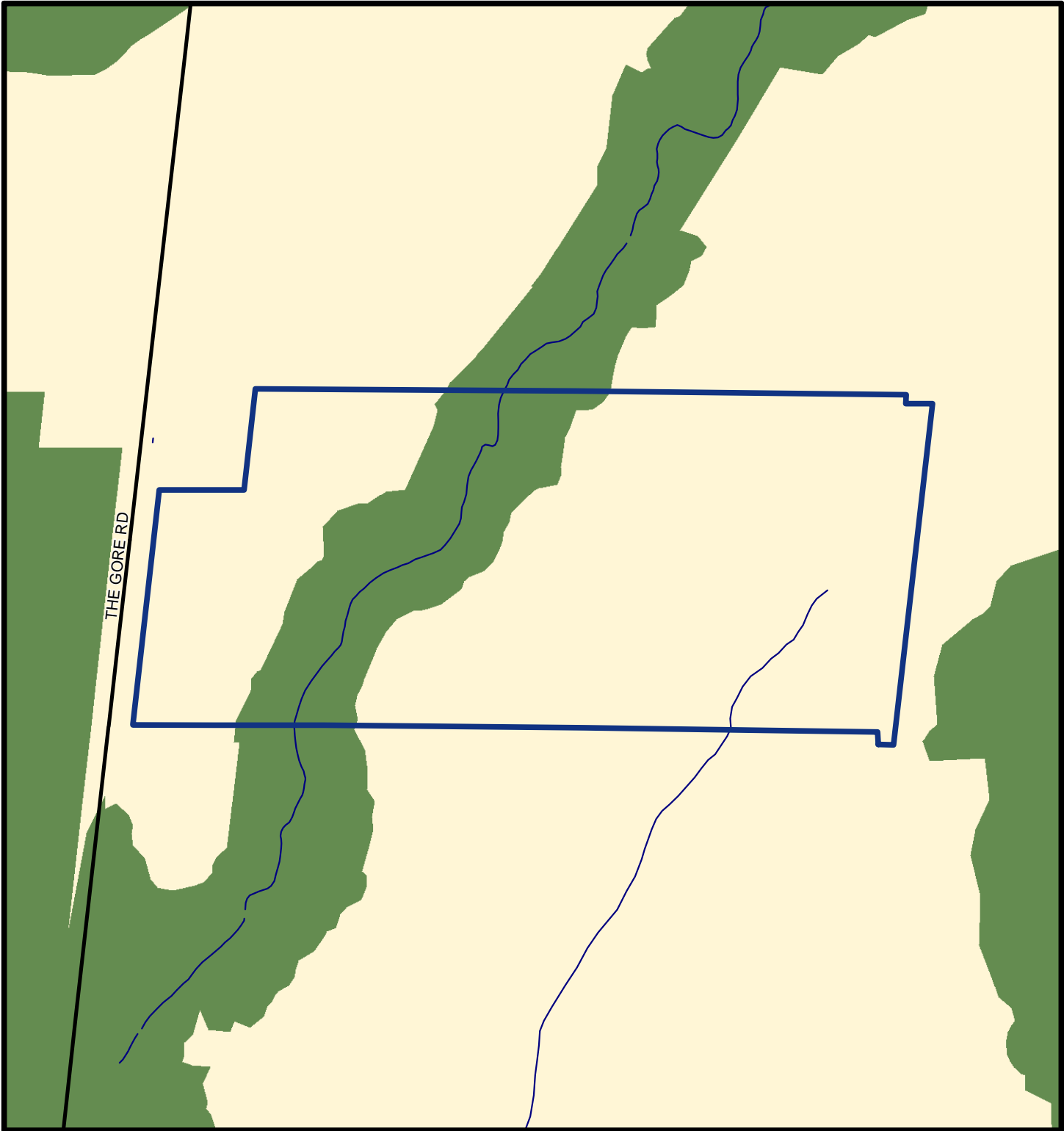
BLOCK 'A'
SIDE ELEVATION
Preliminary Side Elevations






- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE






EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSOURCE



BRAMPTON
Flower City

PLANNING, BUILDING AND ECONOMIC DEVELOPMENT



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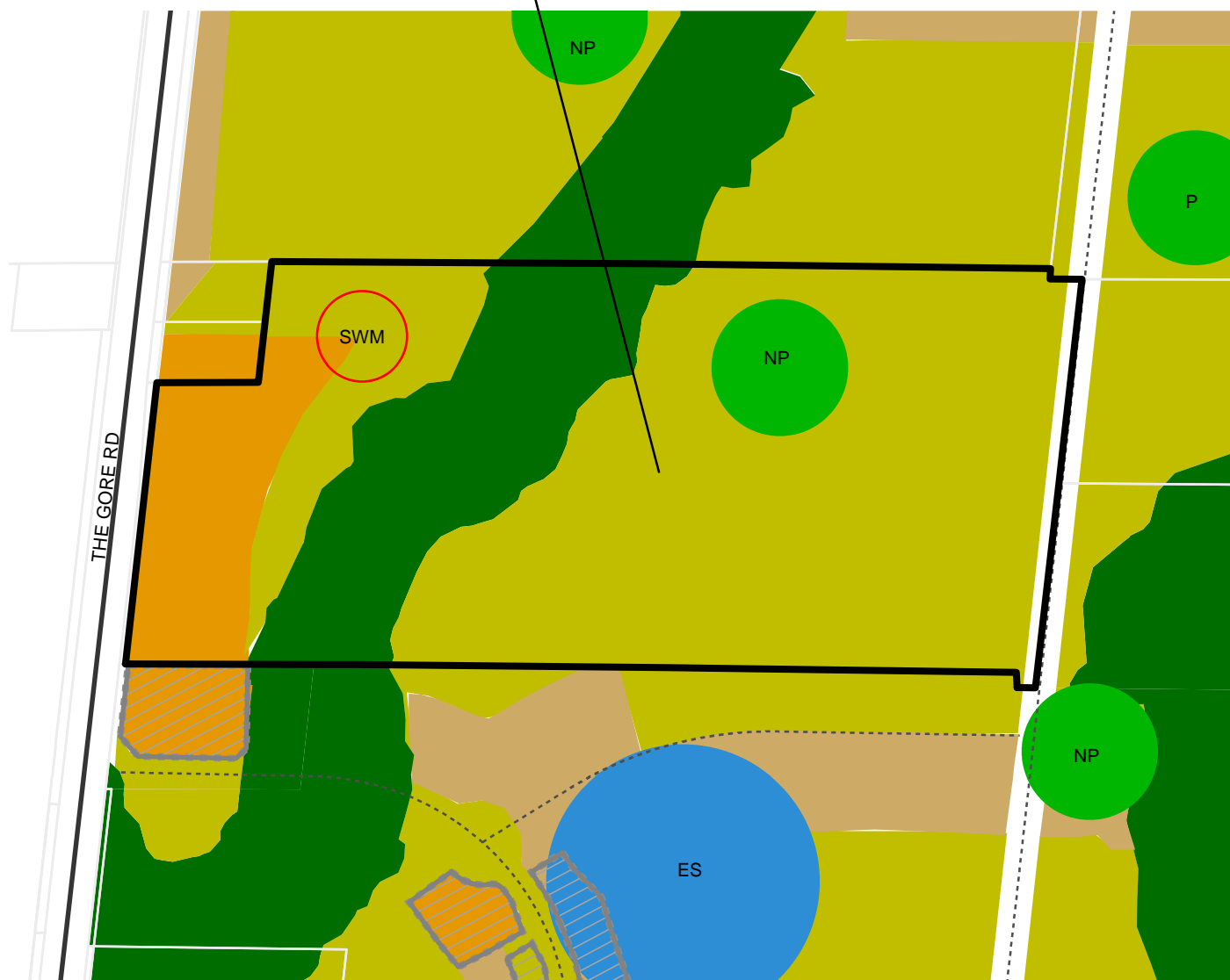
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Date: 2021/11/14

APPENDIX 3
OFFICIAL PLAN DESIGNATIONS
GLEN SCHNARR AND ASSOCIATES
GORE CREEK ESTATES INC.

CITY FILE: OZS-2021-0041

SUBJECT LANDS



EXTRACT FROM SCHEDULE SP47(A) OF THE DOCUMENT KNOWN AS THE HIGHWAY 427 INDUSTRIAL SECONDARY PLAN

RESIDENTIAL

- LOW DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- EXCLUSIVE RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL

EMPLOYMENT

- OFFICE NOSE
- LOGISTICS/WAREHOUSE/TRANSPORTATION
- BUSINESS PARK
- PRESTIGE INDUSTRIAL
- MIXED COMMERCIAL / INDUSTRIAL

COMMERCIAL

- GENERAL RETAIL
- HIGH-IMPACT RETAIL
- CONVENIENCE RETAIL
- HIGHWAY COMMERCIAL
- SERVICE COMMERCIAL

ROAD NETWORK

- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- ROAD ACCESS (POTENTIAL/CONCEPTUAL)
- COLLECTION ROAD
- MAJOR COLLECTION ROAD

NATURAL HERITAGE SYSTEM

- SIGNIFICANT WETLANDS
- WETLAND RESTORATION AREA
- VALLEYLAND

RECREATION OPEN SPACE

- COMPLEX PARK
- RECREATION PARK
- PARKS

INSTITUTIONAL

- PUBLIC SECONDARY SCHOOLS
- CATHOLIC ELEMENTARY SCHOOLS
- ELEMENTARY SCHOOL
- FIRE STATION
- PLACE OF WORSHIP

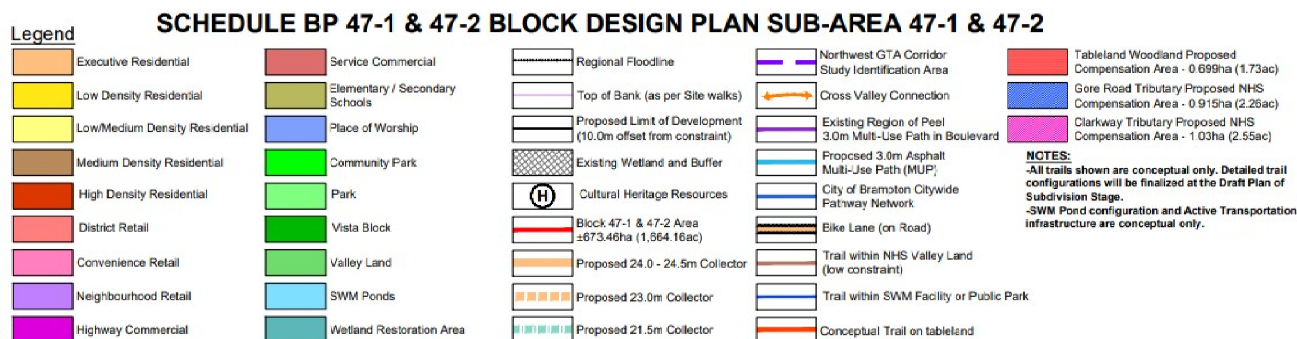
UTILITIES AND INFRASTRUCTURE

- TRANS CANADA PIPELINE
- PRIMARY GATEWAY
- HERITAGE RESOURCE
- SPECIAL POLICY AREA
- SP-47 BOUNDARY
- SECONDARY GATEWAY
- SWR FACILITY
- COSMETIC
- RED ZONE APPEAL DANCE

SUBJECT LANDS



EXTRACT FROM SCHEDULE 47-1 FROM BLOCK PLAN KNOWN AS THE HIGHWAY 427 INDUSTRIAL BLOCK PLAN



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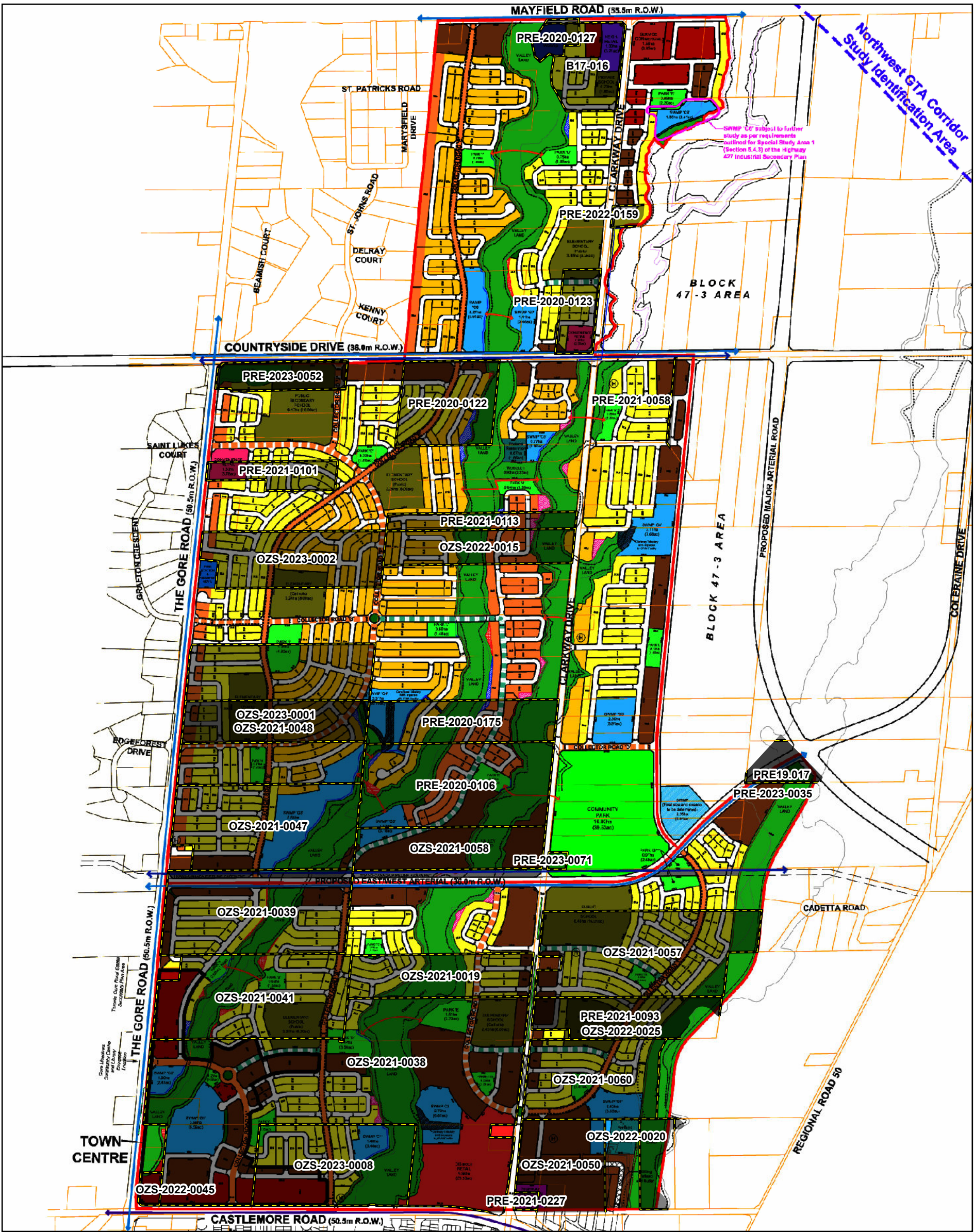
PLANNING, BUILDING AND ECONOMIC DEVELOPMENT

Author: ckovac

Date: 2021/11/15

APPENDIX 4A
BLOCK PLAN DESIGNATIONS
GLEN SCHNARR AND ASSOCIATES
GORE CREEK ESTATES INC.

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CITY FILE: OZS-2021-0041



EXTRACT FROM SCHEDULE BP 47-1 & 47-2 BLOCK DESIGN PLAN SUB-AREA 47-1 & 47-2

Executive Residential

Low Density Residential

Low/Medium Density Residential

Medium Density Residential

High Density Residential

District Retail

Convenience Retail

Neighbourhood Retail

Highway Commercial

Open Planning Applications

Service Commercial

Elementary / Secondary Schools

Place of Worship

Community Park

Park

Vista Block

Valley Land

SWM Ponds

Wetland Restoration Area

Regional Floodline

Top of Bank (as per Site Walks)

Proposed Limit of Development (10.0m offset from constraint)

Existing Wetland and Buffer

Cultural Heritage Resources

Block 47-1 & 47-2 Area ±673.46ha (1,664.16ac)

Proposed 24.0 - 24.5m Collector

Proposed 23.0m Collector

Proposed 21.5m Collector

Northwest GTA Corridor Study Identification Area

Cross Valley Connection

Existing Region of Peel 3.0m Multi-Use Path in Boulevard

Proposed 3.0m Asphalt Multi-Use Path (MUP)

City of Brampton Citywide Pathway Network

Bike Lane (on Road)

Trail within NHS Valley Land (low constraint)

Trail within SWM Facility or Public Park

Conceptual Trail on tableland

Tableland Woodland Proposed Compensation Area - 0.699ha (1.73ac)


Gore Road Tributary Proposed NHS Compensation Area - 0.915ha (2.26ac)

Clarkway Tributary Proposed NHS Compensation Area - 1.03ha (2.55ac)

NOTES:

-All trails shown are conceptual only. Detailed trail configurations will be finalized at the Draft Plan of Subdivision Stage.

-SWM Pond configuration and Active Transportation infrastructure are conceptual only.



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PLANNING, BUILDING AND GROWTH MANAGEMENT

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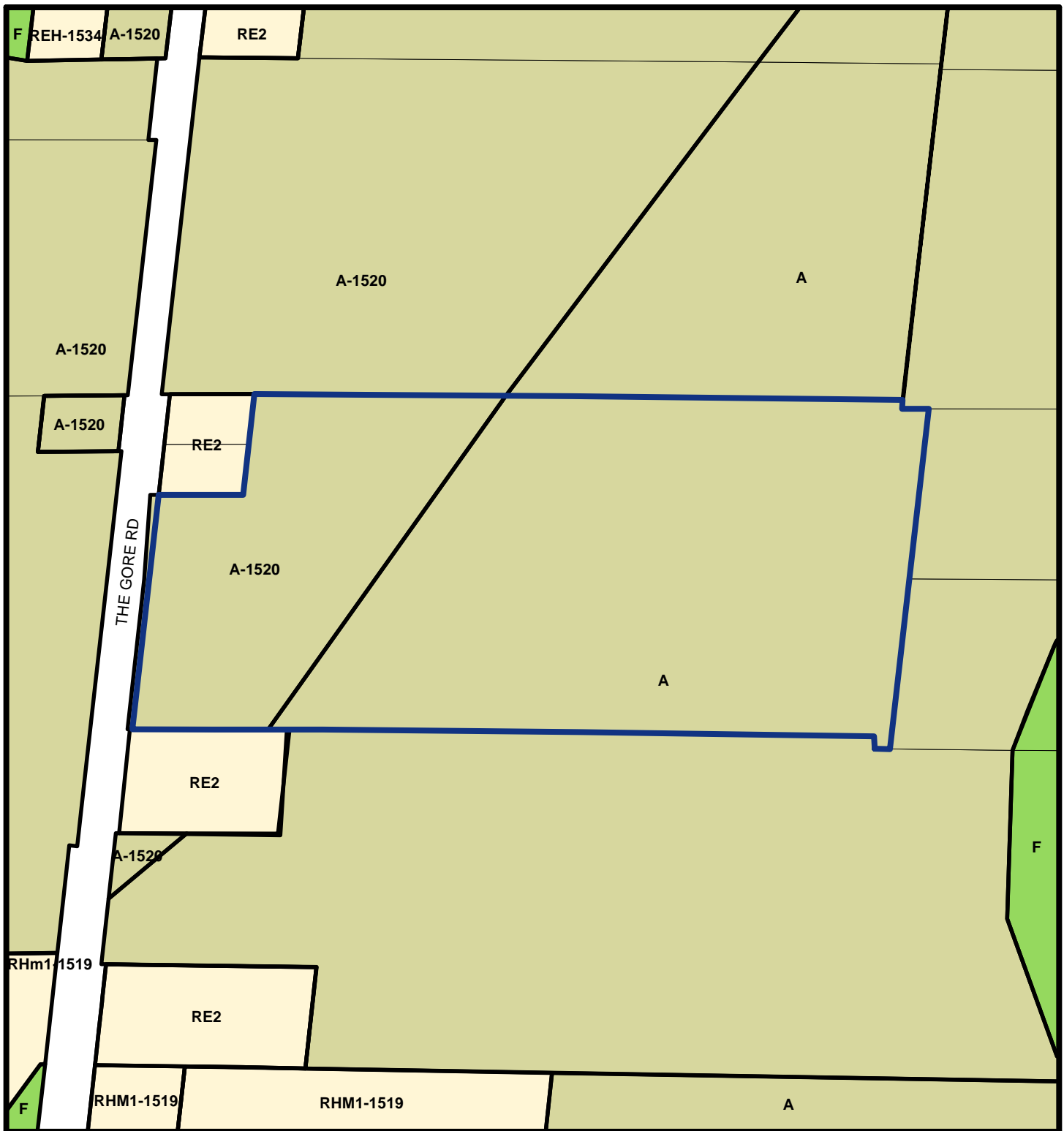
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Author: ADeBoer

APPENDIX 4B - ACTIVE APPLICATIONS IN BLOCK PLAN 47-1 & 47-2

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







 SUBJECT LAND
 AGRICULTURAL
 RESIDENTIAL



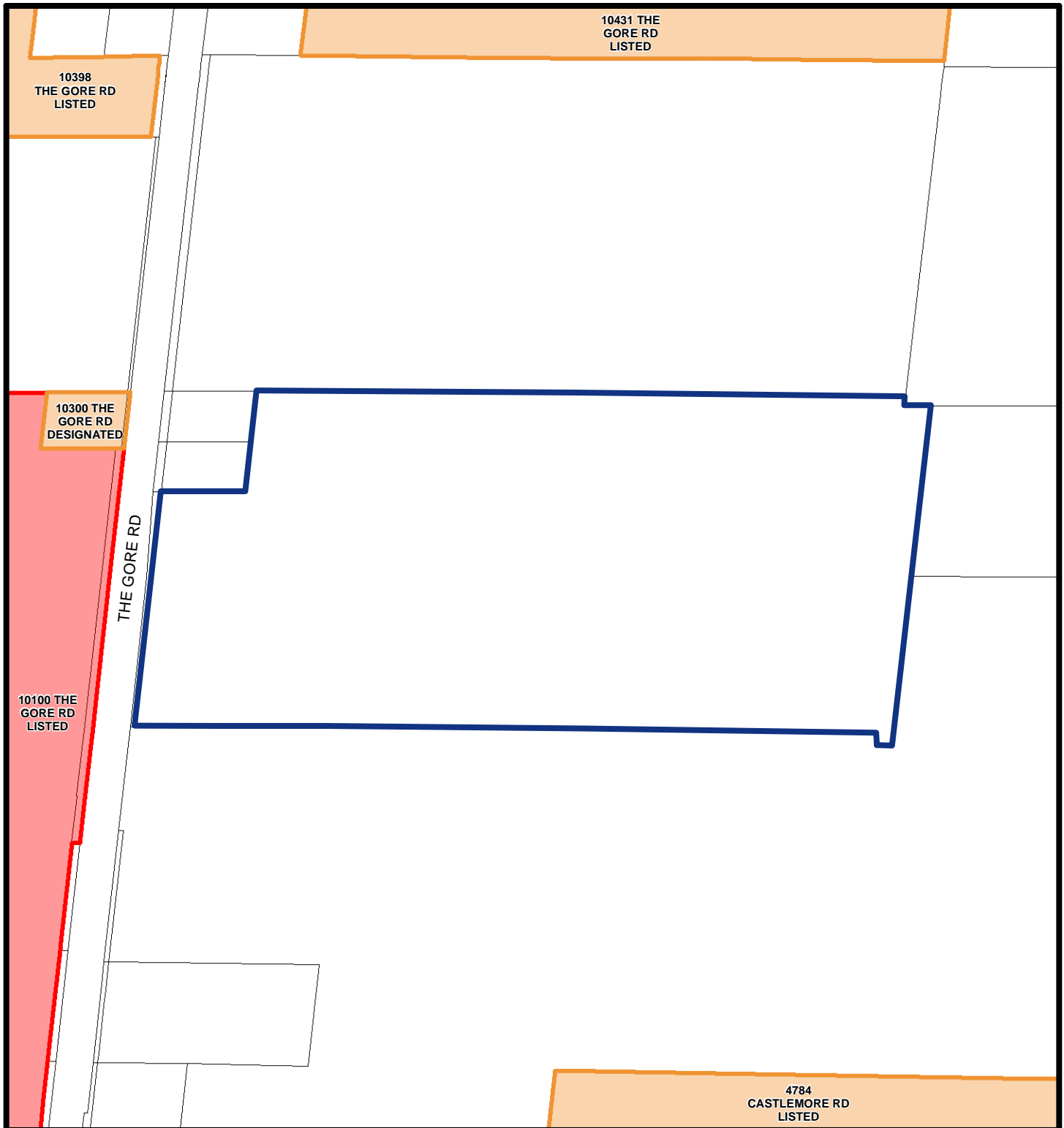






Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
	COMMERCIAL		OPEN SPACE		UTILITY		
	INDUSTRIAL		RESIDENTIAL				

AERIAL PHOTO DATE: SPRING 2021





- | | | | |
|--|--------------|---|---------------------------------|
|  | SUBJECT LAND |  | HERITAGE PROPERTIES OUTSIDE 50M |
|  | CITY LIMIT |  | HERITAGE PROPERTIES WITHIN 50M |



**Detailed Planning Analysis
City File Number: OZS-2021-0041**

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51.24 of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion to these sections.

Section 2:

- (f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;
- (h) The orderly development of safe and healthy communities;
 - (h.1) The accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- (i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities
- (j) The adequate provision of a full range of housing, including affordable housing;
- (o) The protection of public health and safety;
- (p) The appropriate location of growth and

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,
- ii. Encourages a sense of place, and
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.

Section 51(24) – Criteria for Approval of Subdivision Applications:

(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

(b) whether the proposed subdivision is premature or in the public interest;

(c) conformity to the official plan;

(d) suitability for the land for the purpose for which it is being subdivided; and

(h) conservation of natural resources and flood control.

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision and Zoning By-law Amendment.

The proposal contemplates low, medium, and high-density residential uses, a public elementary school, parks, valleyland, Natural Heritage system, internal road network and walkway blocks, and reserve blocks for future development. The subject area where the proposal is located will be adequately serviced by planned infrastructure and public service facilities. As such, adequate services will exist to support the proposed development in accordance with Sections e) and f) of the Planning Act.

Furthermore, the proposal represents orderly development as it will make efficient use of the lands in accordance with Section p) of the Planning Act. The proposed development will contain well-designed and high-quality built form with contemporary architecture that will enhance the primarily residential character of the proposed Draft Plan of Subdivision with residential intensification in accordance with Section r) of the Planning Act. The proposed Draft Plan of Subdivision is suitable as the Zoning By-law will inform the uses permitted within the lots and blocks, and there is sufficient space to accommodate the proposed uses. The Draft Plan of Subdivision has regard for the conservation of natural resources, as there are dedicated lands that are being proposed

as Valleyland Block, Natural Heritage System Buffer Blocks, Park Blocks, and Vista Blocks.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS):

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 1.1.1 – Healthy, liveable, and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns
- d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society
- g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs
- h. Promoting development and land use patterns that conserve biodiversity

i. Preparing for the regional and local impacts of a changing climate

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development.

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impacts of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and

Section 1.1.3.3 – Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planning infrastructure and public service facilities required to accommodate projected needs.

Section 1.1.3.4 – Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.1.3.6 – New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure, and public service facilities.

Section 1.1.3.7 – Planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets to intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,

- b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.

Section 1.4.3 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) Permitting and facilitating:

- 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

- 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;

e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.5.1 – Healthy, active communities should be promoted by:

- a) Planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- b) Planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities,

parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

- d) Recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 1.7.1 – Long-term economic prosperity should be supported by:

- e) Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- f) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8.1 – Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) Promote compact form and a structure of nodes and corridors;
- b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;
- g) Maximize vegetation within settlement areas, where feasible;

Section 2.1.1 – Natural features and areas shall be protected for the long term

Section 2.1.2 - The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Section 3.1.3 – Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

Analysis: Provincial Policy Statement

The proposed development supports livable, healthy communities by representing an appropriate and supportable form of intensification. The proposed development is also promoting efficient development and land use patterns over the long term by providing residential intensification that will connect with municipal infrastructure, services, and amenities, in accordance with Sections 1.1.1, 1.1.3, and 1.6.7.2 of the PPS.

The proposed Draft Plan of Subdivision and Zoning By-Law amendment contemplates the following:

- 58 semi-detached dwelling units with lot widths of approximately 15.24 metres;
- 91 detached dwelling units with lot widths of approximately 11.60 metres;
- 34 street townhouse dwelling units with lot widths of approximately 6.1 metres;
- One high density residential block (2.09ha / 5.16ac) conceptually designed for 4 (four) 6-storey apartment buildings comprising of approximately 423 units, with a proposed unit distribution as follows:
 - Building A – 110 units;
 - Building B – 82 units;
 - Building C – 110 units; and,
 - Building D – 121 units.
- 0.94 hectares (2.32 acres) dedicated to residential reserve blocks for future development;
- 2.60 hectares (6.42 acres) dedicated to a public elementary school block;
- 2.80 hectares (6.92 acres) dedicated to a valleyland block;
- 0.85 hectares (2.10 acres) dedicated to Natural Heritage System (NHS) buffer blocks;
- 1.44 hectares (3.56 acres) dedicated to park blocks;
- 0.16 hectares (0.40 acres) dedicated to vista blocks;
- 0.15 hectares (0.37 acres) dedicated to tableland woodland compensation area blocks; and,
- 3.37 hectares (8.33 acres) dedicated to road widenings and internal road network blocks.

As such, the development proposal will allow for an appropriate and supportable form of residential intensification that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by single-detached residential dwellings. The subject property is also a part of the larger Block Plan 47-1 area which comprises a range and mix of proposed land uses that will contribute to the achievement of a complete community.

The proposed development is in proximity to existing and planned transit corridors along The Gore Road and Clarkway Drive, as well as the existing bus route along Castlemore Road. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with Sections 1.4.3e), 1.6.7.2, and 1.81e) of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Built-Up Area – Conceptual' on Schedule 2 – A Place to Grow Concept of the Growth Plan for the Greater Golden Horseshow (2020). The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;
 - ii. have existing or planned municipal water and wastewater systems; and
 - iii. can support the achievement of complete communities;
- c) Within settlement areas, growth will be focused in:
 - i. delineated built-up areas;
 - ii. strategic growth areas;
 - iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and
 - iv. areas with existing or planned public services facilities;

2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;
- c) Provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;

- d) Expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;
 - ii. public service facilities, co-located and integrated in community hubs;
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
 - iv. healthy, local, and affordable food options, including through urban agriculture;
- e) provide for a more compact built form and a vibrant public realm, including public open spaces; and
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability.

Section 2.2.6.3 – To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 2.2.7.1 - New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) Supports the achievement of complete communities;
- b) supports active transportation; and
- c) encourages the integration and sustained viability of transit services.

Section 2.2.7.2 – The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as municipality is as follows:

- a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Section 2.2.4.10 – Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The subject site is located within the 'Built-up Area - Conceptual' within the Growth Plan, in which infrastructure services and public transit are planned. The subject property and surrounding area are subject to the Block Plan 47-1 Servicing Strategy, which outlines how the area will be serviced for future development. Furthermore, the proposed development is in proximity to future transit corridors along Clarkway Drive, as well as the existing bus route along Castlemore Road. As such, the proposal will contribute to the establishment of complete communities in accordance with Sections 2.2.1.2, 2.2.1.4, and 2.2.1.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of residential uses of varying densities.

The proposal conforms to Section 2.2.1 of the Growth Plan by contributing towards creating complete communities that feature a mix of residential land uses within an underutilized and vacant area. In accordance with Sections 2.2.1.4 and 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Valleyland Black, Natural Heritage System Buffer Block, and Park Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with Section 2.2.1.4b. Furthermore, the proposed Public Elementary School Block will allow for convenient access to public service facilities that will help contribute to the achievement of a complete community in accordance with Section 2.2.1.4.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Growth Plan.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject application is within the "Urban System" in Schedule E-1: Regional Structure, and the 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low-income households.

Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are located within the ‘Urban System’ as delineated in “Urban System” in Schedule E-1: Regional Structure and ‘Designated Greenfield Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of an underutilized and vacant area, utilize planned infrastructure, and enhance the public open space system.

The proposed development provides appropriate residential land uses through the inclusion of residential units of varying densities and will also have access to surrounding planned transit options / active transportation in accordance with Section 5.6.20.13. The proposal will contribute to complete communities through the provision of housing options including single detached, townhouse, and apartment building structural types, in close proximity to park facilities, and other uses in the Block Plan area such as public service facility uses in accordance with Section 5.4.10. The proposal and its location within the Regional Urban Boundary are consistent with the Regional Official Plan’s goal of ensuring that development and redevelopment takes place in a timely, orderly, and sequential manner. The proposal also directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The development proposal will ultimately assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, semi-detached lots of varying sizes, townhouse lots, 4 (four) to 6(six) storey apartment buildings, and residential reserve lots that will provide a mix of housing types and densities.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton's Official Plan provides comprehensive policies that facilitate land use decision making. The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The property is designated "Community Area", "Designated Greenfield Area" and "Open Space" on Schedule 1 – City Concept; and "Residential" and "Open Space" on Schedule A – General Land Use Designations of the City of Brampton Official Plan and the proposed Zoning By-Law Amendment and Draft Plan of Subdivision conforms to the intent of this plan. The Official Plan policies that are applicable to this application include but are not limited to:

Section 2.4.2 – Managing Growth in Brampton:

- e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,
- f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 - Brampton's Designated Greenfield Area forms part of the Region of Peel's Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 - Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 – Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area, including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;

- ii) The development contributes to the City's desired housing mix;
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;
- v) There is sufficient existing or planned infrastructure to accommodate the development;
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;
- xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 – The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY	PERMITTED HOUSING TYPES
▪ Low Density	<ul style="list-style-type: none"> ▪ 30 units/ net hectare ▪ 12 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes
▪ Medium Density	<ul style="list-style-type: none"> ▪ 50 units/ net hectare ▪ 20 units/ net acre 	<ul style="list-style-type: none"> ▪ Single detached homes ▪ Semi-detached homes ▪ Townhouses
▪ High Density	<ul style="list-style-type: none"> ▪ 200 units/ net hectare ▪ 80 units/ net acre 	<ul style="list-style-type: none"> ▪ Townhouses ▪ Duplexes ▪ Maisonettes ▪ Apartments

Section 4.2.1.1 - The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 - The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies.

Section 4.2.1.3 - The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.

Section 4.2.1.9 – The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 – In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- i) Variety of housing types and architectural styles;
- ii) Siting and building setbacks;
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;
- vi) Incorporation of multiple unit dwellings and apartments; and,
- vii) Landscaping and fencing on private property;

Section 4.2.1.18 – The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 – Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) – Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed, and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 – The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent

or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 - Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 – From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 – The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- ii) Requiring the provision of adequate off-street private parking; and,
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

Section 4.5.2.26 – The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.2.28 – The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

Section 4.5.4.9 – The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

Section 4.5.5.5 – The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1– The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.

Section 4.7.2.5 – The City will require developers of multiple residential developments (i.e., block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

Section 4.11.4.1 – Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 –The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- iii) Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- iv) Diversity: How the physical development promotes a diversity of design, form, and use.
- vii) Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally

and vertically, and to enable harmonious integration with the existing and surrounding development.

- viii) Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.
- xi) Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- xii) Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.

Analysis: City of Brampton Official Plan (2006)

The property is designated 'Residential' and 'Open Space' on Schedule A of the City of Brampton Official Plan. The 'Residential' designation permits predominantly residential land uses including a full range of dwelling types ranging from single detached dwellings to high-rise apartments as well as parks and other associated uses. The "Open Space" designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the "Residential" and "Open Space" designations of the Official Plan. The Draft Plan of Subdivision includes detached and semi-detached dwellings, street townhouses, and apartment buildings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include a valleyland block, park block, Natural Heritage Buffer Block, walkway block, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

The subject property will be located close to existing and future planned transit infrastructure which will aide residents in reaching community amenities, services, and destinations within and around the City. The proposed development's location in an area undergoing planned transition and development allows the proposed development to cohesively integrate with the surrounding planned and existing neighbourhoods in a manner which aligns with the vision for the City of Brampton.

As such, the proposal is consistent with the "Residential" and "Open Space" land use designation and an amendment to the Official Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the City of Brampton Official Plan.

Highway 427 Industrial Secondary Plan (Area 47):

The proposed development is located within the Highway 427 Industrial Secondary Plan Area 47. The property is “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” in the Highway 427 Industrial Secondary Plan (Area 47). The Secondary Plan outlines the policies associated with each designation. The Official Plan policies that are applicable to this application include but are not limited to:

Section 5.1.4.1 – In areas designated Low/Medium Density Residential on Schedule SP47(a) the following shall apply, subject to Section 5.1.1 of this Chapter:

- i. Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;
- ii. A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;
- iii. A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;
- iv. A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- v. Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall.

Section 5.1.4.2 – Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

Section 5.1.5.1 – As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

Section 5.1.7 - Notwithstanding the High Density category identified in Section 4.2 of the Official Plan, the lands designated High Density Residential in Schedule 47(a) shall permit the following:

- i. Back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the High Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

Section 5.3.1.1 – The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander 36 belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

Section 5.3.1.3 – The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study

Section 5.3.1.4 – Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

Section 5.3.1.6 – Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.

Section 5.3.1.9 – Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

Section 5.4.3.1 – Neighbourhood Parks are intended to service the recreational needs of the immediate or local neighbourhood. Neighbourhood Parks in Area 47 shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons. The parks should be evenly distributed and be within a walking distance for the majority of the population.

Section 5.4.3.3 – The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

Section 5.4.3.4 – Entry / access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

Section 5.5.1.5 - In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

Section 5.5.2.1 – Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

Section 5.5.2.2 – Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the anticipated long term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

Section 5.5.2.3 – The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

Section 5.5.2.4 – If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.

Section 5.5.2.5 – Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

Analysis: Highway 427 Industrial Secondary Plan (Area 47):

The property is designated “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” in the Highway 427 Industrial Secondary Plan (Area 47).

The proposal conforms to designated “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” designations of the Highway 427 Secondary Plan (SP47). The Draft Plan of Subdivision will provide appropriate residential intensification while accommodating a mix of housing types and a variety of built form in the City that are in conformity with the “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” designations of the Secondary Plan.

As such, the proposal is consistent with “High Density Residential”, “Low/Medium Density Residential”, “Valleyland”, “Neighbourhood Park” and “Stormwater Management Facility” land use designations and an amendment to the Secondary Plan is not required.

Based on the above, staff is satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision conforms to the policies of the Highway 427 Secondary Plan (SP47).

Highway 427 Industrial 47-1 and 47-2 Block Plan

The property is identified “High Density Residential”, Low/Medium Density Residential”, “Elementary School”, “Park” and “Valleyland” in the Highway 427 Industrial 47-1, 47-2 Block Plan. The Block Plan does not have policies associated with each area.

An amendment to the Block Plan is not required. In accordance with Section 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Zoning By-law

The subject properties are currently zoned ‘Agricultural (A)’ and ‘Agricultural - 1520 (A-1520)’ by By-Law 270-2004, as amended.

Analysis: Zoning By-law

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

The 'Agricultural - 1520 (A-1520)' zone only permits agricultural uses, a single detached dwelling, a home occupation, and purposes accessory to the other permitted purposes.

An Amendment to the Zoning By-law is required to facilitate the proposed Draft Plan of Subdivision. This Recommendation Report includes a copy of the proposed Zoning By-law Amendment required to be passed by Council in the event that the application is approved.

In order to accommodate the proposed uses, the Zoning By-law must be updated to reflect this. The applicant has proposed several zones to permit the requested uses. The Special Sections refer to unique provisions within the by-law that only apply to one specific area. The applicant is currently proposing to use Special Sections. They are as follows:

- Residential Semi-detached A – 3742 (R2A-3742);
- Residential Townhouse E – 6.1 – 3743 (R3E-6.1-3743);
- Residential Apartment A – 3744 (R4A-3744);
- Institutional One – 3745 (I1-3745); and
- Open Space (OS).

The proposed zoning amendment includes revised provisions for setbacks, heights lot area, width and depth and provisions for the garage amongst other provisions.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Candevcon Limited in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the

existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Candevcon Limited to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by Archaeological Services Inc. in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Arborist Report

An Arborist Report was prepared by GEI Consultants Ltd. The Open Space department have reviewed the Arborist Report and have found the document to be satisfactory.

Environmental Impact Study

An Environmental Impact Study was prepared by GEI Consultants to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was prepared by GEI Consultants and was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Acoustical Report

The Noise Control Feasibility Report was prepared by HGC Engineering to assess the potential impact of road traffic noise on The Gore Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Acoustical Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 31 points that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend Comprehensive Zoning By-law 270-2004, as amended

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
"AGRICULTURAL (A)"	RESIDENTIAL SEMI-DETACHED A – R2A – SECTION 3742 (R2A – 3742) RESIDENTIAL TOWNHOUSE E – 6.1 – 3743 (R3E – 6.1 – 3743) RESIDENTIAL APARTMENT A – R4A – 3744 (R4A – 3744) INSTITUTIONAL ONE ZONE – 3745 (I1 – 3745) OPEN SPACE ZONE (OS)

(2) By adding the following Sections:

"3742 The lands designated R2A – 3742 on Schedule A to this bylaw:

- 3742.1 Shall only be used for the purposes permitted in an R2A zone.
- 3742.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Area	<p>For a single detached dwelling:</p> <p>Interior Lot – 330 square metres Corner Lot – 390 square metres</p> <p>For a semi-detached dwelling:</p> <p>Interior Lot – 450 square metres per lot and 225 square metres per dwelling unit Corner Lot – 500 square metres per lot and 250 square metres for the dwelling unit closest to the flankage lot line</p>
(2) Minimum Lot Width	<p>For a single detached dwelling:</p> <p>Interior Lot – 11.0 metres Corner Lot – 13.0 metres</p> <p>For a semi-detached dwelling:</p> <p>Interior Lot – 15.0 metres per lot and 7.5 metres per dwelling unit Corner Lot – 17.0 metres per lot and 9.5 metres for the dwelling unit closest to the flankage lot line</p>
(3) Minimum Lot Depth	24 metres
(4) Minimum Front Yard	<p>a) 3.0 metres;</p> <p>b) 6.0 metres to a garage door;</p> <p>c) the main wall of a dwelling may encroach into the front yard to within 1.0 metres of a daylight rounding or triangle;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard with an additional 0.25 metre encroachment for steps;</p> <p>e) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices</p>

	<p>may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>f) a bay window, bow window, box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum front yard; and</p> <p>g) a bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach into the front yard to within 0.0 metres of a daylight rounding or triangle;</p>
(5) Minimum Exterior Side Yard	<p>a) 3.0 metres;</p> <p>b) 6.0 metres to a garage door facing the exterior side yard for corner lots;</p> <p>c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding or triangle;</p> <p>d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard with an additional 0.25 metre encroachment for steps</p> <p>e) a porch and/or balcony with or without foundation or cold cellar including steps, eaves and cornices may encroach into the exterior side yard to within 0.0 metres of a daylight rounding or triangle;</p> <p>f) a bay window, bow window or box window with or without foundation may encroach 1.0 metre into the minimum exterior side yard and within 0.0 metres of a daylight rounding or triangle</p>
(6) Minimum Rear Yard Depth	<p>a) 7.0 metres for an interior lot;</p> <p>b) 6.0 metres when a rear yard abuts an interior side yard;</p> <p>c) 6.0 metres when a rear yard abuts an Open Space or Institutional zone;</p>

	<ul style="list-style-type: none"> d) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line; e) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard for lots equal to or greater than 13.4 metres; f) A deck may encroach into the rear yard to within 3.0 metres of the rear lot line; g) Open roofed porches and or uncovered terraces may encroach in to the rear yard to within 3.0 metres of the rear lot line h) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the minimum rear yard;
(7) Minimum Interior Side Yard	<ul style="list-style-type: none"> a) 1.2 metres on one side and 0.6 metres on the other side provided that the combined total for each interior lot is 1.8 metres; b) Interior side yards between two lots can be paired at 0.6 metres per paired lots, and or 1.2 metres and 0.6 metres per paired lots and or at 1.2 metres and 1.2 metres per paired lots; c) 1.2 metres where the side yard abuts a public walkway or a non-residential zone; and d) 0.6 metres for a corner lot abutting another interior lot with a side yard of 0.6 metres or 1.2 metres, for a minimum total of 1.2 metres between buildings; e) 1.2 metres for semi-detached units for the opposite side of the attached wall.
(8) For corner lots, either the exterior side yard or interior side yard shall	

maintain a minimum 1.2 metres regardless of permitted encroachments.	
(9) Maximum Building Height	12 metres
(10) The following provisions shall apply to garages:	<p>a) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling;</p> <p>b) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 11.6 metres but less than 12.5 metres shall be 5.0 metres;</p> <p>c) the maximum cumulative garage door width for lots, with a lot width equal to or greater than 12.5 metres but less than 15.0 metres shall be 5.5 metres;</p> <p>d) the garage door width restriction does not apply to a garage door facing the exterior lot line;</p> <p>e) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x 3.1 metre minimum interior width.</p> <p>f) No encroachment shall be permitted into a required parking space within a garage, except for one step (2 risers) into the minimum garage length;</p>
(11) The Following shall apply to a bay, bow or box window:	<p>a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</p> <p>b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;</p> <p>c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and</p> <p>d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres</p>

	does need to contain side windows;
(12) Minimum Landscape Open Space	<p>a) Single detached Dwelling - 27.5% of the minimum front yard area of an interior lot, 45% of the minimum front area of a corner lot, and 40% of the minimum front yard area of a lot where the side lot lines converge towards the front lot line;</p> <p>b) Semi-detached Dwelling – - 27.5% of the minimum front yard area of an interior lot, and 45% of the minimum front area of a corner lot;</p>

(3) By adding thereto, the following sections:

- “3743 The lands designated R3E– 6.1 – 3743 on Schedule A to this bylaw:
- 3743.1 Shall only be used for the purposes permitted in an R3E– 6.1 zone and
- a) Dwelling, Street Townhouse
- 3743.2 Shall be subject to the following requirements and restrictions:

(1) Minimum Lot Width	<p>Interior Lot: 6.1 metres</p> <p>End Lot: 7.6 square metres</p>
(2) Minimum Lot Area	<p>Interior Lot: 150 square metres</p> <p>End Lot: 190 square metres</p>
(2) Minimum Front Yard	<p>a) 3.0 metres;</p> <p>b) 6.0 metres to a garage door</p> <p>c) a porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard with an additional 0.25 metre encroachment for steps;</p> <p>d) a bay window, bow window, box window with or without foundation may encroach 1.0 metres into the minimum front yard;</p>
(3) Minimum Exterior Side Yard	a) 3.0 metres;

	<ul style="list-style-type: none"> b) 6.0 metres to a garage door facing the exterior side yard for corner lots; c) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding or triangle; d) a porch and/or balcony with or without foundation or cold cellar and chimney may encroach 2.0 metres into the minimum exterior side yard with an additional 0.25 metre encroachment for steps; e) a bay window, bow window or box window with or without foundation may encroach 1.0 metres into the minimum exterior side yard and within 0.0 metres of a daylight rounding or triangle;
(4) Minimum Rear Yard Depth	<ul style="list-style-type: none"> a) 6.0 metres for an interior lot; b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line; c) A deck may encroach in to the rear yard to within 3.0 metres of the rear lot line; d) a bay window, bow window or box window with or without a foundation and a porch or cold cellar may encroach 1.0 metres into the rear yard.
(5) Minimum Interior Side Yard	<ul style="list-style-type: none"> a) 1.2 metres when abutting side lot line coincides with two exterior walls; b) No minimum side yard requirement where units have an attached wall.
(6) Maximum Building Height	14 metres
(7) The following provisions shall apply to garages:	<ul style="list-style-type: none"> a) No garage may project more than 1.5 metres beyond the porch or front wall of a dwelling; b) minimum interior garage dimension of single vehicle garage shall measure 6.0 metre interior length x

	<p>3.1 metre minimum interior width.</p> <p>c) No encroachment shall be permitted into a required parking space within a garage, except for one step (2 risers) into the minimum garage length;</p>
(8) The Following shall apply to a bay, bow or box window:	<p>a) notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;</p> <p>b) notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;</p> <p>c) a bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and</p> <p>d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows;</p>
(9) Minimum Landscape Open Space	<p>a) Those portions of all yards not occupied by permitted structures, accessory structures, permitted encroachments and permitted driveway shall consist of landscaped Open Space</p>
(10) Maximum Lot Coverage	No Requirements

(4) By adding thereto, the following sections:

“3744 The lands designated R4A(3) - 3744 on Schedule A to this by-law:

3744.1 Shall only be used for the following purposes:

- a) All purposes permitted within the R4A(3) zone;
- b) A retail establishment;
- c) A personal service shop;
- d) A bank, trust company or finance company;

- e) An office;
- f) A dry cleaning and laundry distribution establishment;
- g) A dining room restaurant; or convenience restaurant not including a drive through facility;
- h) A printing or copying establishment;
- i) A custom workshop; and,
- j) A recreation facility.

3744.2 Shall be subject to the following requirements and restrictions:

(1) For the purpose of this by-law, The Gore Road shall be deemed the front lot line	
(2) Lands Zoned R4A(3)-CCC shall be treated as a single lot for zoning purposes	
(3) Minimum Lot Area	4.0 acres (1.61 hectares)
(4) Minimum Front Yard	4.5 metres
(5) Minimum Side Yard Width	7.5 metres (north) 6.5 metres (south)
(6) Minimum Rear Yard Depth (Collector Road)	4.5 metres
(7) Minimum setback to private road/lane	4.0 metres
(8) Maximum Building Height	Apartment Building: 10 storeys Townhouse/Back-to-Back Townhouse: 3 storeys
(9) Maximum Lot Coverage	42%
(10) Minimum Landscape Open Space	14%
(11) Maximum Floor Space Index	2.6
(12) Minimum Building Separation for Buildings Greater than 3 (three) Storeys	15 metres
(13) Notwithstanding 6.10 (a), a utility structure greater than 1 square metre	

in area but not more than 3 square metres in area and 1.2 metres in height may be located a minimum 1.5 metres from any lot line.

(5) By adding thereto, the following sections:

“3745 The lands designated I1 – 3745 on Schedule A to this by-law:

DDD.1 Shall only be used for the purposes permitted by Section 3745.1, or the purposes permitted by Section 3745.2, but not both sections and not any combination of both sections:

(1) Purposes permitted by the I1 zone:

or

(2) Purposes permitted by the R2A – 3742

3745.2 Shall be subject to the following requirements and restrictions:

- 1) For purposes permitted in a I1 zone, the requirements and restrictions set out in the I1 zone shall apply.
- 2) For those purposes permitted in a R2A-3742 zone, the requirements and restrictions set out in the R2A-3742 zone shall apply;

ENACTED and PASSED this [enter date] day of [enter month], 2023.

Approved as to
form.

20__/_/month/day

[insert name]

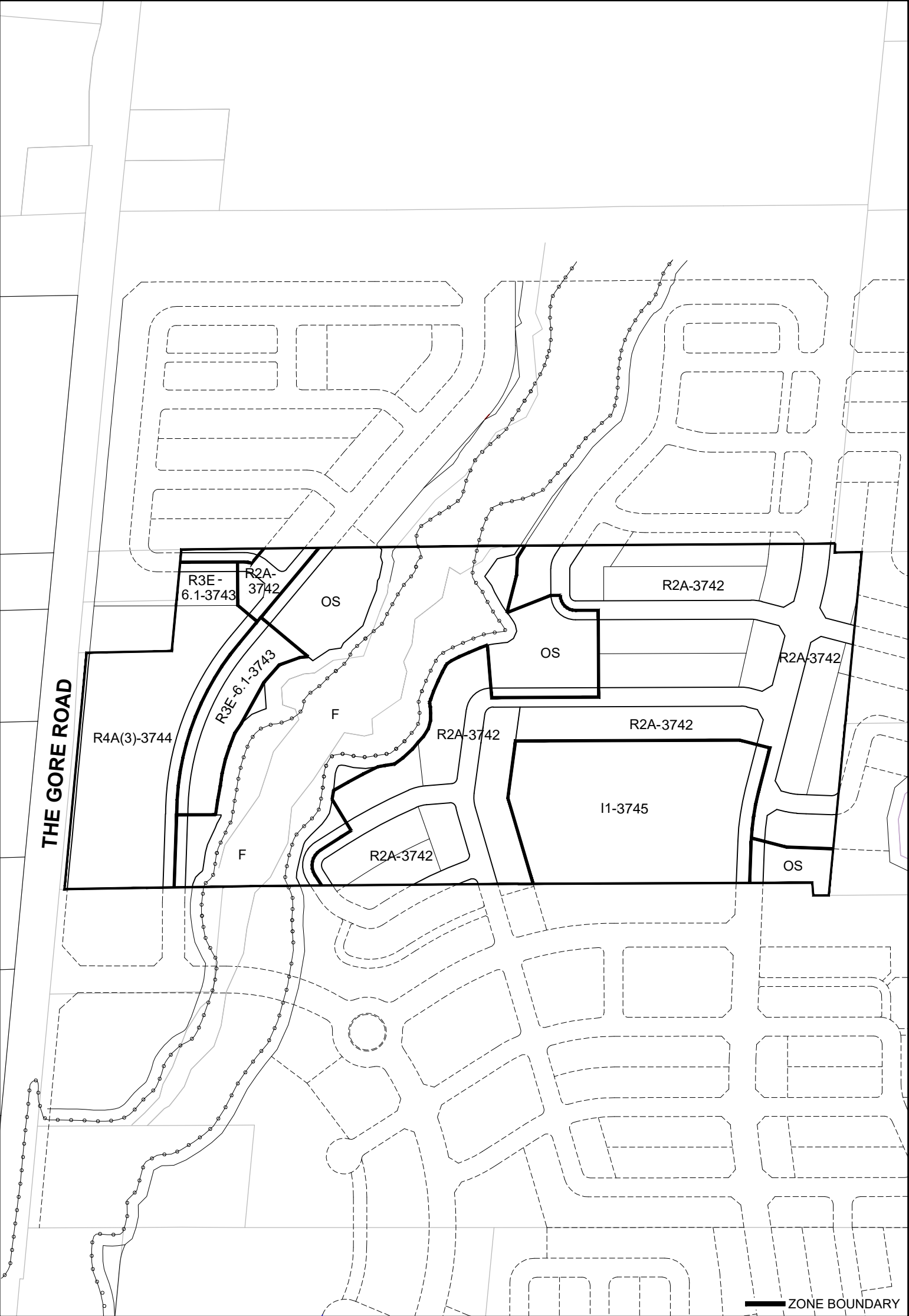
Patrick Brown, Mayor

Approved as to
content.

20__/_/month/day

[insert name]

Peter Fay, City Clerk



— ZONE BOUNDARY

PART OF LOT 12,
CONCESSION 10, N.D.
BLOCK PLAN 47-1



CITY OF BRAMPTON
Planning, Design, and Development

BY-LAW _____ SCHEDULE A

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Date:

Drawn By:



SCHEDULE "A" CONDITIONS OF DRAFT APPROVAL

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: Gore Creek Estates Inc. (Ballymore Homes) – Glen Schnarr & Associates Inc.

SUBJECT: **DRAFT PLAN OF SUBDIVISION**
21T-21017B
City of Brampton
OZS-2021-0041
Planner: Andrew Ramsammy

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr & Associates Inc. dated October 27, 2022.

Subdivision Agreement

2. Prior to registration, the owner shall enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.

These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the Planning Act. These agreements may address matters including but not limited to the following:

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.
- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land



dedications or reserves, securities or letters of credit.

- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

3. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

4. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.



9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act R.S.O. 1990, c.P.13 as amended (the Planning Act), the City's Parkland Dedication By-law, as amended and Parks Planning Comments and Conditions Memo.
11. Prior to registration, parkland dedication requirements for the subject application shall be finalized. In this regard, arrangements shall be made to the satisfaction of the Commissioner, Planning, Building and Growth Management and in accordance with the terms of the City's Parkland Dedication By-law, applicable at the time of plan registration.

Studies

12. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

13. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
14. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

15. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

Servicing

16. Prior to registration, the recommendations of the approved Functional Servicing Report shall have been incorporated into all engineering plans.

EXTERNAL CONDITIONS –**Cost-share Agreement**

17. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

18. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

19. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:

"Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."

20. These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board:

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

"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

21. The owner shall undertake the following to the satisfaction of the Peel District School Board:
- a) to erect and maintain signs to the satisfaction of the Peel District School Board 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.

- b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

22. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.

Canada Post

Prior to the registration of the subdivision, the owner shall:

23. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
24. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
25. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
26. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.



27. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
28. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
29. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
30. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

Prior to the registration of the subdivision, the owner shall:

31. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
32. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
33. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
34. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:

35. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.

36. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

Prior to the registration of the subdivision, the owner shall:

37. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements.
38. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.

Alectra Utilities

Prior to the registration of the subdivision, the owner shall:

39. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
40. Observe all aerial and underground clearances, as may be required.
41. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
42. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
43. The owner/developer or their representative is strongly advised to consult Alectra Utilities' (Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

Toronto and Region Conservation Authority**Red-line Revisions**

44. The final Plan shall be in general conformity with the draft plan prepared by GSAI, dated April 30, 2021 prior to a request for clearance of any phase of this plan, to:
- a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.



- b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
45. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

44. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
- a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing hydrologic function of wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.



- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to valley and wetland blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
 - c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within valley and wetland setback areas beyond those approved by the TRCA.
 - d. A groundwater constraint assessment that will examine the existing groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. If impacts to groundwater levels are anticipated, any potential impacts to surface water receivers and their inherent hazards



must be assessed and any potential impacts mitigated, to the satisfaction of the TRCA.

- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether the control of erosion may be impacted and whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

45. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
- b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
- d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner



satisfactory to the TRCA.

- e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
- f. To erect a permanent fence to the satisfaction of the TRCA on all lots and blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
- g. To implement all water balance/infiltration measures, including side slope swales, identified in the submitted studies that have or are to be completed for the subject property.
- h. Implement all adaptive management and mitigation measures identified in the submitted design reports that have or are to be completed for the subject property.
- i. To design the final monitoring protocol, obtain approvals, and monitor the hazards and features identified through the supporting studies and to maintain the environmental and engineering measures to be implemented in accordance with submitted studies. And to provide for the long-term monitoring of the system as agreed in the final monitoring protocol and submit such monitoring reports to the TRCA on the agreed upon frequency.
- j. To provide for the warning clauses and information identified in TRCA's conditions.
- k. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- l. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- m. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- n. To gratuitously dedicate NHS Block 146 and compensation Blocks 147 and 148 to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
- o. That all community information maps and promotional sales materials for blocks



adjacent to Blocks 146-148 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

46. That the implementing Zoning By-law recognize all hazard lands and environmental buffer blocks in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

Hydro/Telecommunications

47. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building, and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

47. The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval.
49. The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval.

Development Charges

50. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
- a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
51. Provision shall be made in the Subdivision Agreement with respect to:
- a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development



Charges By-law, as amended from time to time.

Water Meter Fees

52. In respect of the water meter fees:

- a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications and Easements

53. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a. A road widening pursuant to the Region's Official Plan along The Gore Road Regional Road #8 as below:
 - i. Mid-block Right-of-Way requirement is 45 meters, 22.50 meters measured from centreline of The Gore Road,
 - ii. 245 meters within a municipal intersection, Right-of-Way requirement is 50.5 meters, 25.25 meters measured from centerline of The Gore Road;
 - iii. 0.3 metre reserve along the frontage of The Gore Road.
- b. all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands.

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

Access

54. Clauses shall be included in the Subdivision Agreement in respect of:



- a. No lots or blocks shall have direct access to The Gore Road.
- b. The Developer shall remove any existing driveway/accesses along the frontage of The Gore Road that do not conform to the approved plans at its sole cost.
- c. Engineering design for both interim (before Region widens The Gore Road) and ultimate (after the Gore Road built to ultimate 6 lanes cross sections) scenarios are required.

Traffic Impact Study

55. Prior to registration of the Plan, a Traffic Impact Study, acceptable to the Region, is required, detailing the impact on the Regional road network and identifying any mitigation measures.
56. Any road access/improvement works as identified in the Traffic Impact Study, including design and construction costs, shall be 100% the Developer's responsibility.

Clauses shall be included in the Subdivision Agreement in respect of same.

Road Occupancy Permit

57. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer.

A clause shall be included in the Subdivision Agreement in respect of same.

58. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works will be required by the Region prior to any approvals.
59. The Developer shall acknowledge and agree that the Developer will be 100% financially responsible for all boulevard works related to the subdivision works within the Region's right of way along the limits of the Plan prior to the registration of the Plan of subdivision, or any phase thereof.

A clause shall be included in the Subdivision Agreement in respect of same.



60. The Developer shall acknowledge and agree that:

- a. Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.
- b. The Region will not permit any alteration to grading within The Gore Road and right-of-way along the frontage of the Lands.
- c. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
- d. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of Regional roads only. Under no circumstance shall the flow of storm water from the Plan be diverted to or along The Gore Road's right of way (by pipe or channel); All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer

Clauses shall be included in the Subdivision Agreement in respect of same.

61. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.

62. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermains to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

A clause shall be included in the Subdivision Agreement in respect of same.

63. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermains, sanitary sewers) shall be 100% financial responsibility of the Developer.

A clause shall be included in the Subdivision Agreement in respect of same.

64. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.



65. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual".

A clause shall be included in the Subdivision Agreement in respect of same.

66. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:

- a. A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands;
- b. Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along The Gore Road
- c. A noise abatement report is required for lots adjacent to The Gore Road.

Clauses shall be included in the Subdivision Agreement in respect of same

67. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.

68. Prior to registration of the plan of subdivision, the Developer shall ensure that all lots and blocks must be serviced via an internal road network;

Clauses shall be included in the Subdivision Agreement in respect of same.

69. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developer's cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.

70. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

71. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine



residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

72. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- a. Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Home-Owner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

73. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermain, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.

A clause shall be included in the Subdivision Agreement in respect of same.

74. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.

75. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:

- a. A copy of the final signed M-Plan
- b. A copy of the final draft R-Plan(s); and
- c. The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

76. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.

77. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

Administrative — Clearance of Conditions

78. Prior to the signing of the final plan by the Commissioner, Planning, Building, and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or

whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario
L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario
M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario
L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority

101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.

COMMENTS AND CONDITIONS MEMO

Date: August 18, 2023

File: OZS-2021-0041 & 21T-21017B

From: Andrew Ramsammy

Subject: Requirements for Plan of Subdivision 21T-21017B
Application to Amend the Zoning By-Law and Proposed Draft Plan of Subdivision

Gore Creek Estates Inc. – Glen Schnarr & Associates Inc.

(To facilitate a residential development of 58 semi-detached dwellings, 91 single detached dwellings, 33 street townhouses, and four (4) six-storey apartment buildings consisting of a total of 423 residential units, contained in a future 'High Density Residential' Block. The proposal also consists of a Natural Heritage Block, residential reserve blocks for residential development and public right-of-ways.)

10263 The Gore Road

East side of The Gore Road, North of Castlemore Road

Circulation Date: July 27, 2023

Plan: Part of Lot 12, Concession 10 N.D.

Plan Dated: October 27, 2022

Comment Revision #: 1st

The following represents a summation of comments and conditions from the **Development Services and Design Division of the Planning, Building and Growth Management Department** with respect to matters dealing with Zoning, community information maps, warnings, notices, growth management, other general requirements to be included in the subdivision agreement, among others.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

N/A

Growth Management/Staging and Sequencing

N/A

Digital Submissions of Plans

1. Prior to draft plan approval, a digital submission of the current draft plan to be draft-approved, shall be provided to the City, in accordance with the Planning, Building and Growth Management Department's digital submission requirements.
 - Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Residential Reserve Blocks

2. Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.

Land Notices: Statements and Clauses

3. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:
 - a) A statement indicating that Block 128 will be developed for high density residential purposes.
 - b) A statement to the satisfaction of the Development Engineering Division of the Public Works Department indicating that Blocks 146, 147 and 148 shall be developed for valleyland purposes;
 - c) A statement indicating that Blocks 149, 150 and 151 will be developed as active parks and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Blocks 149, 150 and 151:

“Purchasers are advised that residents close to Blocks 149, 150 and 151 may be disturbed by noise and night lighting from the parks. For more

information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”

- d) A statement indicating that Blocks 145 is intended to be developed for a Public Elementary School, however, if it is not developed for school purposes this of land could be developed for single detached and/or semi-detached uses. For confirmation regarding the use of Block 145 as a public elementary school and timing for construction and opening of a school please contact the Peel District School Board. For further information concerning the possibility of residential uses on this Block, please contact the City of Brampton, Development Services Division at (905) 874-2050 or by email to Planning.Development@brampton.ca.
- e) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage.
- f) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- g) A statement indicating that Lots 57 and 120 have a noise attenuation fence and berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.
- h) A statement indicating that gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.
- i) A statement indicating that the City of Brampton’s Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
- j) A statement advising prospective purchasers that Streets ‘A’, ‘B’, ‘C’, ‘D’, ‘E’, ‘F’, ‘G’ and ‘H’ will be extended in the future.
- k) The following statements:
 - i. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community

aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
 - iv. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
 - v. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- l) A statement indicating that this community is subject to Architectural Control. Models available for sale have to be pre-approved by the Control Architect and certain models may not be available for some of the lots. Check with your builder the particular situation for the model and lot you intend to purchase.
- m) The following clauses to the satisfaction of the Dufferin-Peel Catholic District School Board, until the permanent school for the area has been completed:
- i. "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - ii. "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will

meet the bus on roads presently in existence or at another place designated by the Board.”

- n) The following clause to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the plan:
 - i. “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools.”
 - ii. “Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events.”
 - iii. “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region’s Bus Stop Assessment (STOPR012) procedure and process ”
- 4. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

- 5. The owner shall erect and maintain signs in the following locations and in the following manner:
 - a) on Block 128 indicating that Block 128 will be developed for high density purposes.
 - b) to the satisfaction of the Development Engineering Division of the Public Works Department, on Neighbourhood Park Blocks 149, 150 and 151 showing in graphical form, the proposed facilities and indicating that

Neighbourhood Park Blocks 149, 150 and 151 will be developed as active parks with play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. An advisory that residents close to the parks may be disturbed by noise and night lighting from the parks shall likewise be included. The signage shall also advise that for more information, Development Engineering Division of the Public Works Department can be contacted at (905) 874-2050 or email at planning.development@brampton.ca.

- c) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
- d) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

“Notice:

Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.”

- e) to the satisfaction of the Peel District School Board at all major 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. These signs shall be to the Board's specifications, at locations determined by the Board and erected prior to registration.

Homebuyers Information Map

6. Prior to registration of the plan, the owner shall prepare a detailed Homebuyers Information Map, based on the final M-plan, and approved by the City to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:
 - a) The proposed land uses within the subdivision based on the latest draft plan.
 - b) Where applicable, a statement indicating that church and school sites may be used for residential uses if they are not acquired for their original purpose within the time period specified in the subdivision agreement.
 - c) The immediately surrounding existing and proposed land uses.
 - d) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - e) The approximate locations of noise attenuation walls and berms;
 - f) The approximate locations and types of other fencing within the subdivision

- g) Where parks and open space, storm water management facilities and walkways are located.
- h) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
- i) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
- j) The locations of all Brampton Transit routes through the subdivision.
- k) The following standard notes, using capital letters where noted:

i. "NOTICE AND ADVICE TO PURCHASERS:

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT"

- ii. "The map shows that there will be several types of housing in the subdivision including detached, semi-detached, townhouses and apartment buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- iii. "Sites shown on the map for future schools, apartments, townhouses, churches, shopping plazas, parks etc. could have driveways anywhere along their street frontage. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- iv. "Some streets in this subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."

- v. "There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vi. "Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- vii. "The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- viii. "Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- ix. "The final location of walkways in Blocks 146, 149, 150 and 151 may change without notice."
- x. "Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177."
- xi. "School and church sites in this subdivision may eventually be converted to residential uses and houses will be built instead. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xii. "Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xiii. "The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
- xiv. "There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves

the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874-2750 or email transit@brampton.ca.”

- xv. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xvi. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xvii. “The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance.’
- xviii. “Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes.”
- xix. “The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders’ sales brochures.”
- xx. “Gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.”
- xxi. “The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot.”

- xxii. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- xxiii. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
- xxiv. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."
- xxv. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

Cost Sharing

- 7. Prior to registration the owner shall sign the Landowners Cost Share Agreement, and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Site Alternate Use

- 8. In the event that any block proposed for school purposes is not acquired by the Peel District School Board or The Dufferin-Peel Roman Catholic School Board, as the case may be, the block, or blocks, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.

School Site Acquisition and Cost

- 9. The school board shall be offered the school site at a price that does not exceed the value of the land determined as of the day before the day of the approval of the draft plan of subdivision.

Site Plan Approval

- 10. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite to the issuance of a building permit for Block 128.

Telecommunications

11. The owner shall permit all telecommunications service providers that are a “Canadian carrier” as defined in subsection 2(1) of the Telecommunications Act of a “distribution undertaking” as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City (“Telecommunication Providers”) to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the owner shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the owner directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The owner shall make satisfactory arrangements (financial and otherwise) with the City, Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the owner shall provide evidence of same satisfactory to the City. Until such installation is completed, the owner shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The owner shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The owner acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

12. Prior to commencing any work within the plan, the owner must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the owner is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the owner elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the owner shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

Growth Management/Staging and Sequencing

13. Prior to the registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

Sustainability Score and Summary

14. N/A

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

15. N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Andrew Ramsammy
Development Planner III, Development Services and Design
Planning, Building and Growth Management
Tel: (905) 874-3485
Andrew.ramsammy@brampton.ca



COMMENTS AND CONDITIONS MEMO

Date: August 18, 2023
File: **(OZS-2021-0041 and 21T- 21017B)**
To: Andrew Ramsammy
From: Olti Mertiri
Subject: **Requirements for Plan of Subdivision 21T-21017B**
Owner Name **Gore Creek Estate Inc.**
Location 10263 The Gore Road
Circulation Date: July 2023
Plan: Draft Plan of Subdivision
Plan Dated: October 27, 2022

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. **Functional Servicing Report (FSR) – Cleared by Environmental Engineering**
 2. **Feasibility Noise Report – Cleared by Development Engineering**
 3. **Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required – Condition 9**

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and Toronto Regional Conservation Authority. These measures shall remain in place until all grading and construction on the site are completed.

1.3. Stormwater Management

- 1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Stormwater Management Report which describes the existing and proposed stormwater drainage systems for the proposed development.

2. Registration Timing

- 2.1. The owner acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plan to the south to secure public road access and servicing (including without limitation sanitary, storm, water, hydro, telecommunications,

lighting) prior to registration of this plan or other arrangements satisfactory to the Commissioner of Public Works and Engineering in consultation with the City Solicitor to secure the foregoing matters.

3. Road Reconstruction/Cash Contributions

- 3.1. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. No credits are anticipated with respect to the Transportation Component of the City Per Unit Levy to be assessed to this development.

5. Sidewalks

- 5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications and Easements

- 6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.

7. 0.3 Metre Reserves/Reserve Block(s)

- 7.1. The 0.3 m reserves and reserve blocks are to be deeded gratuitously to the City.

8. Warning Clauses

- 8.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
- 8.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
- 8.1.2. Any walkways or retaining walls that may evolve on the plan,
- 8.1.3. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

9. Soil

- 9.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of site Condition in the Environmental Site Registry.

10. Growth Managmenet Staging and Sequencing Study

Prior to the registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Streetlighting

Streetlighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to preservicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works &

Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Preservicing

Preservicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of Preservicing of the lands.

Regards,



Olti Mertiri, P.Eng.
Supervisor, Development Approvals
Engineering Division
Public Works and Engineering Department
Tel.(905) 874-5 273 Fax (905) 874-3369
olti.mertiri@brampton.ca

Cc: Accela
Frank Mazzotta (Manager, Development Engineering)

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: Aug 02, 2023
File: **OZS-2021-0041, and 21T- 21017B**
To: Andrew Ramsammy
From: Scott McIntyre (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-21017B
Description -
Applicant Name Candevcon Limited
Developer Name Gore Creek Estates Inc.
Location – 10263 The Gore Road

Circulation Date: May 31, 2023
Plan: Draft Plan of Subdivision
Plan Dated: Oct 27, 2022 (Received May 31, 2023 yet No Revision Date is depicted on the plan)
Comment Revision #: **#4**

A. PRIOR TO DRAFT PLAN APPROVAL

1. The following studies shall obtain approval status, where applicable:
 - a. Traffic Impact Study (TIS). **Block Plan TIS Approved Nov 18, 2021 SM**
 - b. Parking Justification study if the plan does not supply parking as per City requirements. (completed by a recognized traffic engineering consultant) **Cleared Jun 14, 2023 SM**
2. The applicant must submit fully dimensioned functional design drawings for any permanent or temporary cul-de-sacs, roundabouts, intersections and road connections proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214. This is not required if the applicant can confirm that there are no permanent or temporary cul-de-sacs required. **Cleared Jun 14, 2023 SM**
3. The applicant shall provide a conceptual sighting plan for any proposed school blocks, place of worship blocks, high density residential blocks and commercial blocks. Private accesses are to adhere with Transportation Association of Canada design standards with regards to distances from intersections. Shared access are preferred, such as with the neighbouring parcel to the immediate south of the proposed high density parcel. **Block 128 plan provided & reviewed Jan 26, 2022 SM. Cleared School Block functional design Aug 02, 2023 SM**
4. The Preliminary Road Plan reveals issues that require correcting.
 - a. The preliminary drawing depicts several dimensions for driveway locations that are measured from the end of the curb radius, rather than being measured from the limits of the intersection daylighting. Dimensions measured from the end of the curb radius are not required and can be removed from the Preliminary Road Plan. **Cleared Jun 14, 2023 SM**
 - b. The driveway location measurements are to be updated. **Cleared Jun 14, 2023 SM**

- c. Does the driveway for unit #1 of Street 'B' encroach into the intersection daylight rounding? If yes, this driveway must be relocated outside of the limits of the intersection daylighting. **Cleared Jun 14, 2023 SM**
 - d. The Preliminary Road Plan is missing several intersection curb radii, intersection daylighting dimensions, and road elbow right-of-way dimensions and road elbow curb radii. These items must be addressed. **Cleared Jun 14, 2023 SM**
 5. The applicant will demonstrate, with the aid of drawings, how and where the Region of Peel waste & recycling bins will be stored. **Cleared (Cassidy & Company R3 Garage Template May 03, 2023) Aug 02, 2023 SM**
 6. The draft plan of subdivision must also include the road elbow and curb radius dimensions. **Cleared Jun 14, 2023 SM**
- Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. The city's subdivision design manual (2008) stipulates a minimum 3.5m width for single vehicle driveways. Driveways less than 3.5m width and garages less than 3.5m width are not sufficient to adhere with the city's minimum two parking spaces per unit minimum requirement. As a result, our office requires driveways and garages to not measure less than 3.5 metres width for single vehicle driveways.
2. Residential driveways are to measure a minimum 6.0 metre length between the property line and the garage, and/or between the garage and the private sidewalk, or travel portion of the private right-of-way.
3. A conceptual Traffic Calming plan is required on 'Street A' in order to determine if any additional right-of-way is required to accommodate traffic calming. There is potential for cut-through traffic between the East-West Arterial and Collector Road 'A'.
4. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to be later extended, and at the ends of Cul-de-sacs.
5. The applicant is required to provide a drawing depicting Canada Post community mailbox locations and identifying their catchment areas. This drawing is required with the first engineering submission.
6. Cost Sharing agreements to be finalized for any spine roads.
7. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).
8. Single Garage width requirement is 3.1m minimum. It is to be noted that this approval for the garage width proposed for this development is only for this application and is not to be used as implied approval for future applications. Going forward ensure that the garage widths for future developments have a minimum interior width of 3.3m and are designed to accommodate Region of Peel waste & recycle bins as well as a parked vehicle with doors open.
9. Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245. Where applicable this includes laneways where the minimum allowable curb radius is 7.5 metres.
10. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.
11. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.
12. Spine Roads - Prior to registration of the plan of subdivision, the owners shall make arrangements for the construction of the spine road network, including traffic signals, as identified within the approved Growth management Staging & Sequencing Strategy (GMSSS) for sub-areas 1A & 1b, which this draft plan of subdivision is located, and as identified by the city's Traffic Signal department and within the approved TIS.

13. Where no residential parking, or limited residential parking is being proposed/provided, the owner shall provide a clause in the condominium or rental agreement stating that “No residential parking is provided on-site and that residential parking either on-street or at public facilities is subject to current city by-laws and policies”.
14. Driveways shall not to encroach within intersection daylighting (rounded or triangles).
15. Driveway minimum separation from adjacent property lines unless coupled is 0.6 metres.
16. Utility clearance of 1.5 metres from residential driveways is required.
17. Vertical curves – grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
18. The Preliminary Road Plan, or a separate drawing, is to be submitted depicting on-street parking supply. Developer to supply 50% ratio (50% of on-street parking to the number of units).

C. GENERAL COMMENTS

1. Any widening requirements pertaining to The Gore Road shall be addressed by applicant/land owner.
2. A draft R-Plan will be required for block 128. The R-Plan is to identify where vehicular access easements will be provided to/from the parcel to the immediate south of the high density residential block. This is necessary as the parcel to the immediate south will not be permitted direct access to Collector Road ‘A’ or Street ‘A’ within the submitted draft plan of subdivision.
3. The high density parcel (Block 128 of the June 28, 2021 draft plan of subdivision, GSAI) will require a traffic study (TIS). The TIS will focus on the proposed access locations and shared access easement with the parcel to the immediate south of this high density residential parcel.
4. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
5. Road alignments - the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
6. ROW – Minimum 17.0 metre, 20.0 metre, 23.0 metre etc. right-of-way, as per City standard drawings are required.
7. Parking supply is to be as per the City zoning requirements.

Regards,



Scott McIntyre

Transportation Engineering | Engineering Division | Public Works & Engineering Dept. | City of Brampton
T: 905.874.2540 | F: 905-874-2599 | 2 Wellington Street West | ON L6S 6E5

COMMENTS & CONDITIONS MEMO

Date: May 01, 2023

File: OZS-2021-0041

To: A. Ramsammy, Development Services

From: S. Massah, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Draft Plan of Subdivision
(To permit a residential development of 58 semi-detached dwellings, 91 single detached dwellings, 33 street townhouses, and four (4) six-storey apartment buildings)
(Updated) Conditions from the Park Planning & Development Section

Consultant: **GORE CREEK ESTATES INC.**

Owner: **CANDEVCON LTD.**

Location: 10263 The Gore Road
Circulation Date: February 06, 2023
Ward: 10

In response to the Accela circulation of the above noted Draft Plan of Subdivision dated February 06, 2023, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our Comments & Conditions Memo dated January 12, 2022.

Note:

Please notify the applicant that the City is currently working on a condition that speaks to the trail design and construction requirements. Once finalised, all applications that include the trail system will be provided with an updated memo including this condition.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

Requested Adjustments to Plan:

1. NIL

B. CONDITIONS OF DRAFT PLAN APPROVAL

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City. These items will be included in the subdivision agreement.

a) Prior to commencement of construction

Hoarding of Natural Features:

2. *The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal runs along the outer limits of the Natural Heritage System (NHS) buffer (Blocks # 147,148), or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.*

Notification Signage – Pathway Locations:

3. *The Owner is required to install and maintain notification signage, at the rear of approximately every three (3) lots (facing the residential lot, in accordance with City standards), advising future residents of the following:*

*“Purchasers are advised that a multi-purpose path will be constructed (Specify).
For more information, please call the City of Brampton at 311.”*

Notification Signage – Public Lands:

4. *The Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified park and open space. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.*

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. _These items will be included in the subdivision agreement.

Community Information Maps:

5. The Owner shall prepare a Homebuyers' Information Map, based on the final M-plan, to the satisfaction of the City.

Fencing:

6. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Land Appraisal- Section 51.1 Parkland Conveyance:

7. In case of a Section 51.1 dedication requirements, the Owner will be required to commission and submit a land appraisal by an accredited appraiser in good standing with the AIC, in accordance with the City standards, and subject to the review and shall be to the satisfaction of the City's Realty Services Section. The effective date of the said appraisal is required to be within 120 days from the date of the Draft Plan Approval. Land appraisal report more than 120 days old will require an update.

Maintenance Fees:

8. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.
9. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan).

Parkland Dedication:

10. Any submitted appraisals or amendments thereto shall be in accordance with City standards, and shall be to the satisfaction of the City's Realty Services Section.
11. The Owner shall enter into the Master Parkland Conveyance Agreement and shall provide to the City confirmation that the Agreement has been entered into, to the satisfaction of the City.

12. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. The Owner is proposing to convey Blocks 149-151 totaling 1.44 ha (3.56 ac.) to the City, as the Parkland Dedication requirements based on section 51.1 of the Planning Act.

Note: In case of under dedication, the owner will pay any owing Cash in Lieu to the Trustee, as defined in the Parkland Conveyance Agreement, Blocks 47-1 and 47-2, dated XXXXXX(the "Parkland Agreement")to be administered in accordance with the Parkland Conveyance said Agreement.

Note: In case of over dedication, City will pay any owing over dedication cash in lieu to the Trustee, as defined in the Parkland Conveyance Agreement, Blocks 47-1 and 47-2, dated XXXXXX(the "Parkland Agreement")to be administered in accordance with the Parkland Conveyance said Agreement.

Note: *Final calculations will be undertaken as part of the Subdivision Agreement review process and represented in Schedule 'D' of the Agreement.*

Note: *Owner's obligation for parkland dedication has been satisfied through conveyance of the Community Park in accordance with the Parkland Conveyance Agreement, Blocks 47-1 and 47-2, dated XXXXXX (the "Parkland Agreement") and any compensation owing to or by the Owner will be administered dealt by the Trustee in accordance with the Parkland Agreement.*

Plan Requirements for all Public Lands:

13. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.
14. Prior to Plan registration, the Owner shall provide within the detailed working drawings a comprehensive restoration and enhancement planting plan for all buffer areas and Natural Heritage Features, for compensation areas as recommended by the EIS.
15. The Owner agrees to design, prepare drawings and construct the entire neighbourhood park, comprised of proposed Park Block 149 on the subject plan and proposed Park Block 205 on the adjacent plan under file (21T-21016B), in accordance with the approved Urban Design Brief/Community Design Guidelines. The Owner

agrees to coordinate the completion of the entire park with the owners of Park Block 205, OZS-2021-0039, 21T-21016B); within twenty-four (24) months of the registration of the OZS-2021-0041 subdivision plan, unless this time is extended in writing by the City.

16. The Owner agrees that proposed Park Block 151, which is part of the entire park shared between the subject plan and the adjacent plan under file 21T-21015B, shall be designed and constructed in its entirety by the adjacent development, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Applicant acknowledges that adjacent development, 21T-21015B, will prepare landscape drawings and will construct the entire park to the satisfaction of the City. The entire park is to be completed within twenty-four (24) months of the registration of the adjacent development plan, unless the time is extended in writing by the City.

Signage for NHS:

17. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans:

18. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

19. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

20. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City. Compensation requirements shall conform to the City's Tableland Tree Assessment Guidelines.

Tableland Vegetation:

21. The Tree Evaluation Report, shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Warning Clauses – Parks, NHS, Open Space, etc.

22. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park, Natural Heritage System (NHS) open space (Blocks # 149-151 and NHS Blocks # 146-148 and Blocks #152-153) that state:

"The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Community Services Department.

Warning Clauses – Street Trees

23. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

"The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton's Community Services Department.

Woodland Development Plan:

24. The Owner shall submit a Woodland Development Plan to the in accordance with the City's Woodland Management Plan Guidelines and to the satisfaction of the City.

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

25. All identified parks, Natural Heritage System (NHS) lands (including associated buffers) shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

26. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

27. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Woodland Management Plan Implementation:

28. The Owner will be responsible for implementing all identified short-term woodland management measures in accordance with the approved Woodland Management Plan. In this regard, the Owner shall submit detailed landscape plans and cost estimates to the satisfaction of the City. The short-term management measures shall be completed within one (1) year of the date of registration of the Plan, unless the City extends such time in writing. All works will be subject to the City's standard 2-year maintenance and warranty period for landscape works.

Reimbursement for Creditable Work:

29. Following completion of Parks, Trails, Bridges and NHS development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City's Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified works shall be completed within twenty (24) months of the date of plan registration, unless an extension has been granted in writing by the City or unless a more rapid delivery of the /valleyland blocks is required to service existing residents.

As-Built Drawings:

30. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

31. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland, vista block or other location as determined by the City, shall be removed at the Owner's expense.

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Sustainability – Park Planning Requirements

32. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the latest requirements set out by the City for the development of such documents

Parks and Open Space Naming:

33. Names for all identified park, open space and shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:

- a) Park Blocks "149 & 151" shall be decided at a later stage.
- b) NHS Valley Block '146' with Vista Blocks 152 and 153 shall be identified at a later stage.

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division

Community Services Department
[Saghar Massah@brampton.ca](mailto:Saghar.Massah@brampton.ca)

CC: *W. Kuemmling, J.K. Bajwa, P. Pushan, P. Cooper*

RESULTS OF PUBLIC MEETING

City File Number: OZS-2021-0041

January 17, 2022

Members Present via Virtual Option

Regional Councillor M. Medeiros – Wards 3 and 4 **(Chair)**

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor P. Vicente - Wards 1 and 5

Regional Councillor M. Palleschi - Wards 2 and 6

City Councillor R. Santos - Wards 1 and 5

City Councillor D. Whillans - Wards 2 and 6

City Councillor J. Bowman - Wards 3 and 4

City Councillor C. Williams - Wards 7 and 8

City Councillor H. Singh - Wards 9 and 10

Members Absent

Regional Councillor G. Dhillon - Wards 9 and 10

Staff Present

D.Barrick, Chief Administrative Officer

Planning, Building and Economic Development:

R.Forward, Commissioner Planning and Development Services

A.Parsons, Director, Planning, Building and Economic Development

B.Bjerke, Director, Policy Planning, Planning, Building and Economic Development

J.Humble, Manager, Policy Planning

S.Ganesh, Manager, Planning Building and Economic Development

D.Vanderberg, Manager, Planning Building and Economic Development

C.Owusu-Gyimah, Manager, Planning Building and Economic Development

Corporate Services Department

S. Akhtar, City Solicitor

City Clerk's Office:

P. Fay, City Clerk

C. Gravlev, Deputy City Clerk

R.Ajitkumar, Legislative Coordinator

Members of the Public:

None

Results of the Public Meeting:

A Planning and Development Services Committee was held virtually commencing at 7:00 p.m. with respect to the subject application. Notices of this meeting were sent to property owners within 240 metres of the subject lands in accordance with the *Planning Act* and City Council procedures. As indicated in the minutes of the meeting there were no members of the public in attendance.

No members of the public attended to speak to the application. One (1) written correspondence letter was received expressing interest and concern/issues to the application. The correspondence letter can be found attached to the end of this Appendix. Concerns raised are presented and addressed in Table 1 below.

Table 1 – Response to matters Raised by the Public

Matters raised by the public	Staff Response
Secondary Plan high density designation – Why does the high density designation not expand further north to encourage higher densities and intensification.	The proposed draft plan of subdivision was submitted in conformity with the permitted land uses of the Highway 427 Secondary Plan 47 (SPA47) and Block Plan Area 47-1. The high density designation is centered around the primary gateway intersection of The Gore and Castlemore Road as identified on the SPA47 Land Use Schedule. The furthest extent of the high density designation is approximately 900 metres north and 800 meters the east of the primary gateway. The radius of high density designation is anchored by the primary gateway, encouraging the bulk of intensification to this area where infrastructure and services such as transit is easily accessible.

Ramsammy, Andrew

From: [REDACTED]
Sent: 2022/01/17 7:55 PM
To: Ramsammy, Andrew
Subject: [EXTERNAL]OZS-2021-0041 - comment/ concerns

Follow Up Flag: Follow up
Flag Status: Flagged

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello Andrew, I am writing for a question in response to the public meeting for the development application. My concern is the secondary plan density designation.

Why does the high density end at that designation location.(red line) and not continue to the alterliery road. Why does it only incorporate that lot south?

Wouldn't it be more appropriate to encourage developers to increase density and reduce urban sprawl by intensifying all new developments that are adjacent to the city hub (gore meadows complex) .



Thank you

[REDACTED]
[REDACTED]



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September 25, 2023

Andrew Ramsammy
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
andrew.ramsammy@brampton.ca

RE: Applications for Application for Zoning By-law Amendment and Draft Plan of Subdivision – 3rd and 4th Submission
10263 The Gore Road
City of Brampton
Region File: 21T-21017B
Related Regional File: RZ-21-014B
City File: OZS-2021-0041

Dear Andrew,

Further to the Region's comments dated April 5, 2022, the Region has reviewed the 3rd and 4th materials (received May 31, 2023, and July 27, 2023 respectively) submitted in support of the Draft Plan of Subdivision Plan for the above-noted applications. Our comments and Draft Plan Conditions can be found below.

Region of Peel Conditions of Draft Approval

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-19017B, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings.

Development Services:

- All lands conveyed to the Region must be free and clear of all contamination.
- The Phase II ESA, dated December 16, 2022, is satisfactory to the Region.

Development Engineering:

Functional Servicing Report

- A revised Functional Servicing Report (FSR) showing proposed water servicing plans and sanitary sewer servicing plans for the development and provision for the adjacent land, if any, will be required for review and approval by the Region prior to the engineering submission.
- The Region has reviewed the revised Functional Servicing & Stormwater Management Report prepared by Candevcon Limited, dated July 2023.
 - There is sufficient available capacity in the system to service the water demands of the development.
 - There is sufficient available capacity in the system to service the sanitary sewer flows from the development.

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- We have no objections to storm water management practice as there is no discharge of storm water towards The Gore Road.
- The Region has no objections to servicing the site with water and sanitary sewer. However, **prior to the first engineering submission**, the **FSR shall be revised as follows**:
 - Street F sanitary sewer should be upsized to 375mm dia. up to the northern boundary of the subdivision. The DC reimbursable sewer will be in 2024 budget subject to council approval.
 - There are still inconsistencies between the drainage area drawing and design sheet, that should be corrected, for example:
 - design sheet, area 6, Mh7A to Mh8A (column 14) indicates population as 426 persons, drainage area drawing SA-1, area 6, Mh7A to Mh8A indicates population of 174 persons.
 - design sheet, area 8, Mh9A to Mh10A indicates population as 388 persons, drainage area drawing SA-1, area 8, Mh9A to Mh10A indicates population of 174 persons, etc.
 - design sheet, street F, MH25A to MH1A indicates 300mm dia., drawing SA-1, MH25A to MH1A indicates 375mm dia.

Traffic:

- It is noted no access is proposed onto Regional Road. Traffic will be interconnected with the adjacent properties.
- The Block Plan for Area 47-1 and 47-2 meet Regional Traffic's requirements for a scoped Traffic impact study.
- Property dedication requirement is 50.5 meters along the frontage of The Gore Road (25.25 meter measured from centerline of the Gore Road).
 - **Please show dimension from the centreline** to the new proposed property line to confirm 25.25 m from centreline has been provided
- **0.3 reserve is required** along the frontage of the property and the daylight triangle.

Waste Management:

- This property is within the vicinity of **Bellissimo** landfill site. It is an inactive, private landfill located between McVean Rd. and Gore Rd., south side of Castlemore Rd. The exact boundaries are unknown. No further information is available.*
- The Region of Peel will provide **curbside collection** of garbage, recyclable materials, household organics and yard waste subject to **Section 2.0 and 3.0 of the Waste Collection Design Standards Manual** and the following conditions being met and **labelled on a Waste Management Plan**:
 - Waste Collection Vehicle Access Route:
 - The developer will need to show the Waste Collection Vehicle access route throughout the road plan indicating turning radii and turning movements. The Turning Radius from the centre line must be a minimum of 13 metres on all turns. This must be labelled on the plan.
 - Internal roadways must be constructed of a hard surface material, such as asphalt, concrete or lockstone, and designed to support a minimum of 35 tonnes, the weight of a fully loaded waste collection vehicle.
 - In a situation where a waste collection vehicle must reverse the maximum straight back-up distance is 15 metres.
 - If any of the road layouts requires the Waste Collection Vehicle to reverse, a cul-de-sac or a T-turnaround must be provided in

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accordance with the specifications shown in the WCDSM Appendices 2 and 3, respectively.

- Curbside Collection Point:
 - Each dwelling unit within a development must have its own identifiable collection point. See Appendix 9 (Waste Collection Design Standards Manual) for an example of a collection point. The collection point must be located along the curb, adjacent to the driveway, and must be directly accessible to the waste collection vehicle and free of obstructions such as parked cars. Please indicate the set-out area for each unit in subsequent submissions.
 - Each dwelling units' collection point along the curb must be at least 3 square metres, or 32 square feet in order to provide sufficient space for the placement of carts: maximum (1) large garbage cart or recycling cart (360 litres) and one (1) source separated organics carts (100 litres), overflow waste (i.e., additional bags), yard waste and bulky items.

Affordable Housing

- As part of implementation of Secondary Plan 47 policy 5.1.5.1 and in support of the Peel-wide new housing unit target on affordability, Regional staff look forward to working with the applicant, members of the landowners group, as appropriate, and the City to establish the terms of such a contribution.
- These lands shall be fully serviced and gratuitously conveyed, free and clear of encumbrances, to the Region of Peel or a non-profit, as applicable. Said conveyances shall occur at the time of registration of the plan of subdivision in which the lands are located. Please refer to **Condition of Draft Plan Approval no. 28 below.**

Finance

Development Charges

- The Developer acknowledges that the lands are subject to the Region's Development Charges By-law in effect from time to time. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

- There is no negative impact upon the Regional Capital Budget as this development does not create a need for sanitary sewer, watermain, or road improvements in the Five-Year Capital Budget and Forecast.

CONDITIONS OF DRAFT PLAN APPROVAL

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a) Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and

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- b) Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.

2. Provision shall be made in the Subdivision Agreement with respect to:

- a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
- b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:

- a) Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b) A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
- c) A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications and Easements

4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a) A road widening pursuant to the Region's Official Plan along The Gore Road Regional Road #8 as below:
 - Mid-block Right-of-Way requirement is 45 meters, 22.50 meters measured from centreline of The Gore Road,
 - 245 meters within a municipal intersection, Right-of-Way requirement is 50.5 meters, 25.25 meters measured from centerline of The Gore Road;
 - 0.3 metre reserve along the frontage of The Gore Road.

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- b) all necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed Plan and external lands.

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

Access

- 5. Clauses shall be included in the Subdivision Agreement in respect of:
 - a) No lots or blocks shall have direct access to The Gore Road.
 - b) The Developer shall remove any existing driveway/accesses along the frontage of The Gore Road that do not conform to the approved plans at its sole cost.
 - c) Engineering design for both interim (before Region widens The Gore Road) and ultimate (after the Gore Road built to ultimate 6 lanes cross sections) scenarios are required.

Traffic Impact Study

- 6. Prior to registration of the Plan, a Traffic Impact Study, acceptable to the Region, is required, detailing the impact on the Regional road network and identifying any mitigation measures.
- 7. Any road access/improvement works as identified in the Traffic Impact Study, including design and construction costs, shall be 100% the Developer's responsibility.

Clauses shall be included in the Subdivision Agreement in respect of same.

Road Occupancy Permit

- 8. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities will be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer.

A clause shall be included in the Subdivision Agreement in respect of same.

- 9. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works will be required by the Region prior to any approvals.
- 10. The Developer shall acknowledge and agree that the Developer will be 100% financially responsible for all road works related to the subdivision works within the Region's

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right of way along the limits of the Plan prior to the registration of the Plan of subdivision, or any phase thereof.

A clause shall be included in the Subdivision Agreement in respect of same.

11. The Developer shall acknowledge and agree that:

- a) Landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way limits.
- b) The Region will not permit any alteration to grading within The Gore Road and right-of-way along the frontage of the Lands.
- c) Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
- d) The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of Regional roads only. Under no circumstance shall the flow of storm water from the Plan be diverted to or along The Gore Road's right of way (by pipe or channel); All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer

Clauses shall be included in the Subdivision Agreement in respect of same.

12. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.

13. Restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until all external sanitary sewers and watermain to service this Plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

A clause shall be included in the Subdivision Agreement in respect of same.

14. The Developer shall acknowledge and agree that financing and construction of all temporary/permanent infrastructures not covered by the Current Development Charges By-law (watermain, sanitary sewers) shall be 100% financial responsibility of the Developer.

A clause shall be included in the Subdivision Agreement in respect of same.

15. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.

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16. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit "As Constructed" drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual".

A clause shall be included in the Subdivision Agreement in respect of same.

17. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
- a) A Functional Servicing Report (FSR) showing proposed watermain, sanitary and storm sewer servicing plan for the development and provision for the external lands;
 - b) Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along The Gore Road
 - c) A noise abatement report is required for lots adjacent to The Gore Road.

Clauses shall be included in the Subdivision Agreement in respect of same

18. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
19. Prior to registration of the plan of subdivision, the Developer shall ensure that all lots and blocks must be serviced via an internal road network;

Clauses shall be included in the Subdivision Agreement in respect of same.

20. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developer's cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
21. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

22. The Developer will maintain adequate chlorine residuals in the watermains within the Plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law.

A clause shall be included in the Subdivision Agreement in respect of same.

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23. Provision will be required in the Subdivision Agreement for the following clauses in respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- a) Until the issuance of Final Acceptance, a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - b) The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - ii. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Home-Owner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - iii. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
24. The Developer shall agree that neither the Developer nor any Builder will apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that the internal and external sanitary sewers and watermain, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.

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A clause shall be included in the Subdivision Agreement in respect of same.

25. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
26. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a) A copy of the final signed M-Plan
 - b) A copy of the final draft R-Plan(s); and
 - c) The documents required pursuant to Schedule of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

27. Prior to registration of the plan of subdivision, the plan must satisfy all requirements of the Region's Waste Collection Design Standards Manual.
28. Prior to registration of the plan of subdivision, arrangements have been made to the satisfaction of Region of Peel for the provision of affordable housing within the 47-1 and 47-2 block plan areas of Secondary Plan 47.

CONCLUSION

If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca 905.791.7800 x4283) at your earliest convenience.

Thank you,



Sonia Tam
Intermediate Planner
Development Services
Region of Peel

April 12, 2023

BY EMAIL: Andrew.Ramsammy@brampton.ca

Andrew Ramsammy
Planning, Building and Economic Development
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Dear Andrew Ramsammy:

**Re: Zoning By-law Amendment (OZS-2021-0041) and Draft Plan of Subdivision (21T-21017B)
10263 The Gore Road
Part Lot 12, Reg. Plan PR243720
City of Brampton
Gore Creek Estates Inc. (Agent: Glenn Schnarr & Associates)**

This letter will acknowledge receipt of a revised submission for the above noted Zoning By-law Amendment and Draft Plan of Subdivision applications, originally received on November 18, 2021 with further supplementary materials received February 3, 2023. TRCA staff have reviewed the above noted applications, and we provide the following comments in accordance with the mandatory programs and services TRCA must provide as a public body commenting under the *Planning Act*.

The following items have been submitted and reviewed by TRCA staff as part of this revised submission:

- Arborist Report, prepared by GEI Consultants, dated February 2023
- Comment Response Matrix, prepared by GSAI, dated February 2023
- Constraints Map, prepared by GEI, dated January 24, 2023
- Cover Letter, prepared by GSAI, dated February 2, 2023
- Draft Plan of Subdivision, prepared by GSAI, dated April 30, 2021
- Erosion Hazard Limit Analysis, prepared by Geomorphix, dated January 2023
- Functional Servicing Study, prepared by Candevcon Limited, dated January 2023
- Gore Tributary Floodway Modification, prepared by Candevcon Limited, dated December 2022
- Hydrogeological Assessment, prepared by Soil Engineers Ltd., dated June 2021

Recommendation

Based on our review of the revised submission, our priority issues have been fully addressed. As such, TRCA staff has **no objection** to the Draft Plan of Subdivision (draft plan dated April 30, 2021) as currently submitted and TRCA staff are in position to provide Conditions of Draft Plan Approval that are attached as Appendix I.

I trust these comments are of assistance. Should you have any questions, please contact me.

Sincerely,



Anthony Syhlonyk

Planner II

Development Planning and Permits | Development and Engineering Services

anthony.syhlonyk@trca.ca

APPENDIX I: TRCA Staff Conditions of Draft Plan Approval (City File #21T-21017B)

TRCA Conditions of Draft Plan Approval

Red-line Revisions

1. The final Plan shall be in general conformity with the draft plan prepared by GSAI, dated April 30, 2021 prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
2. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

3. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
 - ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing hydrologic function of wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA.

Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.

- iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.
- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to valley and wetland blocks or associated buffers. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
 - c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within valley and wetland setback areas beyond those approved by the TRCA.
 - d. A groundwater constraint assessment that will examine the existing groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. If impacts to groundwater levels are anticipated, any potential impacts to surface water receivers and their inherent hazards must be assessed and any potential impacts mitigated, to the satisfaction of the TRCA.
 - e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and

filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether the control of erosion may be impacted and whether a TRCA permit is required.

- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

Subdivision Agreement

- 4. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:
 - a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
 - b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
 - c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
 - d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
 - e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
 - f. To erect a permanent fence to the satisfaction of the TRCA on all lots and blocks abutting natural areas and their buffers (if gratuitously dedicated to the TRCA).
 - g. To implement all water balance/infiltration measures, including side slope swales, identified in the submitted studies that have or are to be completed for the subject property.
 - h. Implement all adaptive management and mitigation measures identified in the submitted design reports that have or are to be completed for the subject property.

- i. To design the final monitoring protocol, obtain approvals, and monitor the hazards and features identified through the supporting studies and to maintain the environmental and engineering measures to be implemented in accordance with submitted studies. And to provide for the long-term monitoring of the system as agreed in the final monitoring protocol and submit such monitoring reports to the TRCA on the agreed upon frequency.
- j. To provide for the warning clauses and information identified in TRCA's conditions.
- k. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- l. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- m. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase of sale agreements, for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.
- n. To gratuitously dedicate NHS Block 146 and compensation Blocks 147 and 148 to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
- o. That all community information maps and promotional sales materials for blocks adjacent to Blocks 146-148 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

- 5. That the implementing Zoning By-law recognize all hazard lands and environmental buffer blocks in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

November 30, 2021

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2 Attn: Andrew Ramsammy

Re: Request for Comments
Glen Schnarr & Associates Inc – Gore Creek Estates Inc.
10263 The Gore Road – The Gore Road, north of Castlemore Road
City Files: OZS-2021-0041 & 21T-21017B
Alectra EP File: P2-08

Dear Andrew,

We are in receipt of your request for comments regarding the above project. We respond as follows.

A/ The proposed location of the transformer cannot be guaranteed by Alectra Utilities Brampton. The transformer location will be finalized when Alectra completes designing the project. The applicant shall provide the required clearances and space for the transformer or switchgear according to Alectra Utilities Brampton standards.

B/ Please include as a condition of approval the following:

- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the roads and subdivision.
- The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
- The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
- The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.
- Applicant shall observe all aerial and underground clearances as may be required.
- We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
- The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.

C/ The above comments are preliminary and does not guarantee a supply. If their application is approved, and this Customer wishes to proceed with their Hydro servicing, please advise the applicant to contact Alectra Utilities Brampton regarding permanent electrical supply to the site as soon as possible. Equipment delivery times may take up to 20-26 weeks.

D/ The Developer/Customer/Engineering Firm is strongly advised to consult Alectra Utilities Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at <https://alectrautilities.com/conditions-service>.

E/ If there is any existing plant in the proposed location/area in the applicant's design, Alectra Utilities will not allow permanent structure over any such existing plant. If such a scenario exists, the property owner will be responsible for all costs associated with the relocation of the existing plant and must coordinate/consult with Alectra Utilities for the relocation of the plant. If Alectra Utilities determines that an easement is required, the property owner will be solely responsible for the full cost and expense for easement registration, obtaining and registering any required postponements and/or discharges and, the reference plan of survey.

F/ The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

I can be reached at 905-452-5541 if there are any questions.

Yours Truly,

Gaurav Rao
Supervisor, Distribution Design – ICI & Layouts
Alectra Utilities

Ramsammy, Andrew

From: SHETTY Dolly <Dolly.Shetty@HydroOne.com> on behalf of LANDUSEPLANNING <LandUsePlanning@HydroOne.com>
Sent: 2022/01/31 10:45 AM
To: Ramsammy, Andrew
Subject: [EXTERNAL]Brampton - 10263 The Gore Road - OZS-2021-0041

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Hello,

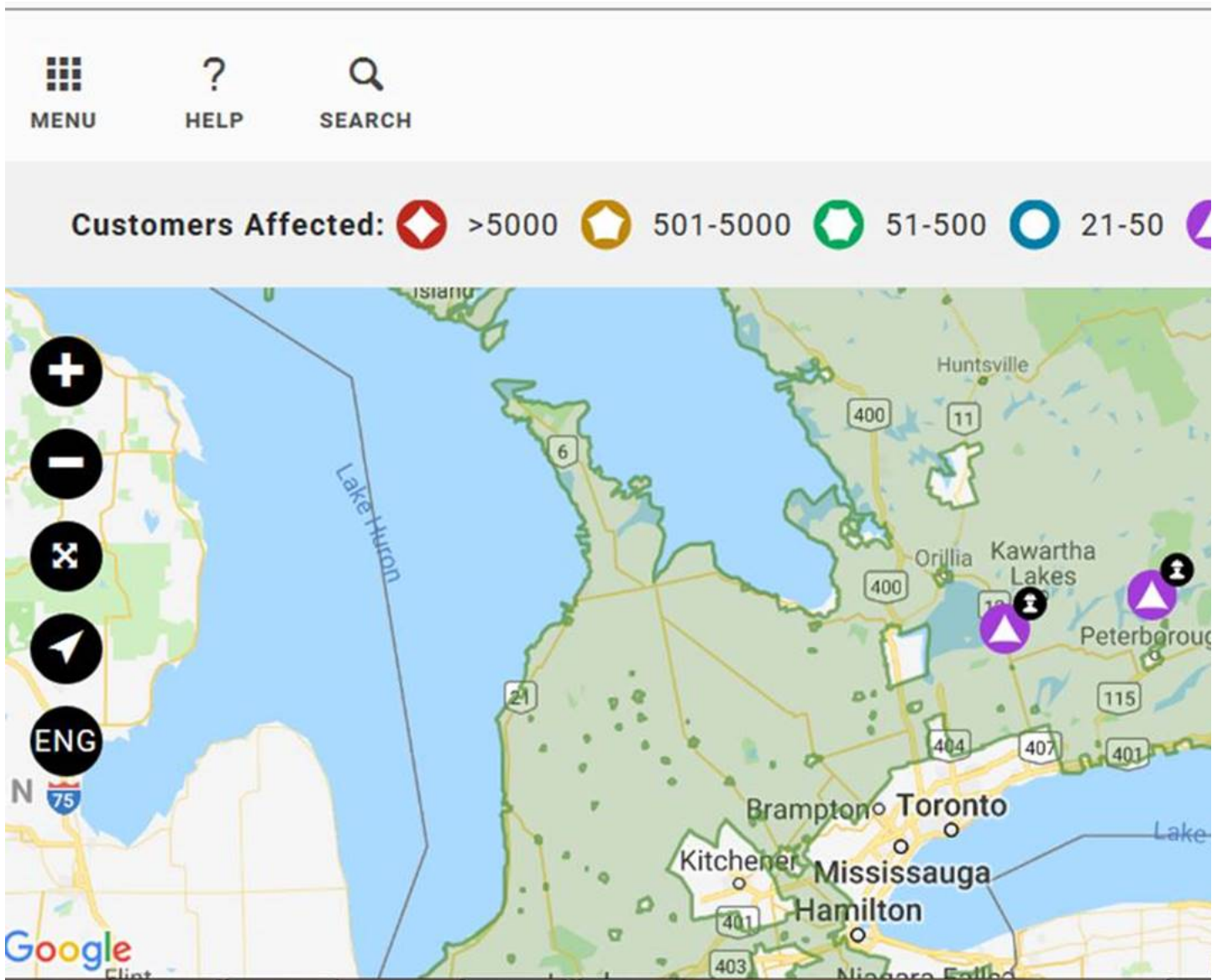
Please send all future requests electronically only to landuseplanning@hydroone.com as physical mail is not being monitored regularly due to COVID restrictions.

We are in receipt of Application OZS-2021-0041 dated December, 2021. We have reviewed the documents concerning the noted Plan and have no comments or concerns at this time. **Our preliminary review considers issues affecting Hydro One's 'High Voltage Facilities and Corridor Lands' only.**

For proposals affecting 'Low Voltage Distribution Facilities' please consult your local area Distribution Supplier.

To confirm if Hydro One is your local distributor please follow the following link:
<http://www.hydroone.com/StormCenter3/>

Please select " Search" and locate address in question by entering the address or by zooming in and out of the map



If Hydro One is your local area Distribution Supplier, please contact Customer Service at 1-888-664-9376 or e-mail CustomerCommunications@HydroOne.com to be connected to your Local Operations Centre

Thank you,

Best Wishes,

Dolly Shetty

Real Estate Assistant | Land Use Planning

Hydro One Networks Inc.

185 Clegg Road (R32)

Markham, ON | L6G 1B7

Email: Dolly.Shetty@HydroOne.com



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Ramsammy, Andrew

From: circulations@wsp.com
Sent: 2021/11/29 2:24 PM
To: Ramsammy, Andrew
Subject: [EXTERNAL]ZBLA, Draft Plan of Subdivision - 1023 Gore Rd - File No: OZS-2021-0041

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

2021-11-29

Andrew Ramsammy

Brampton

, ,

Attention: Andrew Ramsammy

Re: ZBLA, Draft Plan of Subdivision - 1023 Gore Rd - File No: OZS-2021-0041; Your File No.

Our File No. 91983

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

“The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.”

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada’s existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Should you have any questions, please contact the undersigned.

Yours truly,

Ryan Courville
Manager - Planning and Development
Network Provisioning
Email: planninganddevelopment@bell.ca

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December 22, 2021

City of Brampton
Planning Department

Attention: Andrew Ramsammy

APPLICATION NO 21T-21017B Gore Creek Estates Inc.
APPLICATION TYPE Draft Plan of Subdivision
ADDRESS 10263 THE GORE ROAD

GENERAL LOCATION The Gore Rd and Castlemore rd

DESCRIPTION Residential development of 58 semi-detached dwellings, 91 single detached dwellings, 33 street townhouses, and four (4) six-storey apartment buildings consisting of a total of 423 residential units,

Rogers Reference Number M215443

Rogers Communications Canada Inc. ("**Rogers**") has reviewed the application for the above Subdivision and has determined that it intends to offer its communications services to residents of the Subdivision. Accordingly, we request that municipal approval for the Subdivision be granted subject to the following conditions:

(1) The Owner shall agree in the Subdivision Agreement to (a) permit all CRTC-licensed telecommunications companies intending to serve the Subdivision (the "**Communications Service Providers**") to install their facilities within the Subdivision, and (b) provide joint trenches for such purpose.

(2) The Owner shall agree in the Subdivision Agreement to grant, at its own cost, all easements required by the Communications Service Providers to serve the Subdivision, and will cause the registration of all such easements on title to the property.

(3) The Owner shall agree in the Subdivision Agreement to coordinate construction activities with the Communications Service Providers and other utilities, and prepare an overall composite utility plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

(4) The Owner shall agree in the Subdivision Agreement that, if the Owner requires any existing Rogers facilities to be relocated, the Owner shall be responsible for the relocation of such facilities and provide where applicable, an easement to Rogers to accommodate the relocated facilities.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the municipal planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at
gtaw.newarea@rci.rogers.com

Yours truly

Monica LaPointe

0

Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications, Wireline Access Network
3573 Wolfedale Rd, Mississauga Ontario

November 15th, 2021

Andrew Ramsammy
Planner 1
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Ramsammy:

**RE: Application for a Draft Plan of Subdivision and to Amend the Zoning By-law
OZS-2021-0041 & 21T- 21017B
Glen Schnarr & Associates Inc. – Gore Creek Estates Inc.
10263 The Gore Road
East side of The Gore Road, north of Castlemore Road
Castlemore East Community
City of Brampton (Ward 10)**

The purpose of the application is for a Draft Plan of Subdivision and Zoning By-law Amendment under Section 22, Section 34, and Section 51 of the Planning Act.

The Peel District School Board has reviewed the above-noted application (423 apartment units, 99 single family detached units, 91 semi-detached dwelling units, 33 townhouse units, totalling 646 units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
182	64

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
James Grieve P.S. (Kindergarten to Grade 8)	563	743	2
Humberview S.S. (Grade 9 to Grade 12)	1,271	1,437	4

The proposed elementary school site of 3.90 ha (9.63 acres) based on the June 11, 2021 facility fit plan of Block 145 is sufficient for the designated 850 pupil place school, in addition to the draft plan of subdivision application OZS-2021-0038.

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Development Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement:
 - a) “Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Accommodations Department of the Peel District School Board to determine the exact schools.”
 - b) “Whereas, despite the efforts of the Peel District School Board, please be advised that noise, dust and truck traffic are normal circumstances during the construction of a school, and once constructed, the school will have normal operating conditions for a school such as noise, exterior lighting, portable classrooms (including installation and removal), and increased traffic on surrounding streets during peak A.M. and P.M. hours and during special events.”
 - c) “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the students will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region’s Bus Stop Assessment (STOPR012) procedure and process ”
3. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases 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 Peel District Board’s Transportation Policy.
4. Any amendment or adjustment to the subdivision that would result in an increase of proposed residential units should address to the satisfaction of the Peel District School Board the adequacy of school capacity to support the increase in proposed residential units beyond Block #145.
5. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of an elementary school on Block #145.

6. The applicant is required to provide site development plans for the school site area indicating the location of the required facilities. The Board requires 3.24 ha (8 acres) for an elementary school site. The proposed school site is designated in the Growth Management Staging and Sequencing Strategy for Block Plans 47-1 and 47-2.
7. Prior to registration of the plan, the City of Brampton requires that satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of School Block #145 designated in the plan for public school purposes.
8. The developer shall agree to install fencing to municipal standards.
9. The developer shall agree to post and maintain “No Dumping” signs along the perimeter fence as required by the Peel District School Board.
10. A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on School Block #145.
11. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the Peel District School Board prior to their establishment on the proposed school site.
12. The developer shall agree to confirm in writing to the Peel District School Board that capacity for a new school with regards to natural gas and hydro is adequate.
13. The applicant will ensure that Community mailboxes are not located along the frontage of School Block #145.
14. The developer shall agree that during construction of the surrounding development they will provide any traffic control as required by the municipality at no cost to the Peel District School Board.

The Board wishes to be notified of the decision of Council with respect to this proposed application. The Board is requesting a phasing plan.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons.), MES(Pl.), RPP, MCIP
Planner - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (email only)

OZS-2021-0041 comment.doc

November 12, 2021

Andrew Ramsammy
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Ramsammy:

**Re: Notice of Application and Request for Comments
Application to Amend the Zoning By-law and Proposed Draft Plan of Subdivision
Glen Schnarr & Associates Inc. – Gore Creek Estates Inc.
East side of The Gore Rd, north of Castlemore Rd
File: 21T-21017B (OZS 2021-0041)
City of Brampton – Ward 10**

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The applicant proposes the development of 91 detached, 58 semi-detached, 33 townhouse and 423 residential units on the high-density block which are anticipated to yield:

- 46 Junior Kindergarten to Grade 8 Students; and
- 24 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	St. Patrick	273	383	0
Secondary School	Cardinal Ambrozic	1462	1245	12

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
 - (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

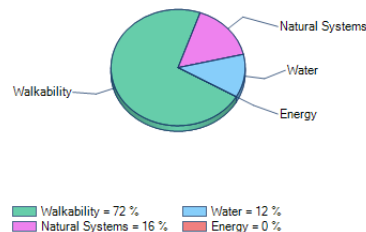
SUSTAINABILITY SCORE SNAPSHOT

APPLICATION DETAILS:

Project Name: Gore Creek Estates Inc.

City File Number: PRE-2020-0115

Plan Type: Draft Plan



SUSTAINABILITY SCORE: **32**

THRESHOLD ACHIEVED: **BRONZE**

Land use Diversity Mix: Proximity to Basic Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.

Landscape and Street Tree Planting/Preservation - Maintain Existing Healthy Trees

- [Minimum] When healthy tableland trees are proposed for removal, enhanced compensation is provided based on basal area.

Pedestrian Connections - Traffic Calming

- [Aspirational] 100% of new residential-only streets are designed with traffic calming strategies.

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

% of Tree Canopy Within Proximity to Building/Pedestrian Infrastructure - % Canopy Coverage

- [Minimum] Street trees have been provided on both sides of streets according to the Municipal Standards.

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.

Transit Supportive - Distance to Public Transit - Block and Draft Plans

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.
- [Aspirational] 75% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 75% of residents/employment are within 200 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Active Transportation - Creation of Trail and Bike Paths

- [Aspirational] The objectives of Brampton's Pathways Master Plan have been advanced by providing Trail Enhancements.

Natural Heritage - Connection to Natural Heritage

- [Minimum] 25% of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads).

Natural Heritage System - Natural Heritage System Enhancements

- [Aspirational] The development plan demonstrates ecological gain above and beyond the Municipal natural heritage requirements.

Stormwater - Stormwater Management Quality and Quantity

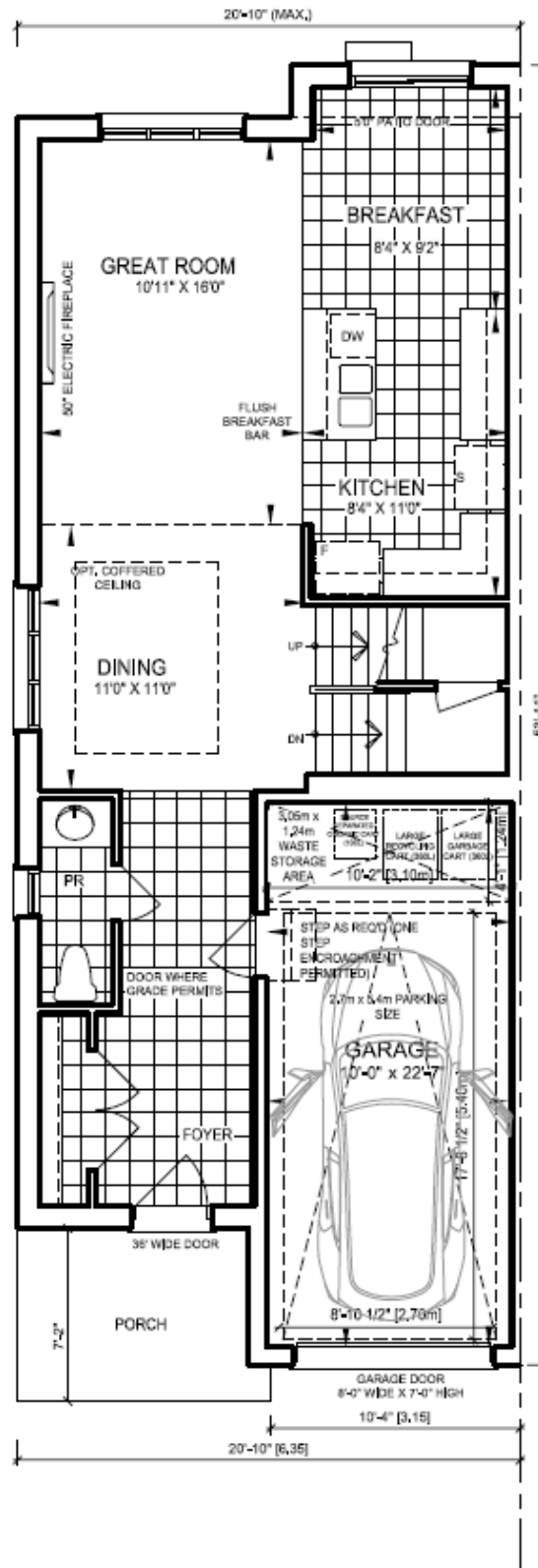
- [Aspirational] The most intense rainwater event that the site can retain runoff from (in mm) is 10mm.

Soils and Topography - Restore and Enhance Soils

- [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.
- [Aspirational] A minimum topsoil depth of 200 mm has been provided across the entire site.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

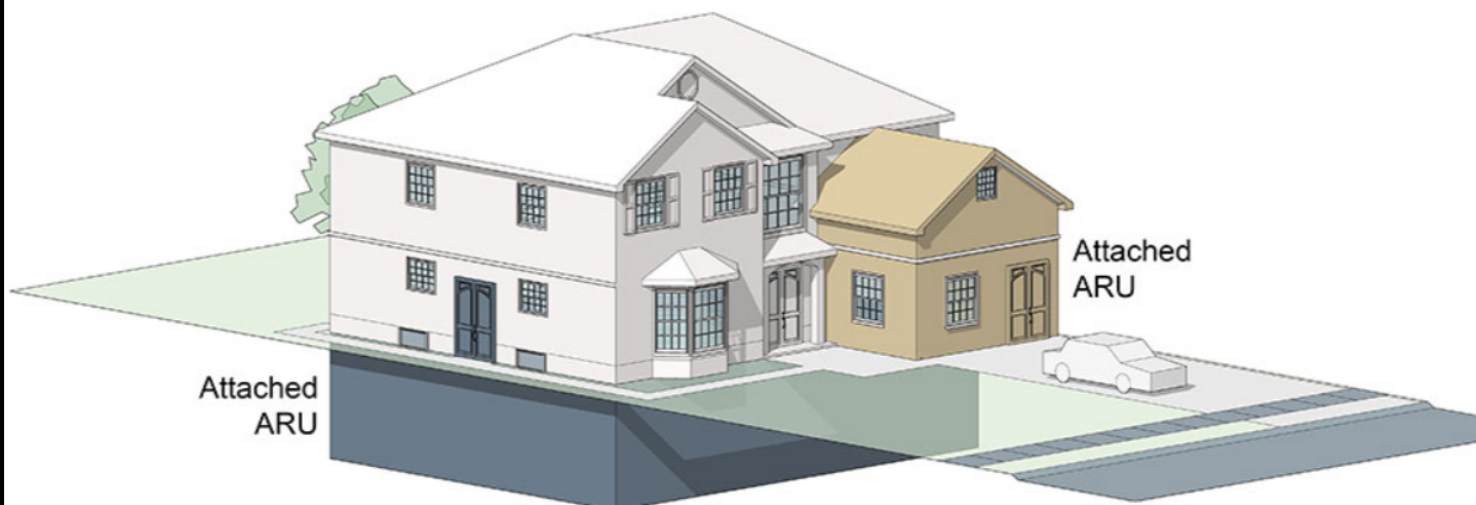
- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.



NOTE: CONCEPTUAL GARAGE TEMPLATE DRAWING IS FOR REFERENCE PURPOSES ONLY. FINAL FLOOR PLANS MAY VARY BASED ON PROPOSED DWELLING TYPE.



Attached ARU



Example of Community Window Street



Example of Corner Lot Articulation



NOTE: IMAGES ABOVE IS FOR REFERENCE PURPOSES ONLY.



Date: 2023-10-19

File: **OZS-2021-0026**

Subject: **Recommendation Report**
Application for a Draft Plan of Subdivision and to amend the Official Plan and Zoning By-law (To permit the development of 1038 residential units in low-density, medium-density and high-density built forms, a park, two elementary schools blocks, an open space block)
Digram Developments c/o Glen Schnarr and Associates Inc.
South of Mayfield Road between Bramalea Road and Torbram Road (an 'L' shaped parcel)

Contact: Chinoye Sunny, Development Planner, Development Services
Angelo Ambrico, Manager, Development Services

Report Number: Planning, Bld & Growth Mgt-2023-901

Recommendations:

1. That the report from Chinoye Sunny, Development Planner, Development Services to the Planning and Development Committee of November 20, 2023, re **Recommendation Report**, Application for a Draft Plan of Subdivision and to amend the Official Plan and Zoning By-law, **Digram Developments c/o Glen Schnarr and Associates Inc.**, Parts of Lot 16, 17 & 18, Concession 5; and Parts of Road Allowance Between Lot 17 & 18, Concession 5; South of Mayfield Road and West of Torbram Road, Ward 9, be received;
2. That the application for a Draft Plan of Subdivision and to amend the Official Plan and Zoning By-law submitted by Glen Schnarr and Associates on behalf of Digram Developments Ward 9, be approved on the basis that it is consistent with the Provincial Policy Statement, and conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City's Official Plan, and for the reasons set out in this Recommendation Report;
3. That the amendments to the Official Plan generally in accordance with the attached Attachment 11 to this report be adopted;

4. That the amendments to the Zoning By-law generally in accordance with the attached Attachment 12 to this report be adopted; and,
5. That no further notice of public meeting be required for the attached Official Plan Amendment as per Section 22(6.1) and 34(10.4) of the Planning Act, R.S.O. c.P. 13, as amended.

Overview:

- **The report recommends approval of an amendment to the Official Plan and Zoning By-law and endorsement of the Draft Plan of Subdivision for this application.**
- **The proposal includes a residential development consisting of a total of 1,038 residential units including 72 single detached dwellings, 98 street townhouse dwellings, 23 rear lane townhouse dwellings, 845 apartment units in a high density block, along with parts of a park block, elementary school block, and open space block.**
- **The subject property is mainly designated “Residential” as per Schedule A: General Land Use Designations of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. A very small portion of the lands are designated “Open Space” in association with a natural heritage system that is located on lands to the south. No amendments to the Official Plan are required.**
- **The property is located within the Countryside Villages Secondary Plan Area (SP48(b)). The property is designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site”. The “City Wide Park” designation is primarily for the Sesquicentennial lands that are to the south, the remnant parkland that is within the subject lands will be used as a neighbourhood park. The “Low Density Residential” and “Medium Density Residential” permit residential dwellings at different densities and scales. An amendment to the Secondary Plan (Area 48-2) is required to accommodate the proposed development.**
- **The property is zoned “Agricultural (A)” and “Agriculture-Special Section 839 (A-839) by By-Law 270-2004, as amended. An amendment to the Zoning By-law is proposed to allow residential development. A Holding (H) provision is being recommended as the property does not have direct access to a street or servicing, the Holding provision can be lifted once the development has capacity for servicing (water and stormwater management) and vehicular access.**

- **The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on September 13, 2021. No members of the public spoke at the meeting and no written correspondence was received. Details of the Statutory Public Meeting are included in the summary chart as well as in Attachment 8 of this report.**
- **The proposal is consistent with the Strategic Focus Area theme as it is consistent with the direction of building complete communities to accommodate growth for people.**
- **The development proposal represents good planning, has regard for the Planning Act, is consistent with the Provincial Policy Statement and is in conformity with A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, the Regional Official Plan and the City of Brampton Official Plan.**

Background:

The lands subject to the Official Plan Amendment and Zoning By-law Amendment is located south of Mayfield Road between Bramalea Road and Torbram Road. The property is characterized as being in the shape of an 'L'. Glen Schnarr and Associates Inc. submitted an application on behalf of Digram Developments on June 1, 2021. This application was deemed complete on June 18, 2021, in accordance with Section 22 (6.1), Section 34 (10.4), and Section 51(19.1) of the Planning Act.

The Statutory Public Meeting for the application was held at the Planning and Development Committee Meeting on September 13, 2021. Since the time of receipt of the application and the public meeting, the applicant has submitted seven (7) submission packages to refine the technical details associated with the proposal.

The application has had several resubmissions as the draft plan subdivision was revised multiple times to include excess Regional lands along Mayfield Road. The high-density blocks were also revised to include stepping of the building at different heights to minimize the impact of sun and shadows on other properties. City Staff have worked closely with the applicant to ensure that the proposed development is to City standards and is an appropriate development for the lands.

Current Situation:

Proposal:

An application to amend the Official Plan and Zoning By-law has been filed with the City to permit residential, open space, a park block, a buffer block, a walkway block, and two

(2) elementary schools. In addition, the applicant has submitted an application for a Draft Plan of Subdivision to create the roads, lots, and blocks.

Details of the Proposal are as follows:

- The development application proposes a total of one thousand and thirty-eight (1038) residential units and five (5) mixed-use units, comprised of:
 - Seventy-two (72) single detached dwellings with lot frontages of 11.0 and 11.6 metres;
 - Ninety-eight (98) street townhouse units with lot frontages of 4.4 metres;
 - Twenty-three (23) rear lane townhouse units with lot frontages of 4.4 metres;
 - Five (5) mixed-use units; and
 - Eight hundred and forty-five (845) high-density residential units, in a 15 and 22 storey building.
- Two (2) elementary schools with a total of 1.34 hectares;
- One (1) Park Block of 0.79 hectare;
- Buffer Block;
- Walkway Block;
- Open Space; and
- Internal public road networks.

Property Description and Surrounding Land Use

The lands have the following characteristics:

- Located south of Mayfield Road between Bramalea Road and Torbram Road
- Total site area of approximately 12.32 hectares (30.44 acres)
- Frontages of approximately 150 metres on Mayfield Road, and 61 meters along Torbram Road
- Future east/west frontage on Inspire Boulevard
- Currently vacant

The surrounding land uses are described as follows:

- North: Mayfield Road, beyond which are agricultural uses in the Town of Caledon;
- South: Vacant agricultural lands.
- East: Vacant lands, subject to residential subdivisions (the draft approved plan of subdivision 21T-19019B and 21T-17017B).
- West: Vacant agricultural lands.

Holding (H) Provision

The recommended Holding (H) symbol in the zoning by-law amendment for the proposed development (refer to Attachment 12) is needed to ensure that the proposal aligns with the Growth Management Staging and Sequencing Strategy (GMSSS) for SP48-2. Prior to development occurring on site and as a condition of lifting the H, the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road, as well as intersection improvements must occur. This is consistent with other approved zoning by-laws within the SP48-2 Block Plan and staging and sequencing within the GMSS.

An updated Functional Servicing Report to the satisfaction of the Region of Peel is also required prior to lifting the H. This is needed to accommodate for the increased density proposed on Block 99 and Block 100 on the Draft Plan (refer to Attachment 1). The Region has confirmed that servicing capacity upgrades are required, including the construction of an oversized 400mm diameter watermain, an oversized 525mm diameter sanitary sewer, and a 900mm diameter sanitary sewer. Appropriate draft conditions have also been included, which speaks to the potential timing of the required upgrades, as well as the opportunity for the Developer to enter into a Front-Ending Agreement should they wish to proceed prior to the Region is prepared to fund the works.

The following holding provision conditions included in the by-law are listed below:

Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety

- between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
- c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.

Sustainability Score and Summary

The Sustainability New Communities Program encourages and evaluates the sustainability performance of new development. The proposal received a score of 39 overall achieving the Bronze threshold. It is worth noting, that this plan is one point off from achieving a score of 40, which would then meet the Silver threshold. Staff will continue to look for opportunities through subdivision registration and the future site plan application stage to increase the sustainability score to meet the Silver threshold.

Application to Amend the Official Plan

The subject property is designated “Residential” and “Open Space” as per Schedule A: General Land Use Designations of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types.

Countryside Villages Secondary Plan (Area 48-2)

The property is designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” in the Countryside Villages Secondary Plan (Area 48-2). The “City Wide Park” designation is primarily for the Sesquicentennial lands that are to the south, the remnant parkland that is within the subject lands will be used as a neighbourhood park typology. The “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” designations permit a range of residential built forms from single detached, townhouse dwellings, mid-rise apartments and commercial, retail and institutional uses.

An Amendment to the Secondary Plan is required to increase the density permissions beyond the existing density permitted in the “Low Density Residential” and “Medium Density Residential” residential designation, and re-designate a portion of “Medium Density Residential” designation to “Medium- High Density Residential- Special Policy Section 4” to permit the proposed Draft Plan of Subdivision. A development concept of the high-density block is included as Attachment 15 and 16.

The detailed planning analysis (Attachment 9) provides a detailed overview of the Official Plan Amendment.

Application to Amend the Zoning By-law

The subject properties are zoned “Agricultural (A)” and “Agriculture-Special Section 839 (A-839)” as per By-law 270-2004, as amended. The “Agricultural (A)” zone permits land uses such as agricultural purposes, a single detached dwelling, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses.

The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F(H)- 11.0-3729, R1F(H)- 11.6-3730, R1F(H)-11.0-3568 & R1F(H)-11.6-3670), residential townhouse zones (R3E(H)-4.4-3731, R3E(H)-4.4-3732, R3E(H)-4.4-3569, R3E(H)-6.0-3570 & R3E(H)-6.0-3571), residential apartment zones (R4A(H)-3733 & R4A(H)- 3734), composite residential commercial zone (CRC(H)- 3735), as well as an institutional zone (I1(H) – 3574), and open space (OS).

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that vehicular access and servicing are satisfied prior to the as of right land use permissions being applied. This property is located in the northeast sector of Block Plan Area 48-2, and as such, servicing and roads will not be available to accommodate the proposed development in the short term. The H provision will be removed at a future time once the services are available, including the future extension of Inspire Boulevard.

A complete list of all of the zones and associated site-specific provisions can be found in the Draft Zoning By-law in Attachment 12 of this Recommendation Report. The detailed planning analysis (Attachment 9) provides a detailed overview of the Zoning By-law Amendment.

Summary of Recommendations

This report recommends that Council approve the proposed Official Plan Amendment and Zoning By-law Amendment and endorse the Draft Plan of Subdivision. This report further recommends that Council approve the Official Plan Amendment generally in accordance with Attachment 11 and the Zoning By-law Amendment generally in accordance with Attachment 12 to accommodate the approval of the Draft Plan of Subdivision. The proposal and implementing documents represent good planning, is consistent with the Provincial Policy Statement, and conforms to the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Brampton Official Plan – see associated details in Attachment 9.

Matters of Provincial Interest

Planning Act

This development proposal has regard for the matters of Provincial interest as set out in Section 2 of the Planning Act.

The proposal contemplates low, medium, and high-density residential uses, mixed use, open space and institutional uses, thus adding a variety of housing types, commercial uses, and institutional uses to the City of Brampton. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement

Section 3 of the Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act. The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The proposed development supports livable, supports livable, healthy communities by supporting commercial land uses within the surrounding area. The proposal is in close proximity to a diverse range of land uses within the Block Plan 48-2 area, including recreational trails, park and open space facilities, commercial uses, services, and other uses to meet long-term needs in accordance with S. 1.1.1 (b) of the PPS. The proposed development is located in a settlement area in accordance with S. 1.1.3.1 of the PPS, and the proposed development implements residential densities which align with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities in accordance with S. 1.4.3 of the PPS.

The development proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by low-density residential dwellings. The proposed development is in proximity to future transit services on Mayfield Road, which is anticipated to be a Secondary Transit Corridor as per Schedule C of the City of Brampton Official Plan. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with S. 1.6.7.2 and S. 1.6.7.4 of the PPS.

Staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)

The Growth Plan for the Greater Golden Horseshoe includes policy and direction intended to accommodate and forecast growth in complete communities. These are communities that are well designed to meet people's needs for daily living by providing convenient access to local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

The subject site is located within the 'Urban System' within the Growth Plan, in which infrastructure services and planned public transit already exists. The proposal will contribute to the establishment of complete communities in accordance with S. 2.2.1.2, S. 2.2.1.4, and S. 2.2.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of institutional and residential uses of varying densities.

The proposal conforms to S. 2.2.6.3 of the Growth Plan by contributing towards creating complete communities that feature a mix of land uses and convenient access to public service facilities and institutional uses within an underutilized and vacant area. In accordance with S. 2.2.1.4 and S. 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Park Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with S. 2.2.1.4(b).

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the Growth Plan.

Municipal Planning Documents:

Region of Peel Official Plan

The Regional Official Plan sets the Regional context for more detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The subject lands are located within the "Urban System" designation in the Regional Official Plan and conform to the related policies with respect to healthy communities, achieving an intensified and a mix of land uses in appropriate areas that efficiently use resources.

The proposal will contribute to complete communities through the provision of housing options including single detached and townhouse structural types, in close proximity to park facilities, and other uses in the Block Plan area such as retail and service uses in accordance with S. 5.4.10. The proposal includes residential uses at appropriate densities as determined through the block planning process in close proximity to Mayfield Road, which is identified as a Secondary Transit Corridor supporting medium frequency public transportation services in accordance with S. 5.4.12. The proposal directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The proposal will assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, rear lane townhouses, residential reserve lots and high-density blocks that will provide a mix of housing types and densities.

Based on the above, staff is satisfied that the proposed Official Plan Amendment Zoning By-law Amendment generally conforms to the Regional Official Plan.

City of Brampton Official Plan

The purpose of the City of Brampton's Official Plan is to give clear direction as to how physical development and land use decisions should plan to meet the current and future needs of its residents. The subject property is designated "Residential" and "Open Space" as per Schedule A: General Land Use Designations of the City of Brampton Official Plan. The "Residential" designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. The "Open Space" designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the "Residential" and "Open Space" designations of the Official Plan. The Draft Plan of Subdivision includes detached dwellings, street townhouses, rear lane townhouses, high density dwellings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include two partial school blocks, a park, walkway block, open space, an environmental buffer, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the proposal is consistent with the "Residential" and "Open Space" land use designations. An amendment to the Official Plan and Secondary Plan is required to permit the increased height and density of the high-density block included as part of the proposal. The high-density blocks are intended to have "stepped" designs for the buildings to minimize the impact of sun and shadows on adjacent properties. The high-density blocks were also revised to include a 45 degree angular plane as shown on Attachment 15 and 16.

Staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Countryside Villages Secondary Plan (Area 48b)

The property is designated "City Wide Park", "Low Density Residential", "Medium Density Residential", "Mixed Use" and "Public Junior Elementary School Site" in the Countryside Villages Secondary Plan (Area 48-2). An amendment to the Secondary

Plan is required in order to increase the permitted density of the proposed low-density and medium-density, and amend a portion of the existing 'Medium Density Residential' designation to "Medium-High Density Residential - Special Policy Section 4". The proposed additional height and density represents good planning as the proposed development is in proximity to planned and/or existing transit (i.e., Inspire Boulevard), parkland, and will be compatible with the surrounding areas. In addition, the proposal will also assist with the Provincial initiatives to create additional housing to help improve housing affordability.

The purpose of the proposed Secondary Plan Amendment is to allow for increased density within the "Low/Medium Density Residential" and "Medium-High Density Residential" designations. The increase in density within the plan will help contribute towards Brampton's Housing Pledge to support the construction of 113,000 new homes in the City of Brampton by 2031. With ongoing concerns regarding housing affordability and housing supply, increased density in this residential Draft of Subdivision is believed to be appropriate to help ensure that the City of Brampton has enough housing to meet local and regional density targets and population targets. The proposal also contemplates a variety of housing types and tenures that will accommodate and provide different housing options for various family types.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the Countryside Villages Secondary Plan (Area 48b).

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as "Low / Medium Density Residential", "Medium/High Density Residential", "Mixed Use", "Park", "School" and "Compensation Area" in the Countryside Villages Block Plan (Area 48-2). The proposed development meets the sustainable development principles established for the block plan area. The proposal provides for a range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development.

The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. An amendment to the Block Plan is not required. In accordance with S. 4.1.1, minor adjustments and relocations of land uses are permitted.

The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment satisfies the policies of the Block Plan.

Zoning By-law Amendment

The subject properties are currently zoned 'Agricultural (A)' and Agricultural- Special Section 839 ('A-839'), as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwelling, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. The Agricultural - Special Section 839 zone relates to the provision of a market garden centre in addition to purposes permitted by the Agricultural (A) zone. It permitted the additional use of a market garden centre from November 24, 1998 to November 24, 2001. This use is no longer permitted. An Amendment to the Zoning By-law is required to facilitate the proposed development.

The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F(H)- 11.0-3729, R1F(H)- 11.6-3730, R1F(H)-11.0-3568 & R1F(H)-11.6-3670), residential townhouse zones (R3E(H)-4.4-3731, R3E(H)-4.4-3732, R3E(H)-4.4-3569, R3E(H)-6.0-3570 & R3E(H)-6.0-3571), residential apartment zones (R4A(H)-3733 & R4A(H)- 3734), composite residential commercial zone (CRC(H)- 3735), as well as an institutional zone (I1(H) – 3574), and open space (OS). Provisions of these proposed zoning designations are listed in Attachment 11 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that vehicular access and servicing are satisfied prior to the as of right land use permissions being applied. This property is located in the northeast sector of Block Plan Area 48-2, and as such, servicing and roads will not be available to accommodate the proposed development in the short term. The (H) provision will be removed at a future time once the services are available.

Community Engagement

The proposed Official Plan Amendment and Zoning By-law Amendment was circulated to City Departments, commenting agencies and property owners within 240 metres of the subject lands in accordance with and exceeding the Planning Act requirements. Public Notice signs were also placed on the subject lands to advise members of the public that an application had been filed with the City. This report along with the complete application requirements, including studies, have been posted to the City's website.

A Statutory Public Meeting for this application was held on September 13, 2021. No members of the public made delegations at the meeting and no pieces of written correspondence were received. Details of the Statutory Public Meeting are included in Attachment 8 of this report.

Corporate Implications:

Financial Implications:

There are no financial implications identified at this time. Revenue collected through development application fees are accounted for in the approved operating budget.

Other Implications:

There are no other corporate implications associated with the applications that have not been noted elsewhere.

Strategic Focus Area:

The application aligns with the Strategic Focus Area as it supports the building of complete communities to accommodate growth for people and jobs. The proposal satisfies this by:

- Effectively using lands and resources; and
- Providing opportunities for efficient growth; and

Living the Mosaic – 2040 Vision:

This report has been prepared in full consideration of the overall vision that the people of Brampton will “Live the Mosaic”. This report aligns with the vision that Brampton will be a mosaic of complete neighbourhoods and vibrant centres.

Conclusion:

Staff is satisfied that the proposed Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision, subject to the Draft Conditions of Approval in Attachment 14, represent good planning. The proposal has regard for matters of provincial interest in Section 2.0 of the Planning Act, and the proposed development conforms to provincial plans including the Growth Plan for the Greater Golden Horseshoe, and is consistent with the Provincial Policy Statement. Furthermore, the proposal conforms to the principles and policy direction of the Region of Peel Official Plan, the City of Brampton Official Plan, and the Countryside Villages Secondary Plan (Area 48b).

The report recommends that Council enact the Official Plan Amendment and Zoning By-law Amendment attached hereto as Attachment 11 and Attachment 12. The Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision application is appropriate for the orderly development of the lands considering the following:

- The proposal conforms to provincial plans such as the Growth Plan for the Greater Golden Horseshoe and is consistent with the Provincial Policy Statement;

- The development proposed residential typologies and densities which conform to the City of Brampton Official Plan and Countryside Villages Secondary Plan (Area 48b); and
- The application has been circulated to the appropriate internal reviewers and external agencies to ensure technical matters have been adequately addressed.

The application is appropriate for the orderly development of the lands and represents good planning. Staff recommends approval of the Official Plan Amendment and Zoning By-law Amendment and endorsement of the Draft Plan of Subdivision as the proposal is in the public interest.

Authored by:

Reviewed by:

Chinoye Sunny
Development Planner
Planning, Building and Growth
Management

Allan Parsons, MCIP, RPP
Director, Development Services
Planning, Building and Growth
Management

Approved by:

Approved by:

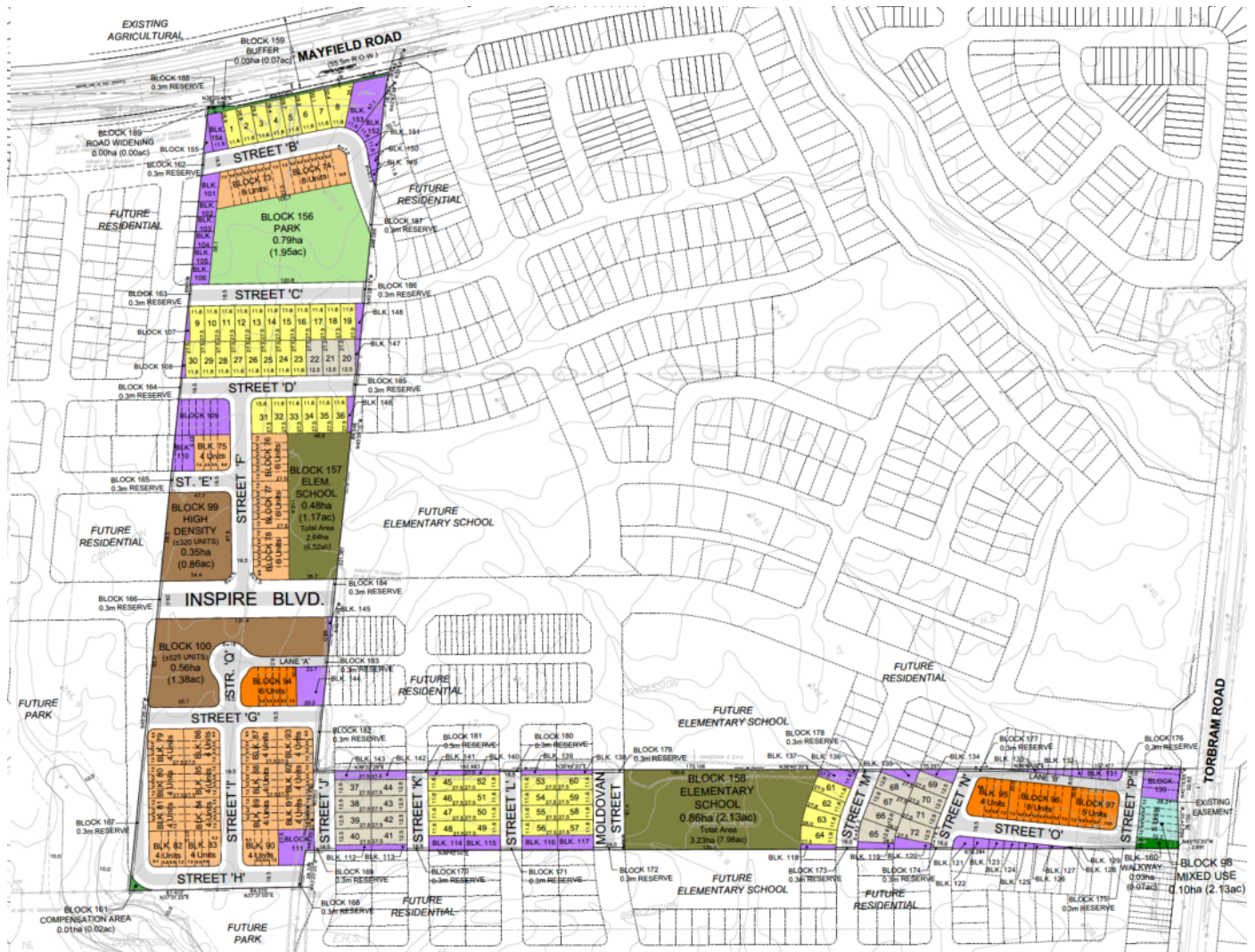
Steve Ganesh, MCIP, RPP
Commissioner
Planning, Building and Growth
Management

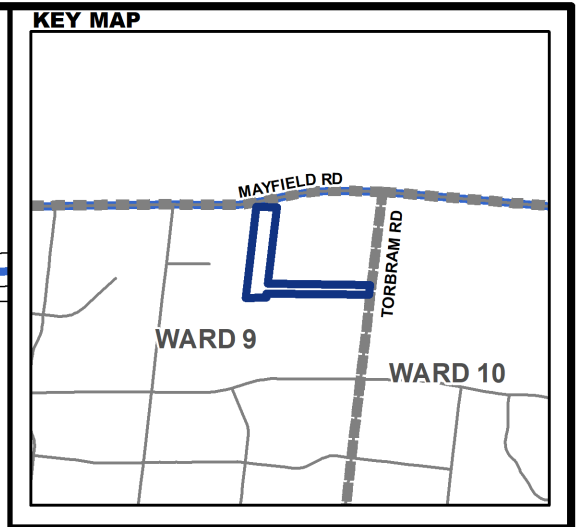
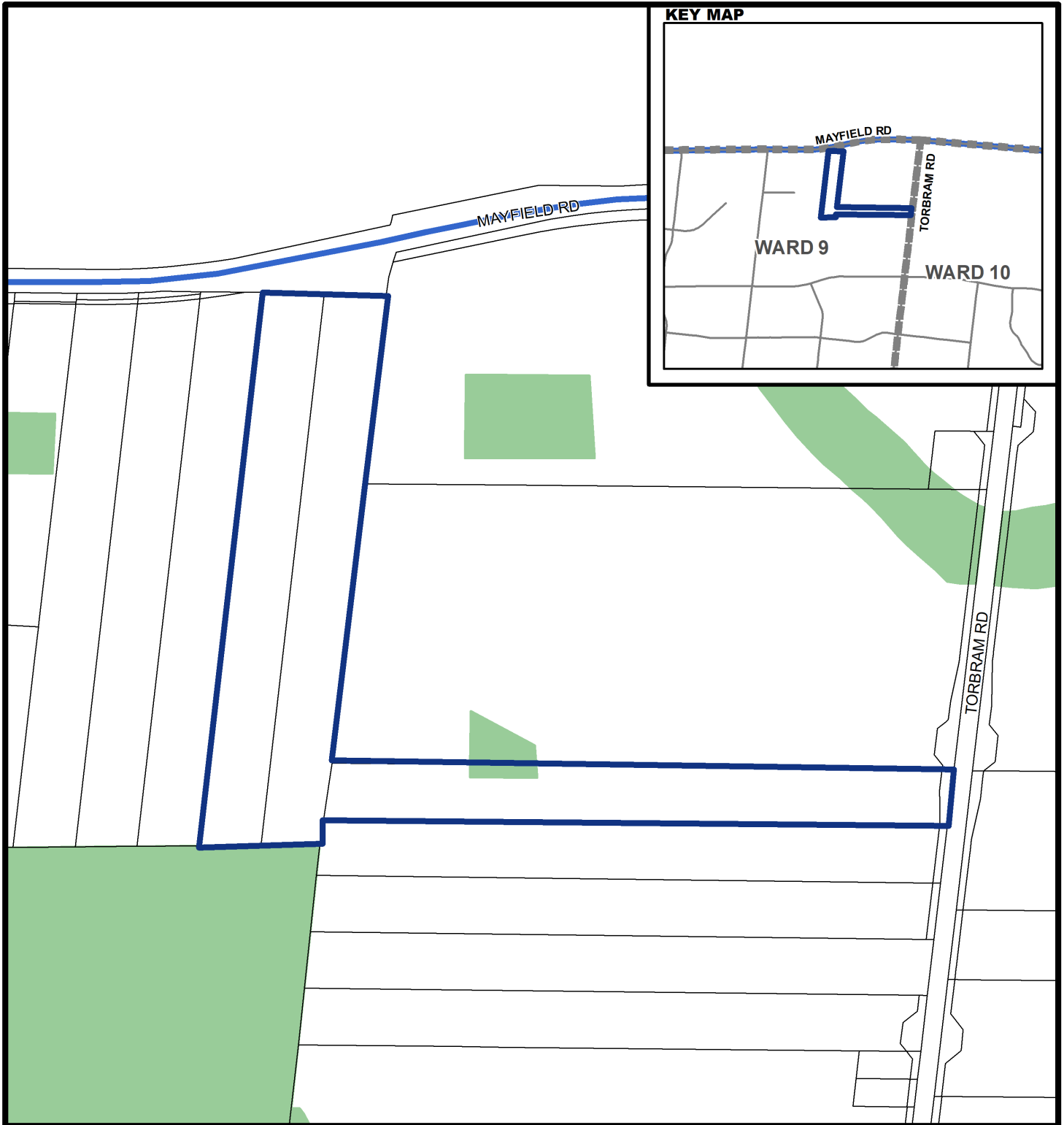
Marlon Kallideen
Chief Administrative Officer

Attachments:

- Attachment 1 – Concept Plan
- Attachment 2 – Location Map
- Attachment 3 – Official Plan Designations
- Attachment 4 – Secondary Plan Designations
- Attachment 4A – Block Plan Designations
- Attachment 5 – Zoning Designations
- Attachment 6 – Aerial & Existing Land Use
- Attachment 7 – Results of External Circulation
- Attachment 8 – Results of Public Meeting
- Attachment 9 – Detailed Planning Analysis
- Attachment 10 – Sustainability Assessment Snapshot
- Attachment 11 – Draft Official Plan Amendment

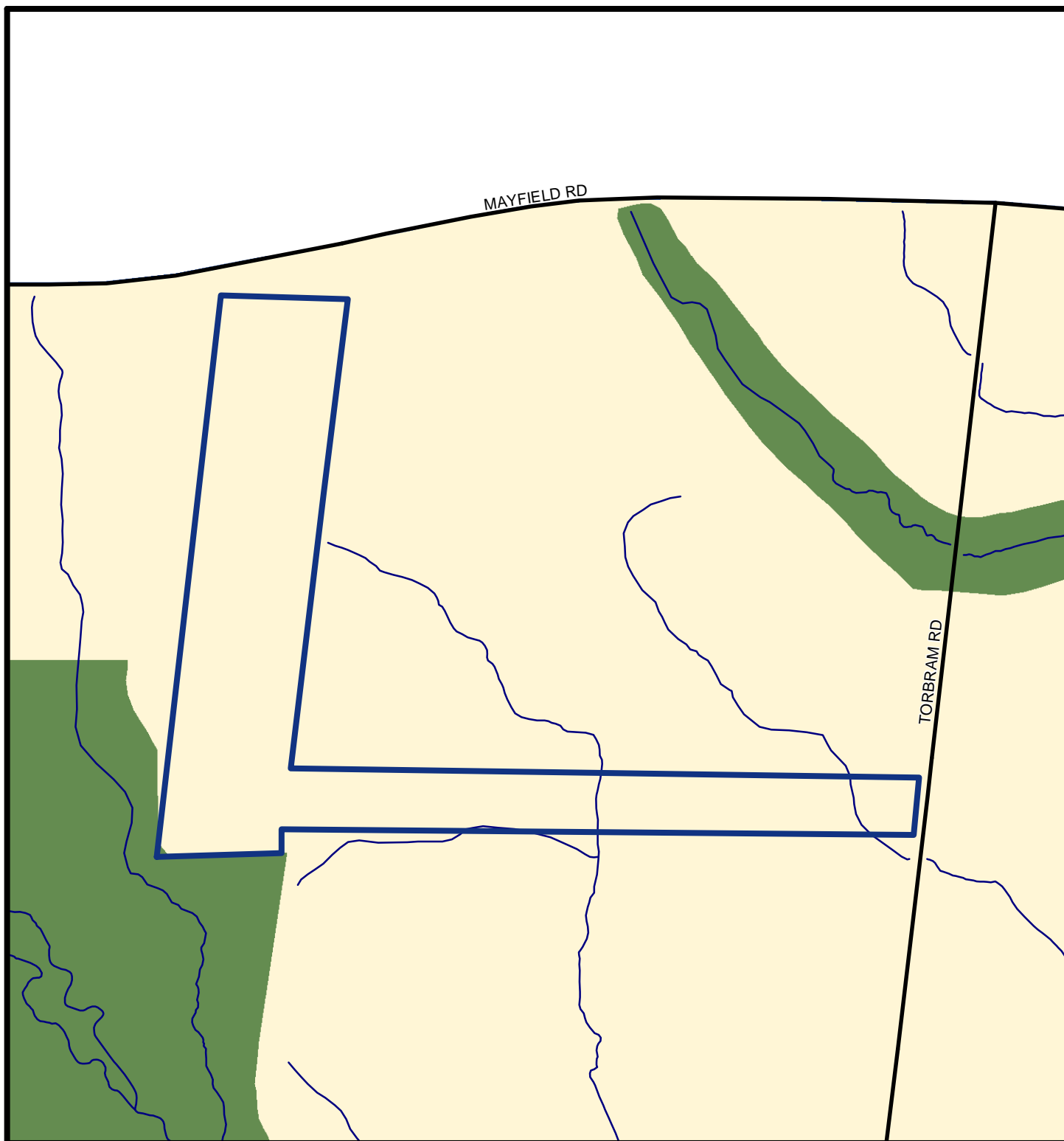
- Attachment 11A – Official Plan Amendment Schedule
- Attachment 12 – Draft Zoning By-law Amendment
- Attachment 12A – Zoning By-law Amendment Schedule
- Attachment 13 – Draft Plan of Subdivision
- Attachment 14 – Draft Conditions of Draft Plan Approval
- Attachment 15 – High Density Block 99 Renderings and Concept Plan
- Attachment 16 – High Density Block 100 Renderings and Concept Plan





- SUBJECT LAND
- GREENSPACE
- PROPERTY LINE
- CITY LIMIT

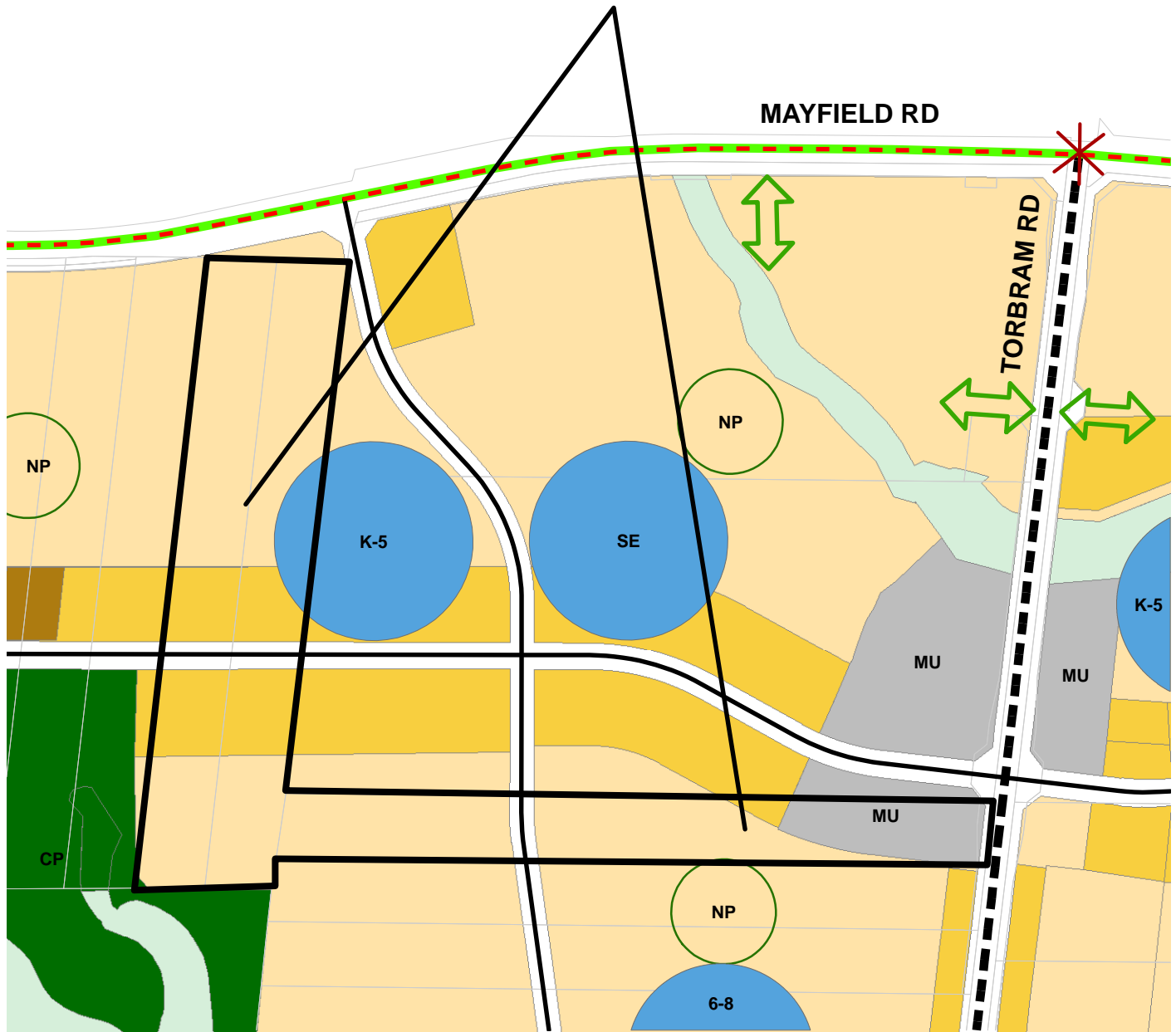




EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE CITY OF BRAMPTON OFFICIAL PLAN

- SUBJECT LAND
- RESIDENTIAL
- OPENSPACE

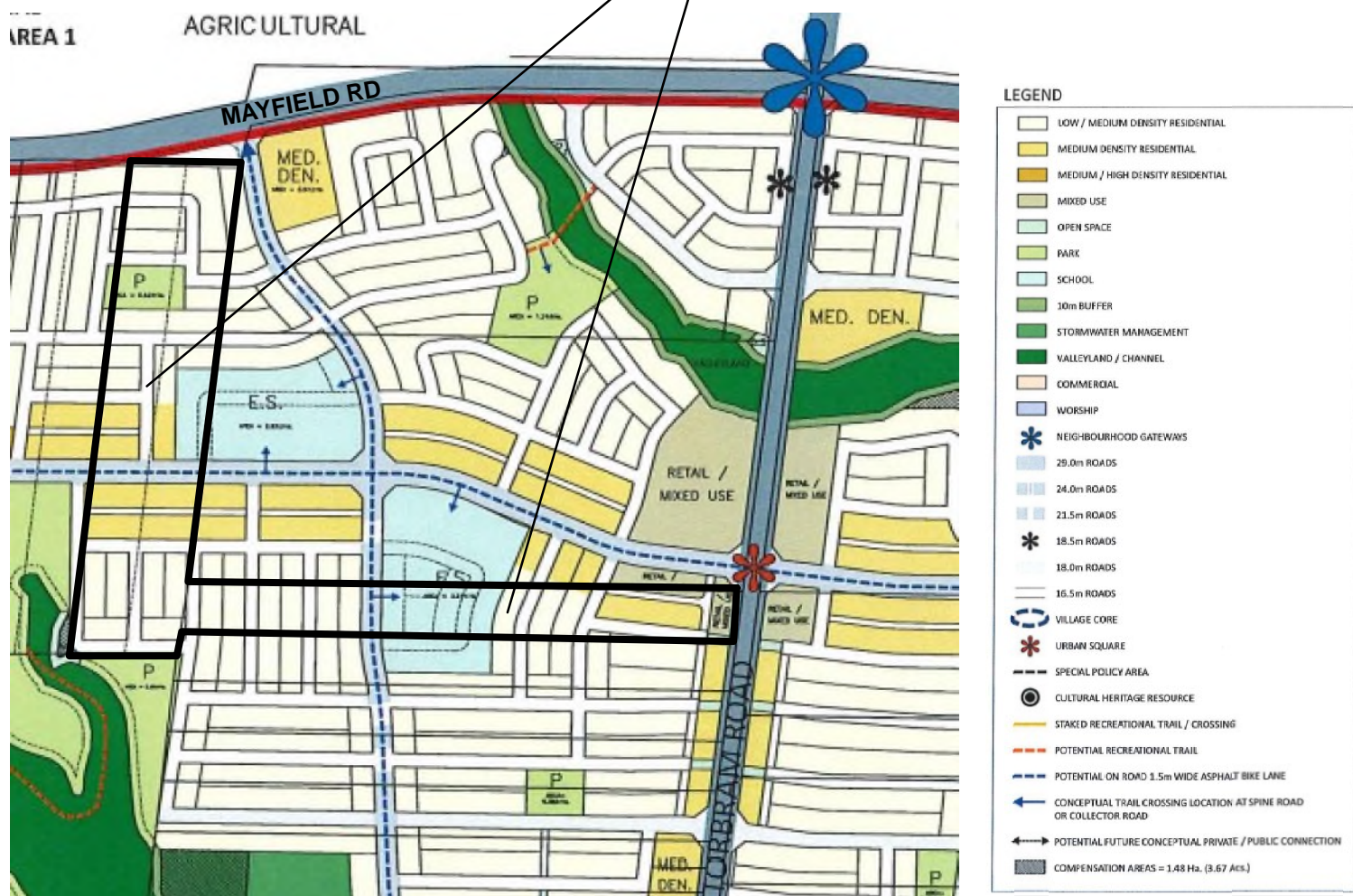




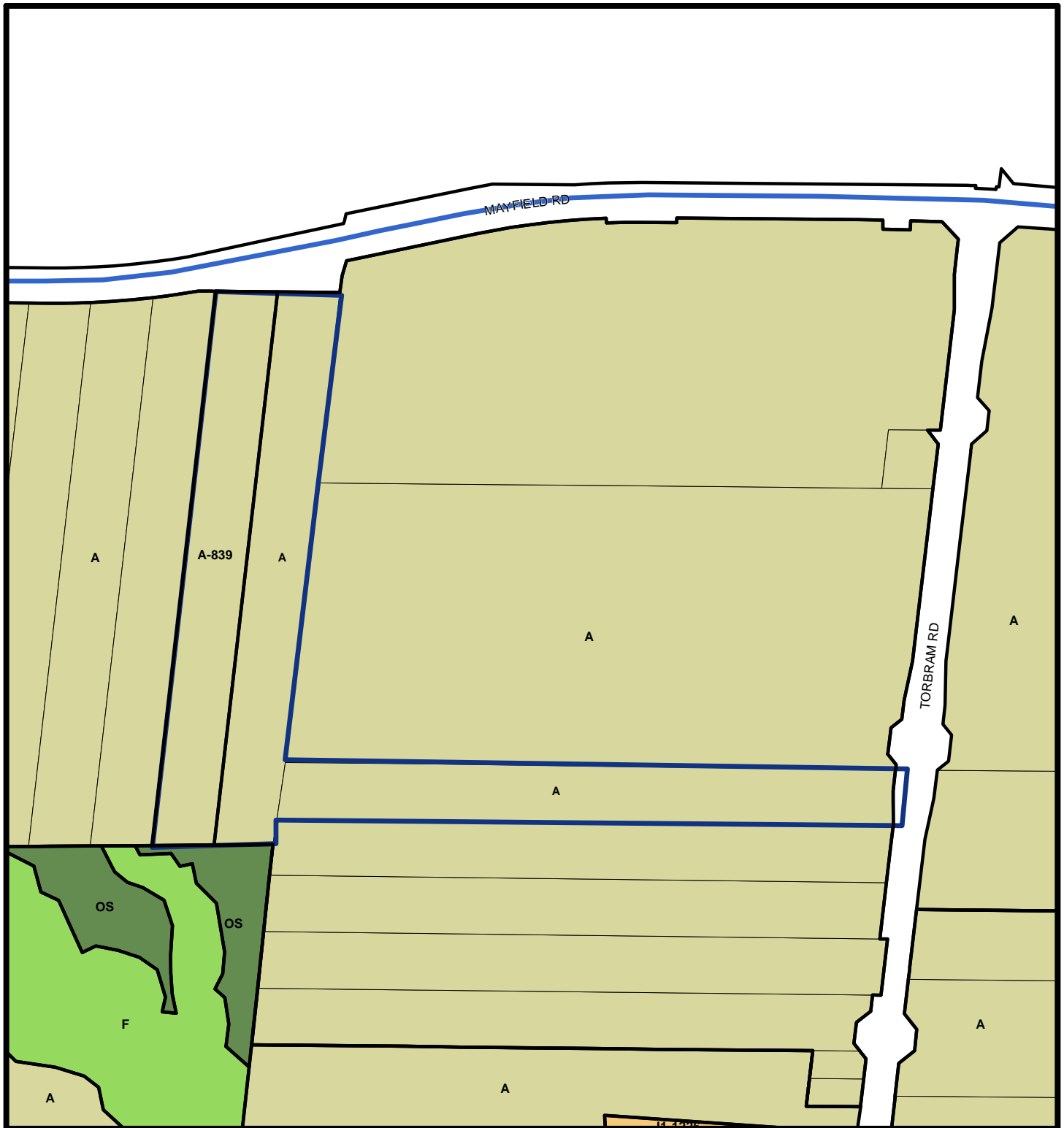
EXTRACT FROM SCHEDULE SP48(A) OF THE DOCUMENT KNOWN AS THE COUNTRYSIDE VILLAGES SECONDARY PLAN




ROAD NETWORK GATEWAY POTENTIAL INTERSECTION COLLECTOR ROAD MINOR ARTERIAL MAJOR ARTERIAL (REGIONAL) INTERSECTION RECREATION OPEN SPACE CITY WIDE PARK NEIGHBOURHOOD PARK	COMMERCIAL D.R. DISTRICT RETAIL MVC MOTOR VEHICLE COMMERCIAL C.R. CONVENIENCE RETAIL N.R. NEIGHBOURHOOD RETAIL COMMERCIAL M.U. MIXED USE VILLAGE_CORE SPECIAL POLICY AREA AREA SUBJECT TO THIS AMENDMENT	INSTITUTIONAL K-5 PUBLIC JUNIOR ELEMENTARY SCHOOL SITE 6-8 PUBLIC MIDDLE SCHOOL SITE SE SEPARATE ELEMENTARY SCHOOL SEP SEPARATE SECONDARY SCHOOL SITE S PUBLIC SECONDARY SCHOOL SITE W PLACE OF WORSHIP	NATURAL HERITAGE & ENVIRONMENTAL MANAGEMENT VALLEYLAND SWM STORMWATER MANAGEMENT FACILITY WOODLOT RESIDENTIAL LOW DENSITY MEDIUM DENSITY MEDIUM / HIGH DENSITY RESIDENTIAL LIVE / WORK
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SUBJECT LANDS



EXTRACT FROM SCHEDULE BLOCK PLAN 48-2 KNOWN AS THE COUNTRYSIDE VILLAGES BLOCK PLAN












- | | | | | | |
|--|--------------|---|---------------|---|------------|
|  | SUBJECT LAND |  | FLOODPLAIN |  | OPEN SPACE |
|  | AGRICULTURAL |  | INSTITUTIONAL |  | CITY LIMIT |





Legend

	SUBJECT LAND		AGRICULTURAL		INSTITUTIONAL		ROAD
			COMMERCIAL		OPEN SPACE		UTILITY
			INDUSTRIAL		RESIDENTIAL		

AERIAL PHOTO DATE: SPRING 2021



July 26, 2021

City of Brampton
2 Wellington Street West
Brampton, Ontario L6Y 4R2
Attn: Stephen Dykstra

Re: Request for Comments
Glen Schnarr & Associates Inc – Digram Developments Brampton Inc.
0 Mayfield Road - Mayfield Road, east of Bramalea Road
City Files: OZS-2021-0026 & 21T-21006B
Alectra EP File: K1-23

Dear Stephen,

As per your request for comments regarding the above project, we respond as follows:

A) Please include the following as conditions of approval:

- The owner/developer shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the roads and subdivision.
- The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
- The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply the development.
- The owner/developer shall be responsible for the costs of the relocation of existing plant to accommodate the new roads or driveways.

B) The owner/developer shall contact Alectra Utilities Subdivisions Department to obtain a subdivision application form (SAF) and to discuss the electrical service installation requirements and schedule. The owner/developer shall submit the SAF at least 6 months prior to the start of electrical distribution system (EDS) installation. SAF is available by visiting <https://alectrautilities.com/find-form?parent=9> (under Construction Services).

If you have any questions or concerns, feel free to contact me at 416.859.8126.

Yours Truly,

Ryan Erzek, CET
Design Tech., Distribution Design – Subdivisions



CANADA POST
2701 RIVERSIDE DRIVE SUITE N0820
OTTAWA ON K1A 0B1

CANADAPOST.CA

POSTES CANADA
2701 PROM RIVERSIDE BUREAU N0820
OTTAWA ON K1A 0B1

POSTESCANADA.CA

October 19, 2023

Chinoye Sunny

Development Planner
The City of Brampton
Planning & Development Services
2 Wellington St W
Brampton ON L6Y 4R2

Reference: **Notice of Application and Request for Comments**
Application to Amend the Official Plan, Zoning By-Law and
Proposed Draft Plan of Subdivision
DIGRAM DEVELOPMENTS BRAMPTON INC.
GLEN SCNARR & ASSOCIATES INC.
South of Mayfield Road between Bramalea Road and Torbram Road
File Numbers: **OZS-2021-0026 21T-21006B**

Canada Post Corporation appreciates the opportunity to comment on the above noted application and it is requested that the developer be notified that this **residential** development will be serviced by **Community Mailbox**.

To establish mail service, we request that the following be included in the project's Conditions of Draft Approval:

- ⇒ The owner/developer will consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
- ⇒ The owner/developer will confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not conflict with any other utility including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
- ⇒ The owner/developer will install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.
- ⇒ The owner/developer will agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
- ⇒ The owner/developer agrees, prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of the Canada Post CMB site location, as approved by Canada Post and the City of Brampton;

- ⇒ The owner/developer agrees to include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated CMB, and to include the exact location thereof; and further, advise any affected homeowners of any established easements granted to Canada Post.

Should there be any concerns pertaining to our mail delivery policy requirements, please contact the undersigned.

Regards,



Christopher Fearon
Delivery Services Officer | Delivery Planning
200-5210 Bradco Blvd
Mississauga ON L4W 1G7
416-433-6271
christopher.fearon@canadapost.ca

July 7, 2021

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

Re: Notice of Application and Request for Comments
Application to Amend the Official Plan, Zoning By-law and Proposed Draft Plan of Subdivision
Diagram Developments Brampton Inc. (Parcels 2, 3 and 5) – Glen Schnarr & Associates Inc.
South of Mayfield Rd between Bramalea Rd and Torbram Rd
File: 21T-21006B (OZS 2021-0026)
City of Brampton – Ward 9

The Dufferin-Peel Catholic District School Board has reviewed the above noted application based on its School Accommodation Criteria and provides the following comments:

The designated school block shown as Block 177, is satisfactory in location, size and shape to the Board as it completes the entire school block with the lands to the east.

The applicant proposes the development of 103 detached, 44 townhouse and 558 apartment units which are anticipated to yield:

- 45 Junior Kindergarten to Grade 8 Students; and
- 21 Grade 9 to Grade 12 Students

The proposed development is located within the following school catchment areas which currently operate under the following student accommodation conditions:

Catchment Area	Host School	Enrolment	Capacity	# of Portables / Temporary Classrooms
Elementary School	Blessed Michael J McGivney	422	550	2
Secondary School	St. Marguerite d'Youville	1376	1458	11

The Dufferin-Peel Catholic District School Board is committed to the phasing of residential development coincidental with the adequate provision and distribution of educational facilities. Therefore, the Board requests that the City of Brampton include the following school accommodation condition:

"Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational

facilities have been made between the developer/applicant and the School Boards for this plan."

The Board requests that the following conditions be incorporated in the conditions of draft approval:

1. That prior to the final approval of the plan, the applicant shall make arrangements satisfactory to the Dufferin-Peel Catholic District School Board for:
 - (a) The acquisition or reservation for future acquisition of Block 177 designated in the plan for catholic elementary school purposes.
 - (b) The clearing, grubbing, engineered filing, where required, and grading of Block 177 be carried out to the satisfaction of the Dufferin-Peel Catholic District School Board. This includes the removal of any and all buildings and structures, tanks and utility structures.
 - (c) A clause and securities be included in the Servicing and/or Subdivision agreement which prohibits the stockpiling of any soils or material on Block 177 and guarantees the existing stockpiled material be removed.
 - (d) That the designation of Block 177 as an elementary catholic school site, which shall be subject to the completion of soils reports, of which the findings will be addressed by the applicant to the satisfaction of the Dufferin-Peel Catholic District School Board.
 - (e) That prior to registration of the plan, that farm fencing be erected around the perimeter of Block 177 to the satisfaction of the Dufferin-Peel Catholic District School Board.
 - (f) A clause to be included in the Servicing and/or Subdivision agreement stating that community mailboxes, temporary or permanent, will not be located on any boulevards adjacent to proposed school Block 177.
 - (g) A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any and all requirements to install and maintain neighbourhood gateway and/or entry features on proposed school Block 177.
 - (h) A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any and all requirements to install and maintain off-site improvements required to develop Block 177 as a school block (including but not limited to medians and/or centre islands, street lights, turning lanes, etc.)
2. That the applicant shall agree in the Servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising the following: "Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available." These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.

3. That the applicant shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
- (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
 - (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

The Board will be reviewing the accommodation conditions in each elementary and secondary planning area on a regular basis and will provide updated comments if necessary.

Yours sincerely,

K. Koops

Krystina Koops, MCIP, RPP
Planner
Dufferin-Peel Catholic District School Board
(905) 890-0708, ext. 24407
krystina.koops@dpcdsb.org

c: N. Hanson, Peel District School Board (via email)

August 3, 2021

Stephen Dykstra
Development Planner
Planning, Building & Economic Development Services
City of Brampton
2 Wellington St W
Brampton, ON L6Y 4R2

Dear Stephen,

Re: Draft Plan of Subdivision, Official Plan Amendment, Zoning By-law Amendment
Diagram Developments Brampton Inc.
South of Mayfield Road between Bramalea Road and Torbram Road
City of Brampton
File No.: OZS-2021-0026, 21T-21006B

Enbridge Gas Inc. does not object to the proposed application(s) however, we reserve the right to amend or remove development conditions.

This response does not constitute a pipe locate, clearance for construction or availability of gas.

The applicant shall contact Enbridge Gas Inc.'s Customer Connections department by emailing SalesArea20@Enbridge.com to determine gas availability, service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.

If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phased construction, all costs are the responsibility of the applicant.

In the event that easement(s) are required to service this development, and any future adjacent developments, the applicant will provide the easement(s) to Enbridge Gas Inc. at no cost.

Sincerely,

A handwritten signature in black ink that reads 'Alice Coleman'.

Alice Coleman
Municipal Planning Analyst
Long Range Distribution Planning

ENBRIDGE GAS INC.
TEL: 416-495-5386
MunicipalPlanning@enbridge.com
500 Consumers Rd, North York, ON, M2J 1P8

enbridgegas.com
Safety. Integrity. Respect.

Sunny, Chinoye

From: Andrew Orr <Andrew.Orr@paldev.net>
Sent: 2023/10/17 10:14 AM
To: Sunny, Chinoye
Cc: Peter Campbell; Abubakar Masood (amasood@digram.ca); Nick Zeibots; Helen Mihailidi (hmihailidi@bratty.com); Samantha Orr; Joseph Di Ilio CMA (jdiilio@rogers.com); Darren Steedman (dsteedman@dggroup.ca)
Subject: [EXTERNAL]Area 48 - Countryside Villages Community, Brampton - Cost Sharing Obligations for 0 Mayfield Road - OZS-2021-0026 - October 17, 2023

Caution: This email originated from outside the organization. Do not click links or open attachments that you do not trust or are not expecting.

Good Morning Chinoye:

Please note my **current email address below**. I modified my email address over 18 months ago.

I am the **Trustee in Area 48** (Countryside Villages) and have been from the beginning. Over 15 years.

I apologize for communication via email, but there is no telephone number listed on your email below.

I believe the subject lands are owned by one of the Diagram Companies. Can you please confirm. Abu?

All Diagram Companies are signatories to the **Area 48 Cost Sharing Agreement** and are in **good standing** therein and as Trustee I have no objection or comments to make with respect to your current application, other than to ask that you confirm the actual name of the applicant.

Can you also confirm when your Report will be going to Planning Committee and/or Council?

Any questions, please call, or send an email.

Thank you.

Andrew Orr
Trustee, Area 48.

30 Madras Place
Brampton, Ontario
L6S 2Z2

Office: 905-792-3864
Cell: 416-460-1352
Fax: 905-458-9480
Email: Andrew.Orr@paldev.net

From: Helen Mihailidi <HMihailidi@bratty.com>
Sent: Monday, October 16, 2023 9:45 AM

August 4th, 2021

Stephen Dykstra
Development Planner
City of Brampton
2 Wellington Street West
Brampton, ON L6Y 4R2

Dear Mr. Dykstra:

**RE: Application to Amend the Official Plan, and Zoning By-law,
and Draft Plan of Subdivision - OZS-2021-0026 & 21T-21006B
Digram Developments Brampton Inc. - Glenn Schnarr & Associates Inc.
0 Mayfield Road, (Parcels 2, 3 and 5)
South of Mayfield Road between Bramalea Road and Torbram Road
City of Brampton (Ward 9)**

The Peel District School Board has reviewed the above-noted application (558 apartment units, 103 single family dwelling units, 44 townhouse units, totalling 705 residential units) based on its School Accommodation Criteria and has the following comments:

The anticipated yield from this plan is as follows:

Kindergarten to Grade 8	Grade 9 to Grade 12
153	50

The students are presently within the following attendance areas:

Public School	School Enrolment	School Capacity	Number of Portables
Countryside Village P.S. (<i>Kindergarten to Grade 8</i>)	616	885	0
Louise Arbour S.S. (<i>Grade 9 to Grade 12</i>)	1,364	1,530	0

According to our assessment of school accommodation needs, the Board requires one (1) elementary school site of 3.24 hectares (8 acres) within the development area. This is the Board standard site requirement for an 850 pupil place elementary school. The school site is to be centrally located within the community and be made available in the first phases of development.

The application identifies Block 178 as a Public Elementary School site. The identified site meets the Board's requirements for an elementary school site.

The Board requires the inclusion of the following conditions in the Conditions of Draft Approval as well as the Engineering Agreement:

1. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
2. The applicant is required to arrange a site inspection in order to assess the suitability for the construction of the school.
3. The applicant is required to provide site development plans for the school site area indicating the location of the required facility.
4. Prior to registration of the plan, satisfactory arrangements shall have been made with the Peel District School Board for the acquisition, or reservation for future acquisition, of the future school block (Block 178).
5. A clause and securities be included in the servicing agreement which prohibits the stockpiling of any soils or material on the school block (Block 178).
6. In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.
7. The developer shall agree to erect and maintain signs at the entrances to the subdivision which shall advise prospective purchases 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 Peel District Board's Transportation Policy.
8. The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement:
 - (a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of

the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."

- (b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."

- 9. The applicant will ensure that community mailboxes are not located along the frontage of the school block (Block 178).

Please keep the Board informed on the status of this application and provide us with information as it becomes available so that we may provide comments as necessary for this proposed development. The Board also wishes to be notified of the decision of Council with respect to this plan.

If you require any further information please contact me at nicole.hanson@peelsb.com or 905-890-1010, ext. 2217.

Yours truly,

Nicole N. Hanson, B.A(Hons), MES(Pl.), RPP, MCIP
Planning Officer - Development
Planning and Accommodation Dept.

- c. S. Blakeman, Peel District School Board
K. Koops, Dufferin-Peel Catholic District School Board (e-mail only)

OZS-2021-0026 comment.doc

July 5, 2021

City of Brampton
Planning Department

Attention: Stephen Dykstra

APPLICATION NO 21T-21006B Glen Schnarr & Associates Inc
APPLICATION TYPE Draft Plan of Subdivision
ADDRESS 0 Mayfield Road

GENERAL LOCATION South of Mayfield Road between Bramalea Road and Torbram Road

DESCRIPTION 103 single detached dwellings, 54 future single detached units, 27 street townhouses, 4 future rear lane townhouses blocks, 2 high density block and 1 buffer block adjacent to Mayfield Road.

Rogers Reference Number M211894

Rogers Communications ("Rogers") has reviewed the application for the above Site Plan and has determined that it intends to provide cable and telecommunications services. Accordingly, we request that municipal approval be granted subject to the following conditions:

1. Prior to Site Plan approval, the Developer/Owner will, at its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Site Plan (collectively, the "**Communications Service Providers**"). Immediately following registration of the Site Plan, the Developer/Owner will cause these documents to be registered on title.
2. Prior to Site Plan approval, the Developer/Owner will, with consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Site Plan, as well as the timing and phasing of installation.

In addition, we kindly request to, where possible, receive copies of the following documents:

- (1) the comments received from any of the Communications Service Providers during circulation;
- (2) the proposed conditions of draft approval as prepared by municipal planners prior to their consideration by Council or any of its committees; and
- (3) the planners' report recommending draft approval before it goes to Council or any of its committees.

Should you require further information or have any questions, please do not hesitate to contact me at gtaw.newarea@rci.rogers.com.

Yours truly

Monica LaPointe

Monica LaPointe
Coordinator
gtaw.newarea@rci.rogers.com
Rogers Communications, Wireline Access Network
3573 Wolfedale Rd, Mississauga Ontario

Date: 08-26-2021, 06:37:27 am
Recipient: Stephen.Dykstra@brampton.ca

2021-08-26

Stephen Dykstra

Brampton

, ,

Attention: Stephen Dykstra

Re: Draft Plan of Subdivision - 0 Mayfield Rd - File No: OZS-2021-0026; Your File No. OZS-2021-0026

Our File No. 91149

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

"The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost."

The Owner is advised to contact Bell Canada at planninganddevelopment@bell.ca during the detailed utility design stage to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

Please note that WSP operates Bell's development tracking system, which includes the intake of municipal circulations. WSP is mandated to notify Bell when a municipal request for comments or for information, such as a request for clearance, has been received. All responses to these municipal circulations are generated by Bell, but submitted by WSP on Bell's behalf. WSP is not responsible for Bell's responses and for any of the content herein.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca

Should you have any questions, please contact the undersigned.

Yours truly,

Ryan Courville
Manager - Planning and Development
Network Provisioning
Email: planninganddevelopment@bell.ca

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

November 1, 2023

Chinoye Sunny
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Chinoye.Sunny@brampton.ca

**RE: Draft Plan of Subdivision
0 Mayfield Road
Diagram Developments Brampton 4 Inc and Diagram Development Brampton 6 Inc
City File: OZS-2021-0026
Region File: 21T-21006B**

Dear Chinoye,

Further to the comments provided March 14, 2023, the Region has reviewed the 4th and 5th submissions (received May 5, 2023, and June 23, 2023 respectively) and provide the following comments:

Region of Peel Conditions of Draft Approval

Region is pleased to advise we have no objections with this subdivision 21T-21006B proceeding to draft plan approval subject to the Draft Plan conditions outlined below.

As per the Conditions of Draft Approval for Draft Plan of Subdivision, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments:

Development Services

- The Noise Feasibility Study, prepared by HGC Engineering, and dated February 28, 2023, is deemed to be satisfactory for Draft Plan Approval.
 - 4.8 m buffer block is satisfactory.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 525mm sanitary sewer on Torbram Road, a 525mm sanitary sewer on Countryside Drive
 - Prior to the engineering submission, a revised Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development will be required for review and approval by the Region
 - External easements and construction will be required.

Water Facilities

- The lands are in Water Pressure Zone 6
- Existing infrastructure consist of a 400mm diameter watermain (zone 6) on Torbram Road, a 400mm diameter watermain (zone 6) on Bramalea Road, a 300mm diameter watermain (zone 6) on Mayfield Road, a 750mm diameter watermain (zone 6) on Mayfield Road, a 600mm diameter watermain (zone 5) on Countryside Drive and a 300mm diameter watermain (zone 6) on Countryside Drive at Moldovan Drive.
 - Prior to the engineering submission, a revised Functional Servicing Report (FSR) showing proposed water servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.
 - The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominiums (Block 99 and Block 100).
 - External Easements and construction will be required

Regional Roads

- The proposed land abuts Mayfield Road (RR#14).
- No lots or blocks shall have direct access Mayfield Road.
- Region will not permit any changes to grading within Mayfield Road ROW along the frontage of proposed development.
- Storm water flow shall be looked at in a holistic manner for all developments along Regional roadways. The relocation of storm systems across Regional roadways shall be done symmetrically, so that the distance between the inlet and outlet of the system onto the Regional roadway are the same or less as compared to the pre-development condition. Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the Regional right of way, without the prior written consent of the Region.
- The Developer is advised that the Region has recently completed Mayfield Road widening project from Bramalea Road to Airport Road under the project No. 06-4040. It is recommended the Developer or his consultant contact the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports.

Functional Servicing Report

- The Region has reviewed the Functional Servicing Report (FSR) dated March 20, 2023, as well as a Memorandum dated June 9, 2023, both prepared by Urbantech Consulting. Prior to engineering submission, a revised FSR is required. See above for details.

Development Charges

- The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

- Servicing of this Plan will require construction of oversized 400mm dia. Watermain, oversized 525mm dia. sanitary sewers and oversized 900mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-law. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following required oversized sanitary sewers, watermain and intersection improvement works are included in the Five Year Capital Budget and

Forecast. Please note that proposed 900mm dia. sanitary sewer that is required to service this development is currently not included in the Five Year Capital Budget and Forecast.

- Sanitary Sewers, Watermains and Regional roads

Component No.	Project No.	Construction Year	Description
3856	22-2156	2024	525mm dia. sanitary sewer on future Inspire Blvd. from Torbram Road westerly
29739	18-1159	2024	400mm dia. watermain on future Inspire Blvd. from Torbram Road westerly

Waste Management Requirements

- Region of Peel has requested a satisfactory Waste Collection Plan prior to draft plan approval. Advancing to draft plan approval without a satisfactory Waste Collection Plan is at the applicant's risk. A Waste Collection Plan satisfactory to the Region of Peel will be required prior to registration of the subdivision (Draft Plan Condition 24).
- The Region of Peel will provide curbside waste collection of garbage, recycling, and organic material for the detached units, and street/rear lane townhouse units provided that future submissions satisfy the requirements outlined in sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.
 - A waste management plan identifying waste vehicle access route (swept path, turning radius, direction of travel) and identify waste collection points
- Waste collection for the high-density blocks will be confirmed as part of future site plan applications.
- For more information, please consult the Waste Collection Design Standards Manual available at: <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Conditions of Draft Plan Approval:

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks)

pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
 - c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

4. Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
 - a. A road widening pursuant to the Region's Official Plan along Mayfield Road (Regional Road #14). The Region's Official Plan road widening requirement for mid-block along Mayfield Road is 50 metres right-of-way (25.0 metres from the centerline). Additional property over and above 50 metres right-of-way will be required as a result of design requirements to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 55.5 metres for a single left turn lane intersection configuration (27.75 metres from the centerline of Mayfield Road);
 - b. Minimum 4.5m buffer blocks along the frontage of Mayfield Road in front of Lots 1 to 8 and Blocks 153 and 154.
5. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands; and
 - b. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Access

6. Clauses shall be included in the Subdivision Agreement stating that:

- a. The Developer shall remove any existing driveway/accesses along the frontage of Mayfield Road that do not conform to the approved plans at its sole cost.
 - b. No lots or blocks shall have direct access to Mayfield Road.
- 7. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.
- 8. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

- 9. Clauses shall be included in the Subdivision Agreement stating that servicing will require:
 - a. Construction of oversized 400mm dia. watermain which is the financial responsibility of the Region as per Development Charges By-Law. A 400mm dia. watermain is included in the Five Year Capital Budget and Forecast; and
 - b. Construction of oversized 525 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 525 mm dia. sanitary sewers are included in the Five Year Capital Budget and Forecast.
 - c. Construction of oversized 900 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 900 mm dia. sanitary sewers are not included in the Five Year Capital Budget and Forecast.
- 10. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region's easements and right-of-way;
 - b. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
 - c. The Developer shall acknowledge and agrees that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. Under no circumstance shall the flow of storm water be diverted to or along Mayfield Road's right of way (by pipe or channel).
 - d. The Region shall not permit any alteration to grading within Mayfield Road right-of-way along the frontage of the Lands.

11. A clause shall be included in the Subdivision Agreement that a restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermain to service this plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

Drawings – Servicing and “As Constructed”

12. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
13. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As-Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.

General Conditions

14. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
15. The Developer acknowledges and agrees that servicing of this Plan will require construction of oversized 900mm diameter sanitary sewers along future Inspire Boulevard in order to accommodate this development as well as external lands with proposed intensification. The construction of 900 mm diameter sanitary sewers are the financial responsibility of the Region as per Development Charges By-Law; however, 900mm diameter sanitary sewers are currently not included in the Five Year Capital Budget and Forecast. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval.
16. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. A revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development.
17. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
18. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for combined watermain and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
19. Prior to registration of the plan of subdivision, the Developer shall ensure that:

- a. All lots and blocks must be serviced via an internal road network;
- 20. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
- 21. A clause shall be included in the Subdivision Agreement that the Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee by-Law.
- 22. A clause shall be included in the Subdivision Agreement that the Developer shall maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee by-Law.
- 23. A clause shall be included in the Subdivision Agreement as follows:
 - a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - d. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department

(Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.

- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
- 24. A clause shall be included in the Subdivision Agreement that the Developer agrees that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that internal and external sanitary sewers and watermain, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.
- 25. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Mayfield Road.
- 26. Provision shall be made in the Subdivision Agreement that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed /existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.
- 27. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
- 28. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

A clause shall be included in the Subdivision Agreement in respect of same.

- 29. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca or 905.791.7800 x4283) at your earliest convenience.

Thank you,

Sonia Tam

RESULTS OF PUBLIC MEETING

Results of Public Meeting (September 13, 2021) and Correspondence Received

OZS-2021-0026

Members Present:

Regional Councillor M. Medeiros - Wards 3 and 4
 Regional Councillor P. Fortini - Wards 7 and 8
 Regional Councillor R. Santos - Wards 1 and 5
 Regional Councillor P. Vicente - Wards 1 and 5
 City Councillor D. Whillans – Wards 2 and 6
 Regional Councillor M. Palleschi - Wards 2 and 6
 City Councillor J. Bowman - Wards 3 and 4
 City Councillor C. Williams - Wards 7 and 8
 City Councillor H. Singh - Wards 9 and 10
 Regional Councillor G. Dhillon - Wards 9 and 10
 Mayor Patrick Brown (ex officio)

Staff Present:

David Barrick, Chief Administrative Officer
 Richard Forward, Commissioner, Planning and Development Services
 Allan Parsons, Director, Development Services, Planning, Building and Economic Development
 Bob Bjerke, Director, Policy Planning, Planning, Building and Economic Development
 Jeffrey Humble, Manager, Policy Planning
 Steve Ganesh, Manager, Planning, Building and Economic Development
 David Vanderberg, Manager, Planning, Building and Economic Development
 Cynthia Owusu-Gyimah, Manager, Planning, Building and Economic Development
 Sameer Akhtar, City Solicitor
 Steve Ganesh, Senior Policy Planner, Planning, Building and Economic Development
 Andrew Ramsammy, Development Planner, Planning, Building and Economic Development
 Dana Jenkins, Development Planner, Planning, Building and Economic Development
 Mark Michniak, Development Planner, Planning, Building and Economic Development
 Stephen Dykstra, Development Planner, Planning, Building and Economic Development
 Nicholas Deibler, Development Planner, Planning, Building and Economic Development
 Himanshu Katyal, Development Planner, Planning, Building and Economic Development
 Kelly Henderson, Development Planner, Planning, Building and Economic Development
 Michelle Gervais, Development Planner, Planning, Building and Economic Development
 Mirella Palermo, Development Planner, Planning, Building and Economic Development
 Tejinder Sidhu, Development Planner, Planning, Building and Economic Development
 Peter Fay, City Clerk
 Charlotte Gravlev, Deputy City Clerk

Richa Ajitkumar, Acting Legislative Coordinator

Staff Report:

PDC133-2021

Stephen Dykstra, Development Planner, Planning, Building and Economic Development, presented an overview of the application that included the location of the subject lands, area context, design details, current land use designations, preliminary issues, technical consideration, concept plan, next steps and contact information.

Taranjeet Uppal, Glen Schnarr and Associates Inc. provided additional information regarding the proposed development.

At the September 13th, 2021, statutory public meeting, no members of the public spoke to the application and no written submissions and/or objections were received.

Detailed Planning Analysis
City File Number: OZS-2021-0026

Overview

The proposal has been reviewed and evaluated against the Planning Act, Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City's Official Plan, and other applicable City of Brampton guidelines and priorities.

The Planning Act, Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Peel Regional Official Plan, and the Brampton Official Plan provide direction and policies that encourage efficient and sustainable development through development, and the use of existing infrastructure to provide an appropriate mix and density of land uses and built form. These documents support land use planning in a logical, well-designed manner that supports sustainable long-term economic viability.

Planning Act R.S.O 1990:

The Planning Act is the provincial legislation which sets the rules for land use planning in Ontario. Part 1, Section 2 of the Act includes matters of Provincial Interest, which the Council of a municipality must have regard to. Section 51(24) of the Planning Act provides criteria for the consideration of a draft plan of subdivision. The following provides a discussion of these sections.

Section 2:

(f) The adequate provision and efficient use of communication, transportation, sewage and water services, and waste management systems;

(h) The orderly development of safe and healthy communities;

(h.1) The accessibility for persons with disabilities to all facilities, services and matter to which this Act applies;

(i) The adequate provision and distribution of educational, health, social, cultural and recreational facilities;

(j) The adequate provision of a full range of housing, including affordable housing;

(o) The protection of public health and safety;

(p) The appropriate location of growth and development

(q) The promotion of development that is designed to be sustainable, to support public transit, and to be oriented to pedestrians;

(r) The promotion of built form that,

- i. Is well-designed,*
- ii. Encourages a sense of place, and*
- iii. Provides for public spaces that are high quality, safe, accessible, attractive, and vibrant.*

Analysis: Planning Act R.S.O 1990

Regard for these sections is reflected in the proposed Draft Plan of Subdivision, Official Plan Amendment, and Zoning By-law Amendment.

The proposal contemplates low, medium, and high-density residential uses, mixed use, open space and institutional uses, thus adding a variety of housing types, commercial uses, and institutional uses to the City of Brampton. The development supports the orderly development of safe and healthy communities and the adequate provision of housing and the efficient use of land in accordance with S. 2 (h) and (j). The development represents the appropriate location of growth and development as the subject property is located in a designated greenfield area in accordance with S. 2 (p) of the Planning Act.

Based on the above, Staff is satisfied that the proposed development has regard for matters of provincial interest in the Planning Act.

Provincial Policy Statement (PPS):

The proposal was reviewed for its consistency with the matters of provincial interest as identified in the Provincial Policy Statement (PPS). Through staff review it was determined that the proposed development has regard for the pertinent PPS policies that are applicable to this application:

Section 1.1.1 – Healthy, liveable, and safe communities are sustained by:

- a. Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship,*

cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c. Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

d. Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

e. Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

f. Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

g. Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

i. Preparing for the regional and local impacts of a changing climate.

Section 1.1.3.1 Settlement areas shall be the focus of growth and development.

Section 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) Efficiently use land and resources;

b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;

d) Prepare for the impacts of a changing climate;

e) Support active transportation;

f) Are transit-supportive, where transit is planned, exists or may be developed.

Section 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodate taking into account existing building stock or areas, including

brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of use and densities that allow for efficient use of land, infrastructure and public service facilities.

Section 1.1.3.7 Planning authorities should establish and implement phasing policies to ensure:

- a) That specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and,*
- b) The orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

Section 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) Maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) Maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

Section 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*

b) Permitting and facilitating:

1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or where it is to be developed;

e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and,

f) Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.5.1 Healthy, active communities should be by:

a) Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) Planning and providing for a full range and equitable distribution of accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.

Section 1.6.7.2 – Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 1.6.7.4 – A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7.1 Long-term economic prosperity should be supported by:

c) Optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) Promote compact form and a structure of nodes and corridors;

b) Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

e) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

f) Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;

g) Maximize vegetation within settlement areas, where feasible.

Section 3.1.3 Planning authorities shall prepare for the impacts of a changing climate that may increase the risk associated with natural hazards.

Analysis: Provincial Policy Statement

The proposed development supports livable, supports livable, healthy communities by supporting commercial land uses within the surrounding area. The proposal is in proximity to a diverse range of land uses within the Block Plan 48-2 area, including recreational trails, park and open space facilities, commercial uses, services, and other uses to meet long-term needs in accordance with S. 1.1.1 (b) of the PPS. The proposed development is located in a settlement area in accordance with S. 1.1.3.1 of the PPS, and the proposed development implements residential densities which align with the planned targets outlined in the City of Brampton Official Plan and Countryside Villages Secondary Plan, thus promoting efficient land use densities in accordance with S. 1.4.3 of the PPS.

The development proposal will allow for increased density and diversity of uses that will promote surrounding transit and active transportation within an area of Brampton that is predominantly vacant and/or occupied by low-density residential dwellings. The proposed development is in proximity to future transit services on Mayfield Road, which is anticipated to be a Secondary Transit Corridor as per Schedule C of the City of Brampton Official Plan. As such, the subject site will support the use of public transit and provide opportunities for cycling and walking in accordance with S. 1.6.7.2 and S. 1.6.7.4 of the PPS.

Based on the above, staff is satisfied that the proposed development is consistent with the policies of the Provincial Policy Statement.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The Growth Plan promotes development that contributes to complete communities, creates street configurations that support walking, cycling and sustained viability of transit services which creates high quality public open spaces. The subject lands are located within the 'Urban Grown Centre' and within the 'Designated Greenfield Area' within the Growth Plan. The proposal was evaluated against the Growth Plan for the Greater Golden Horseshoe (GGH), and it was determined that it conforms to the applicable policies of the Growth Plan.

Section 2.2.1.2 – Forecasted growth to the horizon of this plan will be allocated based on the following:

- a) The vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- b) Growth will be limited in settlement areas that:*
 - i. are rural settlements;*
 - ii. are not serviced by existing or planned municipal water and wastewater systems; or*
 - iii. are in the Greenbelt Area;*
- c) Within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. Locations with existing or planned transit, with a priority higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public services facilities.*

Section 2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:

- a) Feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) Improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) Provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household size and incomes;*
- d) Expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) Provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) Mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) Integrate green infrastructure and appropriate low impact development.*

Section 2.2.6.3 To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

Section 2.2.7.1 New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:

- a) Supports the achievement of complete communities;*
- b) Supports active transportation; and*
- c) Encourages the integration and sustained viability of transit services.*

Section 2.2.7.7 The minimum density target applicable to the designated greenfield area of each upper- and single-tier municipality is as follows:

a) The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare;

Section 2.2.8.c) The timing of the proposed expansion and the phasing of development within the designated greenfield area will not adversely affect the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan.

Section 2.2.4.10 Lands adjacent to or near existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Analysis: A Place to Grow: Growth Plan for the Greater Golden Horseshoe

The subject site is located within the 'Urban System' within the Growth Plan, in which infrastructure services and planned public transit already exists. The proposal will contribute to the establishment of complete communities in accordance with S. 2.2.1.2, S. 2.2.1.4, and S. 2.2.4.10 through optimization of land use and overall expansion of land use diversity through the introduction of institutional and residential uses of varying densities.

The proposal conforms to S. 2.2.6.3 of the Growth Plan by contributing towards creating complete communities that feature a mix of land uses and convenient access to public service facilities and institutional uses within an underutilized and vacant area. In accordance with S. 2.2.1.4 and S. 2.2.4.10, development proposal is located near existing and planned public transit routes with future connection to major transit destinations and GO transit hubs. The proposed Park Block will also contribute to the overall quality of life and provide a recreational area for people of all ages, abilities, and incomes in accordance with S. 2.2.1.4(b).

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Growth Plan.

Region of Peel Official Plan (April 2022)

The Region of Peel Official Plan facilitates decisions with regard to land use matters and guides growth and development within the lower-tier municipalities in the Region of Peel. The subject lands are within the "Urban System" in Schedule E-1: Regional Structure, and the 'Designated Greenfield Area' in Schedule E-3 of the Region of Peel Official Plan. The Region of Peel Official Plan sets the Regional context for more

detailed planning by protecting the environment, managing resources, directing growth and establishing a basis for providing Regional services in an efficient and effective manner. The proposal was evaluated against the applicable Region of Peel Official Plan Policies, and it was determined that the proposed development satisfies the pertinent Official Plan policies.

Section 5.4.10 Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Section 5.4.11 Direct a significant portion of new growth to the Delineated Built-up Areas of the community through intensification.

Section 5.4.12 Develop compact, transit-supportive communities in Designated Greenfield Areas.

Section 5.4.16 Employ a comprehensive, integrated approach to land use planning, infrastructure planning and infrastructure investment to achieve the objectives of this Plan.

Section 5.4.19.6 Plan to achieve a minimum greenfield density target of 70 residents and jobs combined per hectare by 2051, to be measured over Peel's Designated Greenfield Area excluding the following:

- a) natural heritage features and areas, natural heritage systems and flood plains, provided development is prohibited in these areas.*

Section 5.4.19.8 Development within the Designated Greenfield Areas shall be designed to meet or exceed the following minimum densities:

- City of Brampton: 71 residents and jobs combined per hectare.*

Section 5.4.19.8 Direct the local municipalities to include policies in their official plans regarding the identification of urban nodes and corridors of higher density development within the Designated Greenfield Area.

Section 5.4.19.10 Direct the local municipalities to incorporate official plan policies to plan for complete communities within Designated Greenfield Areas that create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling and direct the development of high-quality public realm and compact built form.

Section 5.4.19.11 Municipalities will direct where development in Designated Greenfield Areas will occur in order to achieve the goals, objectives and targets of this Plan.

Section 5.6.11 Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.

Section 5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

Section 5.6.20.10 Direct the local municipalities to delineate a structure for the Designated Greenfield Area, including the identification of Employment Areas, and secondary planning boundaries to guide future development.

Section 5.6.20.11 Where an approved secondary plan is not already in place, require as a part of Policy 5.5.6, that local municipalities develop staging and sequencing plans that provide for the orderly, fiscally responsible and efficient progression of development that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans.

Section 5.6.20.12 Direct local municipalities to include official plan policies that require community or neighbourhood block plans to implement the policies of any new secondary plans and the recommendations of the subwatershed study on a sub area basis in order to coordinate the overall delivery of services and infrastructure, staging and sequencing, financial and servicing agreements, provision of transit corridors and stations, infrastructure and allocation of development priority, layout of the transportation system, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, natural heritage systems and features, including linkages and enhancement areas, and storm water management.

Section 5.6.20.13 Ensure that community block plans for new neighbourhoods and communities are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a range and mix of housing options and densities, including affordable housing, walkable communities, transit-supportive densities and designs, financial sustainability, attention to detail in the design of the public realm, the provision and integration of public service facilities, planning for alternative and renewable energy systems, including low carbon district energy systems, and respecting natural and cultural heritage. Consistent with these principles of sustainability, community block plans must be developed in accordance with background studies and agreements to be required by the local municipality addressing these matters.

Section 5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a

housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 4. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

Table 4 – Peel-Wide New Housing Unit Targets

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.
Note: These targets are based on housing need as identified in the Peel Housing and Homelessness Plan and Regional Housing Strategy.	

Section 5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Analysis: Region of Peel Official Plan (April 2022)

The subject lands are within the “Urban System” in Schedule E-1: Regional Structure, and the ‘Designated Greenfield Area’ in Schedule E-3 of the Region of Peel Official Plan. The proposed development represents an efficient built form that will optimize the use of a designated greenfield area, utilize planned infrastructure and enhance the public open space system.

The proposal will contribute to complete communities through the provision of housing options including single detached and townhouse structural types, in close proximity to park facilities, and other uses in the Block Plan area such as retail and service uses in accordance with S. 5.4.10. The proposal includes residential uses at appropriate densities as determined through the block planning process in close proximity to Mayfield Road, which is identified as a Secondary Transit Corridor supporting medium frequency public transportation services in accordance with S. 5.4.12. The proposal directs development to the urban system in accordance with S. 5.6.11 of the Region of Peel Official Plan.

The proposal will assist the City of Brampton in fulfilling numerous planning objectives including meeting and accommodating Regional Growth forecasts. Furthermore, the proposal directs development to the urban system in accordance with Section 5.6.11 of the Region of Peel Official Plan. In accordance with S. 6.20.13 the proposal contemplates single detached lots of varying sizes, townhouse lots, rear lane townhouses, residential reserve lots and high-density blocks that will provide a mix of housing types and densities.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Region of Peel Official Plan.

City of Brampton Official Plan (2006):

The City of Brampton Official Plan guides the physical growth and development of the City and guides land use decision-making to meet the needs of current and future residents to 2031. The plan incorporates policies from the Region of Peel Official Plan, PPS, and Growth Plan to address land use planning decisions.

The property is designated “Residential” and “Open Space” in Schedule A: General Land Use Designations of the Official Plan. The proposed amendment generally conforms to the intent of this plan. This includes:

Section 2.4.2 Managing Growth in Brampton:

e) Promote economic prosperity, improve live/ work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for employment uses, and mixed-use development; and,

f) Promote the efficient use of existing City and Regional services and infrastructure.

Section 3.2.2.2 Brampton’s Designated Greenfield Area forms part of the Region of Peel’s Designated Greenfield Area, which is planned to achieve a density of 50 residents and jobs combined per hectare by 2031. Brampton shall contribute to this target by planning to achieve a density of 51 persons and jobs per hectare over its Designated Greenfield Area by 2031, in accordance with the Growth Plan policies for measuring density.

Section 3.2.8.3 Residential development in areas outside of the Central Area, including the Urban Growth Centre, Mobility Hubs; Major Transit Station Areas or intensification corridors shall generally be limited to 50 units per net hectare. Furthermore, residential and non-residential development outside of these areas shall generally be limited to 4 stories in height.

Section 3.2.8.5 Where the City has deemed that the City Structure would not be compromised, as required by Section 3.2.4, development outside of the Central Area,

including the Urban Growth Centres, Mobility Hubs, Major Transit Station Areas or intensification corridors, which is seeking to exceed the limits established in Section 3.2.8.3 and 3.2.8.4 may only be considered subject to the submission of an amendment to this Plan. This amendment is required to demonstrate the following:

- i) The development is consistent with the general intent and vision of the applicable Secondary Plan;*
- ii) The development contributes to the City's desired housing mix;*
- iii) There is a need for the development to meet the population and employment forecasts set out in Section 2 of this Plan;*
- iv) The development forms part of an existing or planned Complete Community with convenient access to uses which serve the day to-day needs of residents such as commercial, recreational and institutional uses;*
- v) There is sufficient existing or planned infrastructure to accommodate the development;*
- vi) The development has vehicular access to an Arterial, Minor Arterial, or Collector Road;*
- vii) The development is in close proximity to existing or planned higher order transit and maintains or improves pedestrian, bicycle and vehicular access;*
- viii) The form of development is compatible and integrates with adjacent land use and planned land use, including lot size, configuration, frontages, height, massing, architecture, streetscapes, heritage features, setbacks, privacy, shadowing, the pedestrian environment and parking;*
- ix) The development meets the required limits of development as established by the City and Conservation Authority and that appropriate buffers and sustainable management measures are applied, if necessary, in order to ensure the identification, protections, restoration and enhancement of the natural heritage system;*
- x) The development site affords opportunities for enjoyment of natural open space by the site's adjacency to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines;*
- xi) The development maintains transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking and open and amenity space;*

xii) Where possible, the development incorporates sustainable technologies and concepts of low impact development, including measures to mitigate the impacts of the development. This should include the submission of a storm water management plan acceptable to the City and Conservation Authority, which identifies the required storm drainage system and potential impacts on downstream watercourses.

Section 3.2.8.6 The extent to which a development satisfies the criteria set out in Policy 3.2.8.5 will determine the appropriate density and massing that may be considered. However, recognizing that the Urban Growth Centre, Central Area, Intensification Corridors, Mobility Hubs, and Major Transit Station Areas are the focus areas for higher densities and massing, development outside of these areas should not generally be permitted in excess of 200 units per net hectare or a floor space index of 2.0.

Section 4.2.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments.

Section 4.2.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. . Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan. The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule "G" as being subject to the New Housing Mix and Density Categories:

New Housing Mix and Density Categories

DENSITY CATEGORY	MAXIMUM DENSITY PERMITTED	HOUSING TYPES
• Low Density	• 30 units / net hectare • 12 units / net acre	• Single detached homes
• Medium Density	• 50 units / net hectare • 20 units / net acre	• Single detached homes • Semi-detached homes • Townhouses
• High Density	• 200 units / net hectare • 80 units / net acre	• Townhouses • Duplexes • Maisonettes • Apartments

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

Section 4.2.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

Section 4.2.1.14 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- i) Variety of housing types and architectural styles;*
- ii) Siting and building setbacks;*
- iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways;*
- iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms;*
- v) Upgraded elevations at focal locations including corner lots, housing abutting open space and pedestrian links, housing at “T” intersections, and housing at parkettes;*
- vi) Incorporation of multiple unit dwellings and apartments; and,*
- vii) Landscaping and fencing on private property.*

Section 4.2.1.18 The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

Section 4.2.7.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

Section 4.5.2.2 (ii) Major arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. Provision will be made for transit service through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, where appropriate. The arterials will be designed with a high degree of access control to the abutting properties. Arterial roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate. Provision for High Occupancy Vehicle (HOV) lanes, dedicated transit lane, or other transit priority measures to facilitate transit operations will be included in the design of new arterial roads, and considered, where appropriate, on existing arterial roads.

Section 4.5.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.

Section 4.5.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigate any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.

Section 4.5.2.10 From a streetscape perspective, the City may require additional road right-of-way to accommodate improvements like medians, double-row planted street trees and civic design considerations.

Section 4.5.2.23 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;*
- ii) Requiring the provision of adequate off-street private parking; and,*
- iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.*

Section 4.5.2.26 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with Section 4.11 Urban Design and Section 4.6 Natural Heritage and Environmental Management of this Plan.

Section 4.5.2.28 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

Section 4.5.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule "C" to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

Section 4.5.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.

Section 4.7.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and Section 5.21 of this Plan.*

Section 4.7.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.

Section 4.11.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wide Cityscape.

Section 4.11.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in section 4.11.3.1.1, and building and engineering assessments, shadow, view, microclimate and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

Section 4.11.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

Section 4.11.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

Section 4.11.4.7 – All development and redevelopment will be subject to the consideration of the following elements:

- i) Sustainability: How the design promotes the use of nonrenewable resources and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.*
- ii) Enhancement: How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.*

- iii) *Sense of Identity: How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.*
- iv) *Diversity: How the physical development promotes a diversity of design, form, and use.*
- vii) *Scale: How the physical development utilizes spatial definition techniques to emphasize and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.*
- viii) *Circulation: How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian, and bicycle movement.*
- xi) *Human Services: How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.*
- xii) *Land Use Compatibility: How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions.*

Analysis: City of Brampton Official Plan (2006)

The subject property is designated “Residential” and “Open Space” as per Schedule A: General Land Use Designations of the City of Brampton Official Plan. The “Residential” designation permits a broad range of housing, ranging from assisted housing to upscale executive housing types. The “Open Space” designation permits a limited amount of uses that are restricted to minimizing the impacts of development on the natural heritage system.

The proposal conforms to the “Residential” and “Open Space” designations of the Official Plan. The Draft Plan of Subdivision includes detached dwellings, street townhouses, rear lane townhouses, high density dwellings to accommodate a mix of housing types and a variety of built form in the City. Additional land uses include two partial school blocks, a park, walkway block, open space, an environmental buffer, and several internal roads to support attractive streetscapes and provide walkable connections to adjacent lands.

As such, the proposal is consistent with the “Residential” and “Open Space” land use designations. An amendment to the Official Plan is required to permit the proposed height and density at this location. The applicant has submitted a Secondary Plan

Amendment with the application. See below in the Secondary Plan Amendment section for details about the proposed amendment.

Based on the above, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment conforms to the policies of the City of Brampton Official Plan.

Countryside Villages Secondary Plan (Area 48b):

The proposed development is located within the Countryside Villages Secondary Plan Area 48. The applicant has demonstrated that the proposed development meets most of the policies within the Secondary Plan. For the policies that the proposal does not conform to, a Secondary Plan Amendment has been submitted to address this. The subject lands are designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” as per SPA 48(b). An amendment to the Secondary Plan is required in order to increase the permitted density of the proposed low density and medium density-built form and amend a portion of the existing “Medium Density Residential” designation to “Medium-High Density Residential - Special Policy Section 4”.

The following policies are relevant to the proposed development:

Section 5.1.2 To ensure conformity with the Provincial Growth Plan and the City’s Growth Management objectives, Countryside Villages Secondary Plan shall be planned to achieve a population in the order of 20,000 persons and to provide approximately 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

Section 5.2.1.2 Where a residential use is proposed adjacent to arterial roads an appropriate built form shall be encouraged through a variety of means including: window streets, flankage conditions, laneway conditions, laneway housing and direct frontage for particular residential typologies. Reverse frontages are generally discouraged but will be considered in specific circumstances during the block plan stage of approval.

Section 5.2.1.3 Where a residential use is proposed adjacent to arterial roads or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies having jurisdiction.

Section 5.2.1.4 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent non-residential uses.

Section 5.2.1.5 Residential lots shall be oriented toward and have primary access to the minor collector and local road network in accordance with the intended street character and shall reinforce a well structured and balanced streetscape.

Section 5.2.1.8 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

Section 5.2.2.1 - In areas designated Low/Medium Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include single-detached, semi-detached, and townhouses structural types;*
- ii) A minimum density 19.5 units per net residential hectare (8 units per net residential acre) and a maximum density of 30.1 units per net residential hectare (12 units per new residential acre) shall be permitted.*

Section 5.2.3.1 – In areas designated Medium Density Residential on Schedule SP48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses include single-detached, semi-detached, townhouse, walk-up apartments, duplexes, triplexes, and townhouse structure types;*
- ii) a minimum density of 30 units per net residential hectare (12 units per net residential acre) and a maximum density of 50 unit per net residential hectare (20 units per net residential acre) shall be permitted. In addition, approximately 50% of the overall development within the Low/Medium Density Residential designation shall be single structural units. The proportion of single detached structural units shall be determined at the Block Plan stage of approval. In attempting to achieve a minimum 50 persons and job per hectare, the City shall consider minor adjustments to the overall requirement of 50% single-detached structural units at the block plan stage of approval without the need for an amendment to this Chapter.*

Section 5.3.6.1 - Areas designated Mixed-Use on Schedule SP48(a) shall be developed in accordance with Section 4.11.3.4 and other relevant policies of the Official Plan and this Chapter including the following provisions:

- i) The Mixed-Use sites on Schedule SP48(a) may be developed with office, commercial, retail, residential uses and limited institutional;*
- ii) A combined total of 9,290 square metres (100,000 square feet) of Gross Commercial Floor area is permitted at each of the sites designated Mixed-Use on Schedule SP48(a); and*
- iii) Uses, densities and related urban design and development policies shall be determined at the block plan stage of approval and be implemented as part of a block plan official plan amendment.*

- iv) *Notwithstanding the above, high density residential uses in proximity to the intersection of arterial roads may be permitted in this designation in accordance with Section 4.1.1.1 of the Official Plan. Higher density residential will be identified at the block plan of approval stage and the density and related development policies shall be implemented through a block plan initiated official plan amendment.*

Section 5.2.5 Medium-High Density Residential 5.2.5.1 In areas designated Medium-High Density Residential on Schedule 48(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) Permitted uses include low and mid-rise apartments and medium-high density residential dwelling units;*
- ii) A maximum density of 95 units per net hectare (38.5 units per net residential acre) shall be permitted; and,*
- iii) A maximum building height of 8 storeys shall be permitted.*

Section 5.2.5.3 Notwithstanding Section 5.2.5.1(i), the lands designated “MediumHigh Density” along the north side of Inspire Boulevard, directly east of lands designated “District Retail,” shall only permit mid-rise apartments.

Section 5.4.1.1 Areas designated within the Natural Heritage and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Implementation Report, as part of the Block Plan Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- x) An Environmental Implementation Report;*
- xi) An Environmental Impact Study;*
- xii) A Stormwater Management Study;*
- xiii) A Functional Servicing Report;*
- xiv) Woodlot Management;*
- xv) Vegetation Assessment Study;*
- xvi) Tree Preservation Plan.*

Section 5.4.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever practical.

Section 5.4.1.3 It is the intent of this Chapter to ensure that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the community as visible and accessible public amenities. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The Block Plan Process, including the Environmental Implementation Report, will confirm the extent of road frontage adjacent to such features.

Section 5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural heritage features of the open space system such as valleylands shall be defined during the Block Plan Process. • Section 5.4.1.5 The location of trails will be confirmed through the block plan process in consultation with the City's Community Design, Parks Planning & Development Division. However, additional ecological studies prepared in support of block planning will need to determine if trails are appropriate in 20 consideration of adjacent environmental hazards and/or ecological sensitivities.

Section 5.5.2.1 The lands designated "City Park" on Schedule SP48(a) shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

Section 5.5.2.2 A 20 hectare (50 acre) expansion has been designated on the north and east sides of the existing City Park which shall be developed in accordance with the provisions of Section 4.6.3 of the Official Plan.

Section 5.5.2.3 Should the municipality not acquire the lands designated for expansion of the City Park described as Part of Lots 16 and 17, Concession 5, E.H.S. within 5 years from the time of draft plan of subdivision approval of the lands that include the City Park, the land designated City Park may be developed for Low/Medium Density Residential uses or an alternative purpose which is compatible and suitable for integration with adjacent development without further amendment to this Plan. An additional 5 years to acquire the lands for the development of the City Park may be provided at the sole discretion of the City provided that a parkland acquisition strategy with specific funding commitments is approved by City Council. The municipality shall require that this policy be implemented through a condition of draft plan approval for any subdivision containing the subject land.

Section 5.5.2.4 The City Park is traversed by Tributaries B and C of the West Branch of the West Humber River that are of the Countryside Villages natural heritage system. The environmental management of the Park shall be in accordance with Section 4.5 policies of the Official Plan, and sustainable best practices, as appropriate.

Section 5.5.3.5 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space network.

Section 5.6.2.1 - Areas designated Public Junior Elementary or Public Middle School on Schedule SP48(a) shall be developed in accordance with the policies of Section 4.8.6 of the Official Plan and this Chapter.

Section 5.6.2.2 - Relevant draft plans of subdivision shall include designated educational facility sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. Public Junior Elementary School and Public Middle School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision stage of approval an alternative lotting plan to facilitate development should the site not be used for a school or related purposes.

Section 8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report and Functional Servicing Report to the satisfaction of the City of Brampton. Despite this policy, stormwater management facilities such as ponds or channels within Open Space and Institutional (school site) designations may be located without an Official Plan Amendment. Such locations will not be accepted by the City of Brampton or the School Boards unless it can be demonstrated that the long term functionality of the park or school is not impaired or the effective usable area of the site is not reduced.

Analysis: Countryside Villages Secondary Plan (Area 48b)

The property is designated “City Wide Park”, “Low Density Residential”, “Medium Density Residential”, “Mixed Use” and “Public Junior Elementary School Site” in the Countryside Villages Secondary Plan (Area 48-2). An amendment to the Secondary Plan is required in order to increase the permitted density of the proposed low density and medium density-built form and amend a portion of the existing ‘Medium Density Residential’ designation to “Medium-High Density Residential - Special Policy Section 4”. The proposed additional height and density represents good planning as the proposed development is in proximity to planned and/or existing transit (i.e., Inspire Boulevard), parkland, and will be compatible with the surrounding areas. In addition, the proposal will also assist with the Provincial initiatives to create additional housing to help improve housing affordability.

An amendment to the Secondary Plan is required to amend some of the policies within the “Low/Medium Density Residential” designation. The applicant has submitted a draft Official Plan Amendment that proposes the following amendment to the Secondary Plan:

By adding to Section 5.2.1 Residential Policy: The Countryside Villages Secondary Plan Area 48(b) thereof, the following text:

i) For the purpose of this Subsection, the lands designated “Low/Medium Density Residential” outlined in Section 5.2.2, as shown on Schedule ‘A’ to this amendment, are permitted to develop with a density up to 58 units per net hectare (24 units per net residential acre).

ii) For the purpose of this Subsection, the lands designated “Medium Density Residential” outlined in Section 5.2.3, as shown on Schedule ‘A’ to this amendment, are permitted to develop with a density up to 58 units per net hectare (24 units per net residential acre).

iii) by changing Section SP48(b) of Chapter 7 of Part II: Secondary Plans, the land use designation of the lands shown outlined on Schedule ‘A’ of this amendment from “Medium Density Residential” to “Medium-High Density Residential- Special Policy Section 4” to permit medium and high rise apartments to a maximum density of 929 units per net hectare (375 units per net residential acre) up to a maximum of 22 storeys on lands located south of Mayfield Road, west of Torbram Road legally described as Part of Lot 16 & 17, Concession 5 East of Hurontario (Chinguacousy).

iv) By amending Section 5.2.5.3, by deleting the requirement that lands located along the north side of Inspire Boulevard, directly east of the lands designated “District Retail” shall only permit mid-rise apartments.

The purpose of the proposed Secondary Plan Amendment is to allow for increased density within the “Low/Medium Density Residential” and “Medium-High Density Residential” designations. With ongoing concerns regarding housing affordability and housing supply, increased density in a residential Draft of Subdivision is crucial and essential in ensuring that the City of Brampton has enough housing to meet local and regional density targets and population targets. The proposal also contemplates a variety of housing types and tenures that will accommodate and provide different housing options for various family types.

As such, staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment generally conforms to the policies of the Countryside Villages Secondary Plan (Area 48b).

Countryside Villages Area Block Plan 48-2

The proposed development is located within the Block Plan for Sub-Area 48-2 of the Countryside Villages Secondary Plan. The property is identified as “Low / Medium Density Residential”, “Medium/High Density Residential”, “Mixed Use”, “Park”, “School” and “Compensation Area” in the Countryside Villages Block Plan (Area 48-2). The Block

Plan outlines the policies associated with each area. The proposal generally conforms to the intent of this plan. This includes:

Section 3.0 The principles for the block plan area are set out below:

- a) To create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;*
- b) To create a distinct and attractive built form through superior urban design;*
- c) To incorporate and utilize alternative development standards, including rearlane townhouses, roundabouts, bike lanes and reduced right-of-ways;*
- d) To create a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;*
- e) To preserve, protect and restore the natural environmental features;*
- f) To provide linkages to natural features within a comprehensive community open space network together with parks, view vistas and storm water management ponds; and,*
- g) To provide for a phased development in accordance with the approved Growth Management Staging and Sequencing Strategy.*

Section 4.1.1 Schedule E illustrates the design attributes of the block plan area that addresses and implements the land use designations and policies of the Countryside Villages Secondary Plan (Chapter 48(b)). Minor adjustments and relocations of the land uses, community features and infrastructure shown on Schedule BP48-2 can be made without the need for an Official Plan amendment as long as the general intent and policy direction of the Countryside Villages Secondary Plan (Chapter 48(b)) is maintained.

Section 4.2.5.1 Development within the northwest quadrant designated “Mixed Use” shall provide for:

- a) A minimum 6-storey and maximum 8-storey built form along Inspire Boulevard and at the intersection of Torbram Road and Inspire Boulevard. Residential uses shall be in an apartment form;*
- b) ground floor commercial uses along Inspire Boulevard.*

Section 4.3.5 Notwithstanding the minimum density requirements of Section 5.2.5.2, on the “Medium-High” designated lands, apartment forms with a minimum height of 4-storeys and a maximum height of 8-storeys shall be provided along Inspire Boulevard. A building height of 6-storeys is encouraged. Other residential forms as permitted under the “Medium-High” designation may be developed on the balance of the lands.

Section 4.4.1 Notwithstanding Section 10.8.2 of the Official Plan, a “green edge” to the Countryside Villages Community shall be established along Mayfield Road. A vegetated buffer block with a minimum width of 1.5 metres in addition to any buffer block required for noise attenuation purposes shall be provided between all residential uses and Mayfield Road.

Section 4.4.2 Any proposal for residential development will have effective separation and buffering from Mayfield Road and other noise sources. Noise barriers, consisting of a combination of berming and acoustical fencing will be required to be provided along all portions of Mayfield Road in order to mitigate sensitive uses from traffic noise along the roadway.

Section 4.4.3 Where residential uses abut Mayfield Road, increased yard setbacks and physical building separation may be required.

Section 4.5.1 Built form and massing controls shall be implemented to achieve city development standards and ensure appropriate transition from higher-rise development to lower-rise development, including but not limited to height, setbacks, and glazing requirements.

Section 4.5.2 Along Torbram Road, south of the Torbram Road and Inspire Boulevard gateway, street-related townhouses shall be provided as a transition to the mixed use node.

Section 4.7.5 To ensure conformity with the Provincial Growth Plan and the City’s Growth Management objectives, Block Plan Area 48-2 shall be planned to achieve a population in the order of 12,200 persons and employment in the order of 1,300. Implementing zoning and plans of subdivision shall contain provisions to implement these targets.

Section 4.7.7 All development applications submitted shall conform to the approved recommendations of the Sub-Area 48-2 Environmental Implementation Report and Functional Servicing Report prepared by Beacon Environmental, Dillon Consulting and The Municipal Infrastructure Group.

Section 4.7.8 All development applications submitted within the boundaries of Sub Area 48-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy for Sub-Area 48-2. This report shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, schools, parks and engineering services.

Section 4.7.8.1 The completion of Inspire Boulevard is a key element in the staging of development and establishing the necessary transportation infrastructure for Block Plan Area 48-2. In this regard, the Growth Management Staging and Sequencing Strategy

shall set out requirements and implementing tools for the City and landowners to achieve completion of this road. The Staging and Sequencing Strategy shall provide for the construction of Inspire Boulevard in its entirety from Bramalea Road to Torbram Road in conjunction with the development of any lands located on the west side of Torbram Road.

Section 4.7.9 Prior to the issuance of draft plan approval of each draft plan of subdivision within Sub-Area 48-2, a Developer Cost Sharing Agreement, to the satisfaction of the City, shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations. The Cost Sharing Agreement shall provide for the early delivery of community use lands (such as schools, parks, arterial and collector roads and gateway features).

Section 4.7.10 The owner shall contribute their proportionate share towards the full cost of the City's gateway features and streetscape enhancements within Sub-Area 48-2 in accordance with the City's Gateway Beautification Program. Each landowner's proportionate share within Block 48-2 shall be established in the Countryside Villages Cost Sharing Agreement.

Analysis: Block Plan for Sub Area 48-2:

The proposed development meets the sustainable development principles established for the block plan area. The proposal provides for a range of housing types including single detached and townhouse dwelling types, and adequately protects environmental features to preclude valleylands from future development. The applicant has provided confirmation that the Owner has signed the Countryside Villages Cost Sharing Agreement. An amendment to the Block Plan is not required. In accordance with S. 4.1.1, minor adjustments and relocations of land uses are permitted. The proposed development is generally in accordance with the Block Plan and will not require any adjustments.

Staff is satisfied that the proposed Official Plan Amendment and Zoning By-law Amendment satisfies the policies of the Block Plan.

Zoning By-law

The subject properties are currently zoned 'Agricultural (A)' and Agricultural- Special Section 839 ('A-839'), as per By-law 270-2004 as amended.

The 'Agricultural (A)' zone permits land uses such as agricultural purposes, single detached dwellings, supportive housing residence types, cemeteries, animal hospitals, kennels, a home occupation, and/or accessory uses. The Agricultural - Special Section 839 zone relates to the provision of a market garden centre in addition to purposes permitted by the Agricultural (A) zone. It permitted the additional use of a market garden centre from November 24, 1998 to November 24, 2001. This use is no longer permitted. An Amendment to the Zoning By-law is required to facilitate the proposed development.

Analysis: Zoning By-law

The proposed development requires several new zones to be created. The proposed Zoning By-law Amendment will rezone the property to new single detached residential zones (R1F(H)- 11.0-3729, R1F(H)- 11.6-3730, R1F(H)-11.0-3568 & R1F(H)-11.6-3670), residential townhouse zones (R3E(H)-4.4-3731, R3E(H)-4.4-3732, R3E(H)-4.4-3569, R3E(H)-6.0-3570 & R3E(H)-6.0-3571), residential apartment zones (R4A(H)-3733 & R4A(H)- 3734), composite residential commercial zone (CRC(H)- 3735), as well as an institutional zone (I1(H) – 3574), and open space (OS). Provisions of these proposed zoning designations are listed in Appendix 11 – Draft Zoning By-law Amendment. The requirements set out in these zones will permit development that is appropriate for each of the land use designations on which they are located.

The proposed zoning by-law amendment includes a Holding (H) provision to ensure that vehicular access and servicing are satisfied prior to the as of right land use permissions being applied. This property is located in the northeast sector of Block Plan Area 48-2, and as such, servicing and roads will not be available to accommodate the proposed development in the short term. The (H) provision will be removed at a future time once the services are available.

Below are the proposed naming conventions that are being recommended and some of the highlights of each of the proposed zones:

Residential Single Detached F(H) – 11.0 – Section 3729 (R1F(H)-11.0-3729):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.0 metres.

Residential Single Detached F(H) – 11.0 – Section 3568 (R1F(H)-11.0-3568):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.0 metres.

Residential Single Detached F(H) – 11.6 – Section 3730 (R1F(H)-11.6-3730):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.6 metres.

Residential Single Detached F(H) – 11.6 – Section 3670 (R1F(H)-11.6-3670):

- Permits single detached dwellings;
- Front yard width minimum requirement of 11.6 metres.

Residential Townhouse E(H) – 4.4 – Section 3731 (R3E(H)-4.4-3731):

- Permits rear lane townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 4.4 – Section 3732 (R3E(H)-4.4-3732):

- Permits street townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 4.4 – Section 3569 (R3E(H)-4.4-3569):

- Permits street townhouse dwellings;
- Permits rear lane townhouse dwellings;
- Front yard width minimum requirement of 4.4 metres.

Residential Townhouse E(H) – 6.0 – Section 3570 (R3E(H)- 6.0-3570):

- Permits street townhouse dwellings;
- Rear lane townhouse dwellings;
- Front yard width minimum requirement of 6.0 metres.

Residential Townhouse E(H) – 6.0 – Section 3571 (R3E(H)- 6.0-3571):

- Permits a live-work townhouse dwelling;
- Front yard width minimum requirement of 6.0 metres.

Residential Apartment A(H) – Section 3733 (R4A(H)- 3733):

- Permits a multiple residential dwelling;
- Permits an apartment building;
- Maximum of 15 storeys;
- Maximum Floor Space Index (FSI) of 5.45;
- Parking rate of 0.9 spaces per resident and 0.2 spaces per visitor.

Residential Apartment A(H) – Section 3734 (R4A(H)- 3734):

- Permits an apartment building;
- Permits a townhouse dwelling;
- Maximum building height of 22 storeys for an apartment building;
- Maximum Floor Space Index (FSI) of 6.50;
- Parking rate of 0.9 spaces per resident and 0.2 spaces per visitor.

Composite Residential Commercial (H) – Section 3735 (CRC(H)- 3735):

- Permits a multiple residential dwelling containing no more than 5 dwellings;
- Maximum building height of 12.0 metres.

Institutional One (H) – Section 3574 (I1(H)-3574):

- Permits purposes permitted in the I1 zone

Open Space (OS):

- Permits an outdoor recreation facility operated by, or licensed by, or leased from, or managed under an agreement with a public authority.

Technical Studies

The following technical requirements have been satisfied:

Planning Justification Report

The Planning Justification Report was submitted to the City to provide the rationale for the development, and to outline how the proposal aligns with provincial and municipal policy. The report and its addendums conclude that the objectives of the PPS, the Growth Plan, the Region of Peel Official Plan, and the general intent and vision of the City of Brampton Official Plan and the Zoning By-Law are satisfied, and that the development represents good planning. Planning staff have evaluated this study and have found it satisfactory.

Functional Servicing and Stormwater Management Report

A Functional Servicing and Stormwater Management Report was prepared by Urbantech in support of this application. The Functional Servicing Report provides background information regarding the subject property, summarizes the existing site conditions, provides information regarding the proposed development conditions, outlines the existing and preliminary proposed grading, and outlines the existing and preliminary proposed servicing. City staff reviewed the Functional Servicing and Stormwater Management Report and confirmed that the proposed development can achieve the grading, storm servicing, and stormwater management proposed within the report.

Urban Design Brief

An Urban Design Brief was prepared by GSAI Inc. and Terraplan Landscape Architects. The Urban Design Brief provides design guidelines for the architectural landscape elements of the proposed development in order to assist in creating an attractive development that integrates into the surrounding context appropriately. Urban design staff have reviewed the design guidelines and have found the document to be satisfactory.

Traffic Impact Study

A Traffic Impact Study (TIS) was prepared by Cole Engineering to assess the transportation related aspects of the proposed development. The memo includes a review and assessment of the existing road network, traffic volumes, vehicle maneuvering and circulation. The Traffic Services department have reviewed the TIS and have found the document to be satisfactory.

Stage 1 and 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was prepared by ASI Architectural and Cultural Services in support of this application. The City of Brampton Heritage staff have confirmed that the archaeological assessment and archaeological conservation requirements have been met.

Tree Inventory & Preservation Plan

A Tree Inventory & Preservation Plan was prepared by Kuntz Forestry Consulting Inc. The Open Space department have reviewed the Tree Inventory & Preservation Plan and have found the document to be satisfactory.

Environmental Impact Study

An Environmental Impact Study was prepared by Beacon to assess the potential impacts of the proposed development on the natural features located on the subject property. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Impact Study.

Environmental Site Assessment(s)

A Phase 1 and 2 Environmental Site Assessment was carried out in accordance with Ontario Regulation 153/04. Engineering staff have evaluated the study and have no further concerns with respect to the Environmental Site Assessment.

Noise Study

The Noise Control Feasibility Report was prepared by HGC Engineering to assess the potential impact of road traffic on Mayfield Road, Torbram Road and any potential noise sources as a result of the proposed development. Noise staff have evaluated the study and have no further concerns with respect to the Noise Control Feasibility Report.

Sustainability Score and Summary

The applicant has completed a Sustainability Assessment for the proposal and has provided a summary to measure the sustainability of the development proposal. The proposal achieves an overall sustainability score of 39 points (note: one point lower than the silver threshold) that satisfies the City's bronze threshold. Planning staff have evaluated the score and summary sheets and have found it to be satisfactory.



Planning & Development

SUSTAINABILITY SCORE SNAPSHOT

Print

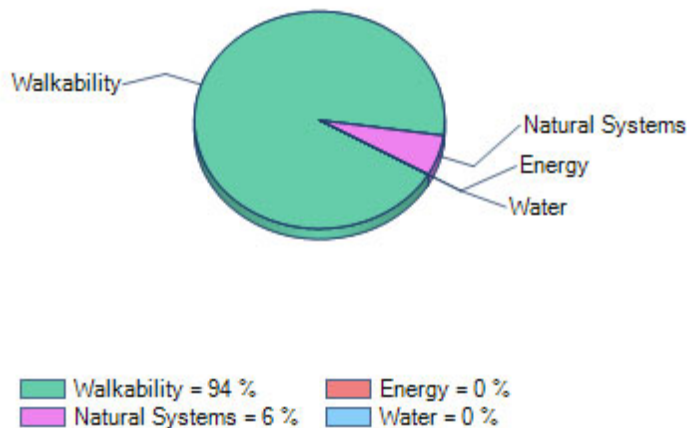
APPLICATION DETAILS

Project Name: 5277 Mayfield

City File Number: OZS-2021-0026

Plan Type: Draft Plan

Note: Scroll the following table to the right to view all the content



SUSTAINABILITY SCORE:

39

THRESHOLD ACHIEVED:

BRONZE

Land use Diversity Mix: Proximity to Basic Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Land use Diversity Mix: Proximity to Lifestyle Amenities

- [Minimum] Select amenities are within 800 m walking distance of 50% or more of the Dwelling Units (DU) and/or jobs.
- [Aspirational] Select amenities are within 400 m walking distance of 75% or more of the Dwelling Units (DU) and/or jobs.

Pedestrian Connections - Proximity to School

- [Minimum] 50% of dwelling units are within 800 m walking distance of public/private elementary, Montessori, and middle schools.
- [Minimum] 50% of dwellings units are within 1600 m of public/private high schools.
- [Aspirational] 75% of dwelling units are within 400 m walking distance of public/private elementary, Montessori, and middle schools.
- [Aspirational] 75% of dwellings units are within 1000 m of public/private high schools.

Street Networks/Blocks - Block Perimeter/Length

- [Minimum] 75% of block perimeters do not exceed 550 m, and 75% of block lengths do not exceed 250 m.
- [Aspirational] 100% of block perimeters do not exceed 550 m, and 100% of block lengths do not exceed 250 m.

Transit Supportive - Distance to Public Transit - Block and Draft Plans

- [Minimum] 50% of residents/employment are within 800 m walking distance to existing or planned commuter rail, light rail or subway with frequent stops; or 50% of residents/employment are within 400 m walking distance to 1 or more bus stops with frequent service.

Active Transportation - Proximity to Cycle Network

- [Minimum] 75% of residents/jobs are within 400 m of existing or approved by council path/network.
- [Aspirational] 100% of residents/jobs are within 400 m of existing or approved by council path/network.

Active Transportation - Creation of Trail and Bike Paths

- [Aspirational] The objectives of Brampton's Pathways Master Plan have been advanced by providing Trail Enhancements.

Walkability - Promote Walkable Streets

- [Minimum] 75% of streets have continuous sidewalks, or equivalent provisions, provided on both sides of streets where not required by Municipal standards.

Natural Heritage - Connection to Natural Heritage

- [Minimum] 25% of the total length of the natural heritage system is visually and physically connected (such as public access blocks, single loaded roads).

Natural Heritage System - Natural Heritage System Enhancements

- [Aspirational] The development plan demonstrates ecological gain above and beyond the Municipal natural heritage requirements.

Parks - Park Accessibility

- [Minimum] Two or more road frontages have been provided for each urban square, parkette, and neighbourhood parks. Three road frontages been provided for each community park.

Stormwater - Stormwater Management Quality and Quantity

- [Minimum] The most intense rainwater event that the site can retain runoff from (in mm) is 5mm.

Soils and Topography - Restore and Enhance Soils

- [Aspirational] The application avoids development on highly permeable soils and follows TRCA and CVC Low Impact Development Stormwater Management Planning and Design Guides.

Energy Conservation - Building Energy Efficiency - Multi Family, Commercial, Residential, Institutional

- [Aspirational] There is expected energy savings of more than 55% for the proposed building relative to MNECB compliance.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To adopt Amendment Number OP 2006-_____

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, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006 - _____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this bylaw.

ENACTED and PASSED this [enter date] day of [enter month], 2023.

Approved as to
form.

20 __/month/day

[insert name]

Approved as to
content.

20 __/month/day

[insert name]

Patrick Brown, Mayor

Peter Fay, City Clerk

AMENDMENT NUMBER OP 2006-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER OP 2006-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE:

The purpose of this Amendment is to implement the policies of the Official Plan and the Countryside Villages Secondary Plan through the preparation and approval of a change in land use designations of the lands shown outlined on Schedule 'A' to this amendment to permit a broader range of land uses and higher densities.

This amendment to Chapter 48(b) of the Countryside Villages Secondary Plan is based on the findings of several component studies completed to address environmental, servicing, community design, and growth management considerations. The amendment addresses the principles of complete community, sustainability and incorporates an updated perspective to increase the uses and density for the subject site in the context of current Provincial, Regional, and local planning policies.

2.0 LOCATION:

The lands subject to this amendment are comprised of a parcel totaling 12.32 hectares (30.44 acres) in area, located on the south side of Mayfield Road, east of Bramalea Road and west of Torbram Road. The lands have a frontage of approximately 150 metres (492 feet) on Mayfield Road. The lands are legally described as Part of Lot 16, 17 & 18, Concession 5; and Parts of Road Allowance Between Lot 17 & 18, East of Hurontario (Chinguacousy) Street City of Brampton, Region of Peel. The lands subject to this amendment are specifically indicated on Schedule A to the Countryside Villages Secondary Plan as attached.

3.0 AMENDMENTS AND POLICIES RELEVANT THERETO:

- 3.1 The document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby as follows:
- 1) By adding to the list of amendments pertaining to the Secondary Plan Area 48b: The Countryside Villages Secondary Plan set out in Part II of the City of Brampton Official Plan: Secondary Plans thereof, Amendment Number OP 2006-_____.
- 3.2 The document known as the 2006 Official Plan of the City of Brampton Planning Area, which remain in force, as it relates to the Countryside Villages Secondary Plan Area 48(b) (being Part Two Secondary Plans), as amended is hereby further amended:

- 1) By adding to Section 5.2.1 Residential Policy: The Countryside Villages Secondary Plan Area 48(b) thereof, the following text:
- 2) By adding Section 5.2.2.2, to Section 5.2.2 of the Countryside Villages Secondary Plan Area 48(b) as follows:

“5.2.1.2 Notwithstanding Section 5.2.2.1(ii), the L-shaped lands designated ‘Low/Medium Density Residential’ located south of Mayfield Road, east of Bramalea Road and west of Torbram Road shall have a maximum density of 58 units per net hectare (24 units per net residential acres).”
- 3) By adding Section 5.2.3.2, to Section 5.2.3 of the Countryside Villages Secondary Plan Area 48(b) as follows:

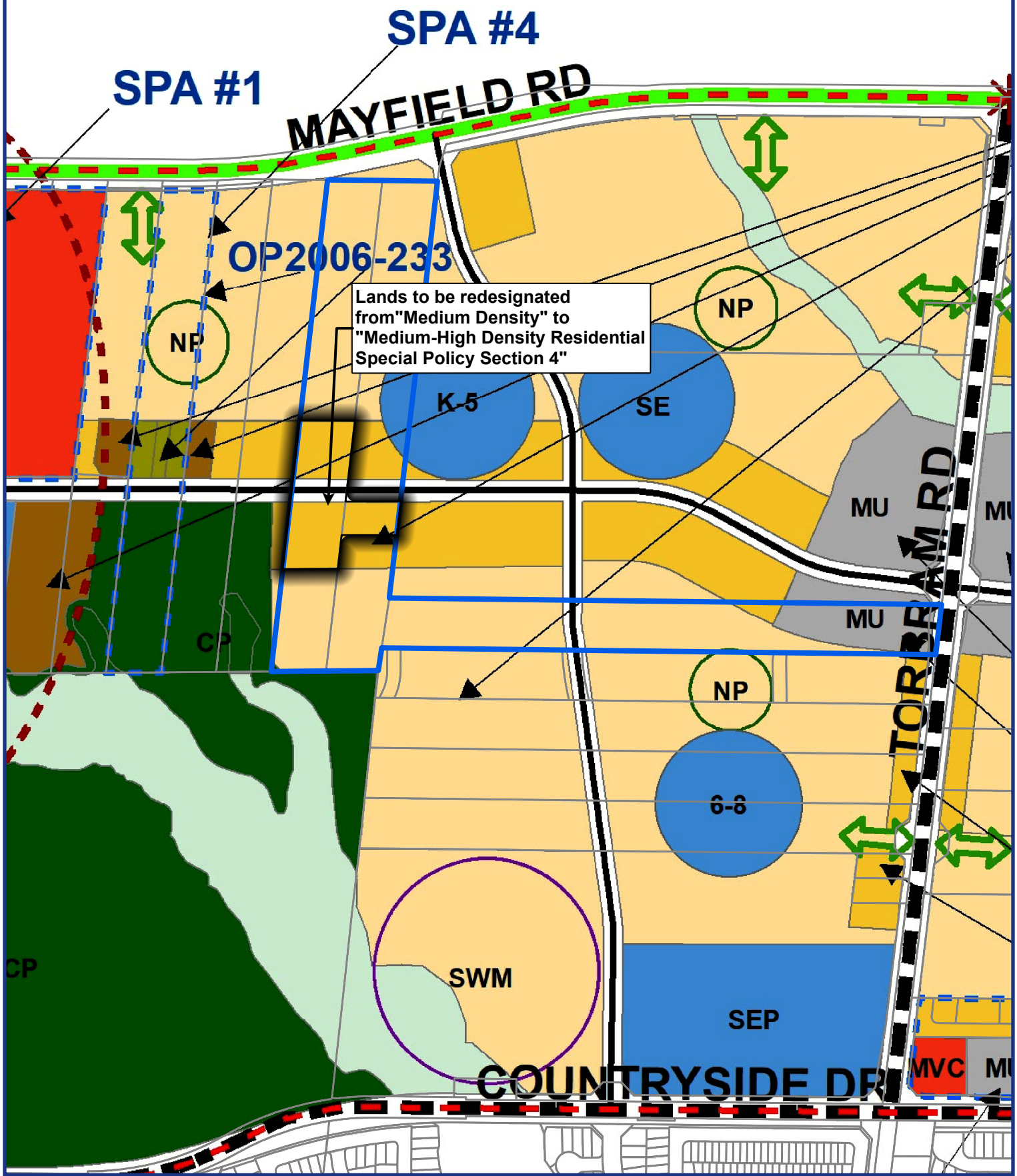
“5.2.3.2 Notwithstanding Section 5.2.3.1(ii), the L-shaped lands designated ‘Low/Medium Density Residential’ located south of Mayfield Road, east of Bramalea Road and west of Torbram the Road shall have a maximum density of 58 units per net hectare (24 units per net residential acres).”
- 4) By amending Schedule 2 of Part Two: Secondary Plan, the lands shown on Schedule ‘A’ of this amendment, located south of Mayfield Road, east of Bramalea Road and west of Torbram Road, is hereby amended from ‘Medium Density Residential’ to ‘Medium-High Density Residential- Special Policy Section 4’.
- 5) By adding Section 6.4.1 ‘Medium-High Density Residential- Special Policy Section 4’, to Section 6.4 ‘Special Policy Area 4’ of the Countryside Villages Secondary Plan Area 48(b) as follows:

“6.4.1 In areas designated ‘Medium-High Density Residential – Special Policy Section 4’ on Schedule SP 48(b) of the Countryside Villages Secondary Plan the following shall apply:

 - (i) The lands located south of Mayfield Road, west of Torbram Road legally described as Part of Lot 16 & 17, Concession 5 East of Hurontario (Chinguacousy) shall permit medium and high rise apartments to a maximum density of 929 units per net hectare (375 units per net residential acres) up to a maximum of 22 storeys on.”
- 6) By amending Section 5.2.5.3, by deleting the requirement that the L-shaped lands located along the north side of Inspire Boulevard, directly east of the lands designated “District Retail” as outlined on Schedule ‘A’ of this amendment, shall only permit mid-rise apartments.

Approved as to Content:

Allan Parsons, MCIP, RPP
Director, Development Services
Planning and Building Division



EXTRACT FROM Schedule SP 48 (a) COUNTRYSIDE VILLAGES SECONDARY PLAN AREA 48 Chapter 48 (b)

ROAD NETWORK <ul style="list-style-type: none">GATEWAYPOTENTIAL INTERSECTIONCOLLECTOR ROADMINOR ARTERIALMAJOR ARTERIAL (REGIONAL)INTERSECTION	COMMERCIAL <ul style="list-style-type: none">D.R. DISTRICT RETAILMVC MOTOR VEHICLE COMMERCIALC.R. CONVENIENCE RETAILN.R. NEIGHBOURHOOD RETAIL COMMERCIALM.U. MIXED USEVILLAGE_CORESPECIAL POLICY AREAAREA SUBJECT TO THIS AMENDMENT	INSTITUTIONAL <ul style="list-style-type: none">K-5 PUBLIC JUNIOR ELEMENTARY SCHOOL SITE6-8 PUBLIC MIDDLE SCHOOL SITESE SEPARATE ELEMENTARY SCHOOLSEP SEPARATE SECONDARY SCHOOL SITES PUBLIC SECONDARY SCHOOL SITEW PLACE OF WORSHIP	NATURAL HERITAGE & ENVIRONMENTAL MANAGEMENT <ul style="list-style-type: none">VALLEYLANDSWM STORMWATER MANAGEMENT FACILITYWOODLOT
RECREATION OPEN SPACE <ul style="list-style-type: none">CITY WIDE PARKNEIGHBOURHOOD PARK			RESIDENTIAL <ul style="list-style-type: none">LOW DENSITYMEDIUM DENSITYMEDIUM / HIGH DENSITY RESIDENTIALLIVE / WORKHIGH DENSITY

Subject Lands





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2023

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c.P. 13, hereby enacts as follows;

1. By-law 270-2004, as amended, is hereby further amended:

(1) By changing Schedule A thereto, the zoning designations of the lands as shown outlined on Schedule A to this by-law:

From:	To:
Agricultural (A)	Residential Single Detached - Special Section 3729 (R1F(H)-11.0-3729)
Agriculture – Special Section 839 (A-839)	Residential Single Detached - Special Section 3730 (R1F(H)-11.6-3730)
	Residential Single Detached - Special Section 3568 (R1F(H)-11.0-3568)
	Residential Single Detached - Special Section 3670 (R1F(H)-11.6-3670)
	Residential Townhouse - Special Section 3731 (R3E(H)-4.4-3731)
	Residential Townhouse - Special Section 3732 (R3E(H)-4.4-3732)
	Residential Townhouse - Special Section 3569 (R3E(H)-4.4-3569)
	Residential Townhouse - Special Section 3570 (R3E(H)-6.0-3570)
	Residential Townhouse - Special Section 3571 (R3E(H)-6.0-3571)
	Residential Apartment A - Special Section 3733 (R4A(H)-3733)

	Residential Apartment A – Special Section 3734 (R4A(H)-3734) Composite Residential Commercial - Special Section 3735 (CRC(H)-3735) Institutional One – Special Section 3574 (I1(H)-3574) Open Space (OS)
--	---

(2) By adding thereto the following sections:

- “3729 The lands designated R1F(H)-11.0-3729 on Schedule A to this by-law:
- 3729.1 Shall only be used for the purposes permitted in an R1F zone.
- 3729.2 Shall be subject to the following requirements and restrictions:
- 1) Minimum Lot Width:
 - a) Interior Lot: 11.0 metres
 - b) Corner Lot: 14.3 metres
 - 2) Minimum Lot Area:
 - a) 313 square metres
 - 3) Minimum Front Yard Depth:
 - a) 3.5 meters to the main wall of the building but 6.0 meters to the front of a garage door;
 - b) A porch and/or balcony with or without foundation or cold cellar (including eaves and cornices) may encroach 2.0 metres into the minimum front yard; and,
 - c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.
 - 4) Minimum Exterior Side Yard Width:
 - a) 3.0 metres;
 - b) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,
 - c) A bay window, bow window or box window with or without foundation or cold cellar may encroach 1.0 metres into the minimum exterior side yard.
 - 5) Minimum Rear Yard Depth:
 - a) 7.0 metres for an interior lot;
 - b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line;
 - c) 4.5 metres for open roofed porches and or uncovered terraces;
 - d) 4.5 metres to a deck off the main floor, provided that the

deck is not more than 1.5 meters in height; and,

- e) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard.

6) Minimum Interior Side Yard Width:

- a) 1.2 metres on one side; and,
- b) 0.6 meters provided that the combined total of the interior side yards is not less than 1.8 metres.

7) Maximum Building Height – 12.0 metres

8) Garage Control

- a) For lots 14.0 metres wide or greater the maximum cumulative interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater; and,
- b) The interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.90 metres greater than the maximum cumulative garage door width permitted on the lot.

9) The following shall apply to a bay, bow or box window:

- a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
- b) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
- c) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows.

3729.3 Shall also be subject to the requirements and restrictions relating to the R1F Zone and all of the general provisions, which are not in conflict with those set out in 3729.2.

3729.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have

been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

(3) By adding thereto, the following sections:

“3730 The lands designated R1F(H)-11.6-3730 on Schedule A to this By-law:

3730.1 Shall only be used for the purposes permitted in an R1F zone.

3730.2 Shall be subject to the following requirements and restrictions:

1) Minimum Front Yard Depth:

- a) 3.5 meters to the main wall of the building but 6.0 meters to the front of a garage door;
- b) A porch and/or balcony with or without foundation or cold cellar (including eaves and cornices) may encroach 2.0 metres into the minimum front yard; and,
- c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.

2) Minimum Exterior Side Yard Width:

- a) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,
- b) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum exterior side yard.

3) Minimum Interior Side Yard Width:

- c) 1.2 metres on one side; and,
- d) 0.6 metres provided that the combined total of the interior side yards is not less than 1.8 metres.

4) Minimum Rear Yard Depth:

- e) 7.0 metres for an interior lot;
- f) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 6.0 metres from the rear lot line and that a minimum interior side yard width of 1.2 metres is maintained between that portion of the building that is less than 6 metres from the rear lot line;
- g) 4.5 metres for open roofed porches and or uncovered terraces;
- h) 4.5 metres to a deck off the main floor, provided that the deck is not more than 1.5 metres in height; and,
- i) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard.

5) Maximum Building Height – 12.0 metres

6) Garage Control:

- a) For lots 14.0 metres wide or greater the maximum cumulative interior garage width shall be 6.4 metres or 50% of the dwelling unit width whichever is greater; and,
- b) The interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.90 metres greater than the maximum cumulative garage door width permitted on the lot.

7) The following shall apply to a bay, bow or box window:

- a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
- b) Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
- c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
- d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows.

3730.3 Shall also be subject to the requirements and restrictions relating to the R1F Zone and all of the general provisions, which are not in conflict with those set out in 3730.2.

3730.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

(4) By adding thereto, the following sections:

“3731 The lands designated R3E(H)-4.4-3731 on Schedule A to this by-law:

3731.1 Shall only be used for the purposes permitted in an R3E zone and.

1) Rear Lane Townhouse Dwelling

3731.2 Shall be subject to the following requirements and restrictions:

1) Minimum Lot Width:

- a) Interior Lot: 4.4 metres
- b) Corner Lot: 6.2 metres

2) Minimum Front Yard Depth:

- a) 3.0 metres;
- b) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard including eaves and corners; and,
- c) A bay window, bow window or box window with or without foundation and a porch or cold cellar may encroach 1.0 metres into the minimum rear yard.

3) Minimum Exterior Side Yard Width:

- a) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,
- b) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum exterior side yard.

4) Minimum Interior Side Yard Width:

- a) 0.6 metres provided that the combined total of the interior side yards is not less than 1.8 metres;
- b) 0.0 metres when abutting side lot line coincides with a common wall; and,
- c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 0.7 metres into the minimum interior side yard.

5) Minimum Rear Yard Depth: 5.0 meters

6) For the purposes of this Section, a garage is permitted in the abutting Rear Yard of a Rear Lane Townhouse Dwelling.

7) Minimum Dwelling Unit Width – 4.4 meters

8) Maximum Building Height – 12.0 metres

9) The following shall apply to a bay, bow or box window:

- a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
- b) Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres;
- c) A bay, bow or box window with a maximum depth of 0.6 metres does not need to contain side windows; and,
- d) A bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metres does need to contain side windows.

10) For zoning purposes, the front property lot line is deemed to be the lot line abutting the street and rear property line is deemed to be the lot line abutting the lane.

3731.3 Shall also be subject to the requirements and restrictions relating to the R3E-4.4 Zone and all of the general provisions, which are not in conflict with those set out in 3731.2.

3731.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

(5) By adding thereto, the following sections:

“3732 The lands designated R3E(H)-4.4-3732 on Schedule A to this by-law:

3732.1 Shall only be used for the purposes permitted in an R3E zone and;
3732.2 shall be subject to the following requirements and restrictions:

- 1) Minimum Lot Width:
 - a) Interior Lot: 4.4 metres
 - b) Corner Lot: 6.2 metres

2) Minimum Lot Area:

- a) Interior Lot: 138 square metres
- b) Corner Lot: 180 square metres

3) Minimum Dwelling Unit Width – 4.4 metres

4) Minimum Front Yard Depth:

- a) 4 metres but 6.0 metres to the front of a garage door;
- b) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard including eaves and corners; and,
- c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.

5) Minimum Exterior Side Yard Width:

- a) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and,
- b) A bay window, bow window or box window with or without foundation or cold cellar including eaves and corners may encroach 1.0 metres into the minimum exterior side yard.

6) Minimum Interior Side Yard Width:

- a) 0.6 metres provided that the combined total of the interior side yards is not less than 1.8 metres;
- b) 0.0 metres when abutting side lot line coincides with a common wall; and,
- c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 0.7 metres into the minimum interior side yard.

7) Minimum Rear Yard Depth:

- a) 3.0 meters;
- b) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach 1.8 metres into the minimum rear yard;
- c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may

encroach 1.0 metres into the minimum rear yard.

8) Minimum Dwelling Unit Width – 4.4 meters

9) Maximum Building Height – 14.0 meters

10) The following provisions shall apply to garages:

a) The maximum cumulative garage door width shall be:

i) the maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres; and,

ii) the maximum cumulative garage door width for a corner lot with a lot equal to or greater than 6.0 metres shall be 5.5 metres.

11) The following shall apply to a bay, bow or box window:

a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;

b) Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; and,

c) A bay, bow or box window with a maximum depth of 0.6m does not need to contain side windows.

3732.3 Shall also be subject to the requirements and restrictions relating to the RE3-4.4 Zone and all of the general provisions, which are not in conflict with those set out in 3732.2.

3732.4 Holding (H):

1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.

2) The Holding (H) symbol shall not be removed until such time as the following have been provided:

a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;

b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,

c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth

Management Staging and Sequencing Strategy.”

(6) By adding thereto, the following sections:

“3733 The lands designated R4A(H)- 3733 on Schedule A to this by-law:

3733.1 Shall only be used for the following purposes permitted in an R4A zone, and;

3733.2 Shall also be subjected to the following requirements and restrictions:

- 1) Minimum Lot Area: 0.33 hectares
- 2) For the purpose of this zone, Inspire Boulevard shall be deemed to be the front lot line.
- 3) Minimum Front Yard Depth: 3.0 metres for storeys One to Six; 6.0 meters for storey Seven and above.
- 4) Minimum West Interior Side Yard Width: 3.0 metres for storey One to Six; 6.0 meters for storey Seven and above.
- 5) Minimum East Exterior Side Yard Width: 5.5 metres for storey One to Six; 8.5 meters for storey Seven to Nine; 11.5 meters for storey Seven and above.
- 6) Minimum Rear Yard Depth: 4.5 metres for storeys One to Six; 7.5 meters for storey Seven to Nine, 10.5 metres for Ten and above.
- 7) Maximum Building Height: 15 storeys.
- 8) Maximum Lot Coverage: 60% by the main building.
- 9) Minimum Landscaped Open Space: 25% of the lot area.
- 10) Maximum Floor Space Index: 5.45.
- 11) Maximum At Grade Parking Spaces - 30 Spaces.
- 12) Parking Ratio - 1.1 space per unit (including 0.9 for residents and 0.2 for visitors).
- 13) Minimum Amenity Area – 300 m².
- 14) All lands zoned R4A-3733 shall be treated as a single lot for zoning purposes.
- 15) No permanent accessory structures shall be erected in the front yard.
- 16) No outdoor storage is permitted in the front yard.
- 17) Additional fencing or barriers are permitted for the purposes of noise mitigation at the rear or side of lots in accordance with the requirements set out in Section 10.10.

3733.3 Shall also be subject to the requirements and restrictions relating to the RA4 Zone and all of the general provisions, which are not in conflict with those set out in 3733.2

3733.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.

- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

(7) By adding thereto, the following sections:

“3734 The lands designated R4A(H)- 3734 on Schedule A to this by-law:

3734.1 Shall only be used for the purposes permitted in a R4A zone, and;

1) A townhouse dwelling.

3734.2 Shall be subject to the following requirements and restrictions:

a. For an apartment dwelling.

- 1) Minimum Lot Area: 0.50 hectares.
- 2) Minimum Lot Width: No Requirement.
- 3) Minimum Lot Depth: No Requirement.
- 4) For the purpose of this zone, Inspire Boulevard shall be deemed to be the front lot line.
- 5) Minimum Front Yard Depth: 3.0 metres for storey One to Six; 6.0 meters for storey Seven and above
- 6) Minimum East Interior Side Yard Width: 7.5 metres for storey One to Two; 13.5 meters for storey Three to Four; 19.5 meters for storey Five to Six; 25.5 meters for storey Seven and above.
- 7) Minimum West Exterior Side Yard Width: 5.0 metres for storey One to Six; 8.0 meters for storey Seven and above.
- 8) Minimum Rear Yard Depth: 3.0 metres.
- 9) Maximum Building Height: 22 storeys.
- 10) Maximum Lot Coverage: 65 % by the main building.
- 11) Minimum Landscaped Open Space: 25% of the lot area.
- 12) Maximum Floor Space Index: 6.50.
- 13) Maximum At Grade Parking Spaces - No Requirement.
- 14) Parking Ratio - 1.10 space per unit (including 0.9 for

residents and 0.2 for visitors).

- 15) Minimum Amenity Area – 300 m².
- 16) All lands zoned R4A-3734 shall be treated as a single lot for zoning purposes.
- 17) No permanent accessory structures shall be erected in the front yard.
- 18) No outdoor storage is permitted in the front yard.
- 19) Additional fencing or barriers are permitted for the purposes of noise mitigation at the rear or side of lots in accordance with the requirements set out in Section 10.10.

b. For a townhouse dwelling

- 1) Minimum Lot Width:
 - a) Interior Lot: 4.4 metres
 - b) Corner Lot: 6.2 metres
- 2) Minimum Lot Area:
 - a) Interior Lot: 138 square metres
 - b) Corner Lot: 180 square meters
- 3) Minimum Dwelling Unit Width: 4.4 meters
- 4) Minimum Front Yard Depth:
 - a) 4 metres but 6.0 metres to the front of a garage door;
 - b) A porch and/or balcony with or without foundation or cold cellar may encroach 2.0 metres into the minimum front yard including eaves and corners; and,
 - c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum front yard.
- 5) Minimum Exterior Side Yard Width:
 - a) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices and chimney may encroach 2.0 metres into the minimum exterior side yard; and
 - b) A bay window, bow window or box window with or without foundation or cold cellar including eaves and corners may encroach 1.0 metres into the minimum exterior side yard.
- 6) Minimum Interior Side Yard Width:
 - a) 0.6 metres provided that the combined total

of the interior side yards is not less than 1.8 metres;

- b) 0.0 metres when abutting side lot line coincides with a common wall; and,
 - c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 0.7 metres into the minimum interior side yard.
- 7) Minimum Rear Yard Depth:
- a) 3.0 meters;
 - b) A porch and/or balcony with or without foundation or cold cellar including eaves and cornices may encroach 1.8 metres into the minimum rear yard;
 - c) A bay window, bow window or box window with or without foundation or cold cellar including eaves and cornices may encroach 1.0 metres into the minimum rear yard.
- 8) Maximum Building Height – 14.0 storeys
- 9) Maximum Lot Coverage: 70%
- 10) Minimum Landscaped Open Space: No Requirement
- 11) The following provisions shall apply to garages:
- a) The maximum cumulative garage door width shall be:
 - i) The maximum cumulative garage door width for interior lots, with a lot width less than 6.0 metres shall be 3.7 metres; and,
 - ii) The maximum cumulative garage door width for a corner lot with a lot equal to or greater than 6.0 metres shall be 5.5 metres.
- 12) The following shall apply to a bay, bow or box window:
- a) Notwithstanding Section 6.13 Table 6.13.A the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - b) Notwithstanding Section 6.13 Table 6.13.A the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metres; and,
 - c) A bay, bow or box window with a maximum depth of 0.6m does not need to contain side windows.

3734.3 Shall also be subject to the requirements and restrictions relating to the R4A Zone and all of the general provisions, which are not in conflict with those set out in 3734.2

3734.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

(8) By adding thereto, the following sections:

“3735 The lands designated CRC(H) – 3735 on Schedule A to this by-law:

3735.1 Shall only be used for the purposes permitted in an CRC zone and;

- 1) A Multiple Residential Dwelling containing no more than 5 dwelling units.

3735.2 Shall be subject to the following requirements and restrictions:

- 1) Minimum Lot Width: 20 metres
- 2) Minimum Lot Area: 625 square metres
- 3) Minimum Lot Depth: 27 metres
- 4) Minimum Front Yard Depth: 3.0 metres
- 5) Minimum Interior Side Yard Width: 1.2 metres for the first storey or part thereof, plus 0.6 metres for each additional storey or part thereof.
- 6) Minimum Exterior Side Yard Width: 3.0 metres.

- 7) Minimum Rear Yard Depth: 6.0 metres.
- 8) Maximum Building Height: 12.0 metres
- 9) Minimum Landscaped Open Space: 40% of the required front yard.

3735.3 Shall also be subject to the requirements and restrictions relating to the CRC Zone and all of the general provisions, which are not in conflict with those set out in 3735.2

3735.4 Holding (H):

- 1) Until the Holding (H) symbol is removed, the lands shall only be used in accordance with the Agricultural (A) and Agricultural – Special Section 839 (A) zones.
- 2) The Holding (H) symbol shall not be removed until such time as the following have been provided:
 - a) Approval of a Functional Servicing Report to the satisfaction of the Region of Peel;
 - b) Confirmation that the Commissioner of Public Works is satisfied that the appropriate mechanisms are in place for the construction of Inspire Boulevard in its entirety between Bramalea Road and Torbram Road as well as intersection improvements in accordance with the Growth Management Staging and Sequencing Strategy; and,
 - c) Confirmation that all infrastructure and services have been provided to the satisfaction of the Commissioner of Public Works in accordance with the Growth Management Staging and Sequencing Strategy.”

Approved as to
form.

20__ /month/day

[insert name]

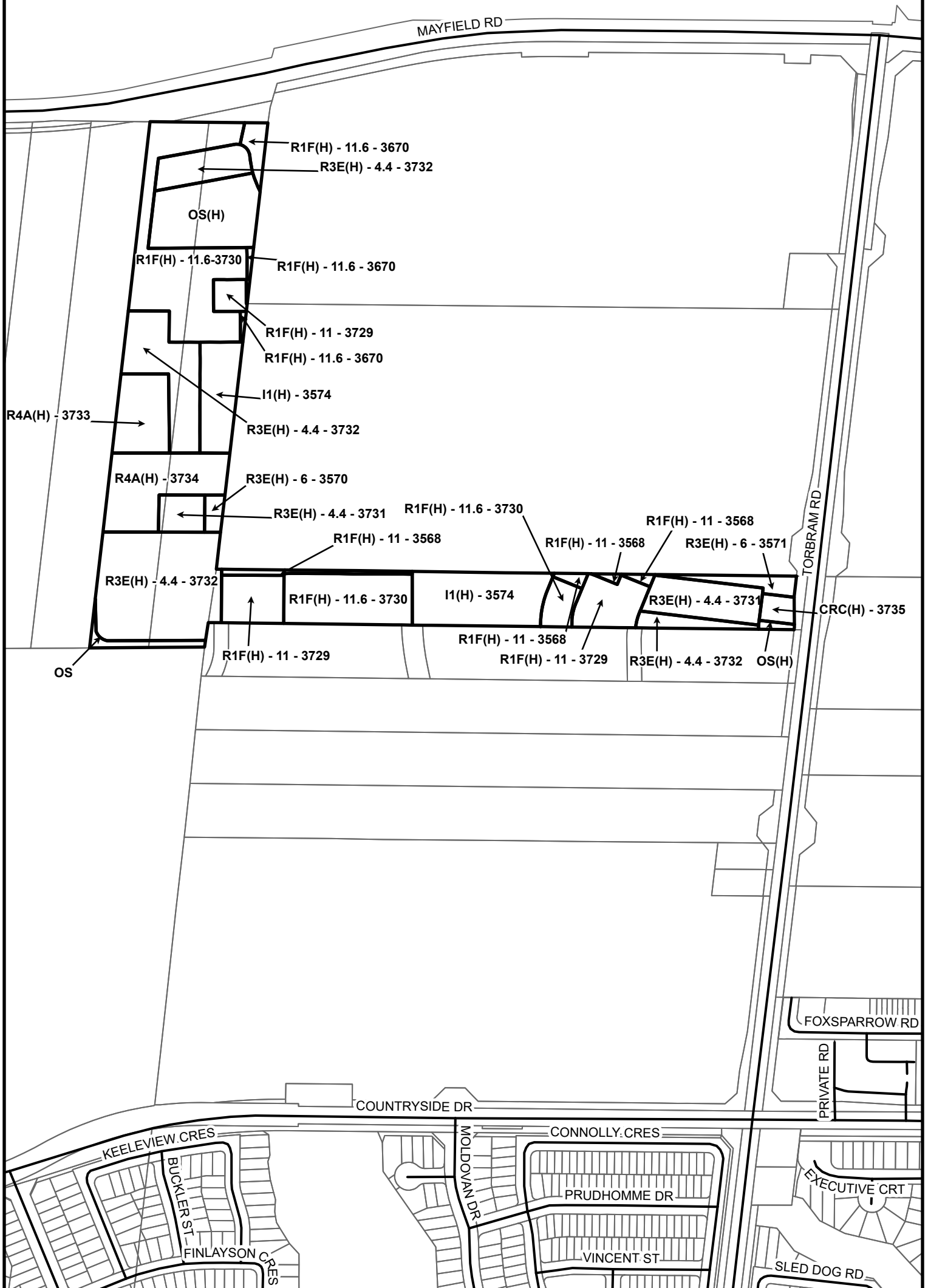
Patrick Brown, Mayor

Approved as to
content.

20__ /month/day

[insert name]

Peter Fay, City Clerk



brampton.ca
PLANNING, BUILDING AND GROWTH MANAGEMENT

File: OZS-2021-0026_ZBL
Date: 2023/10/23

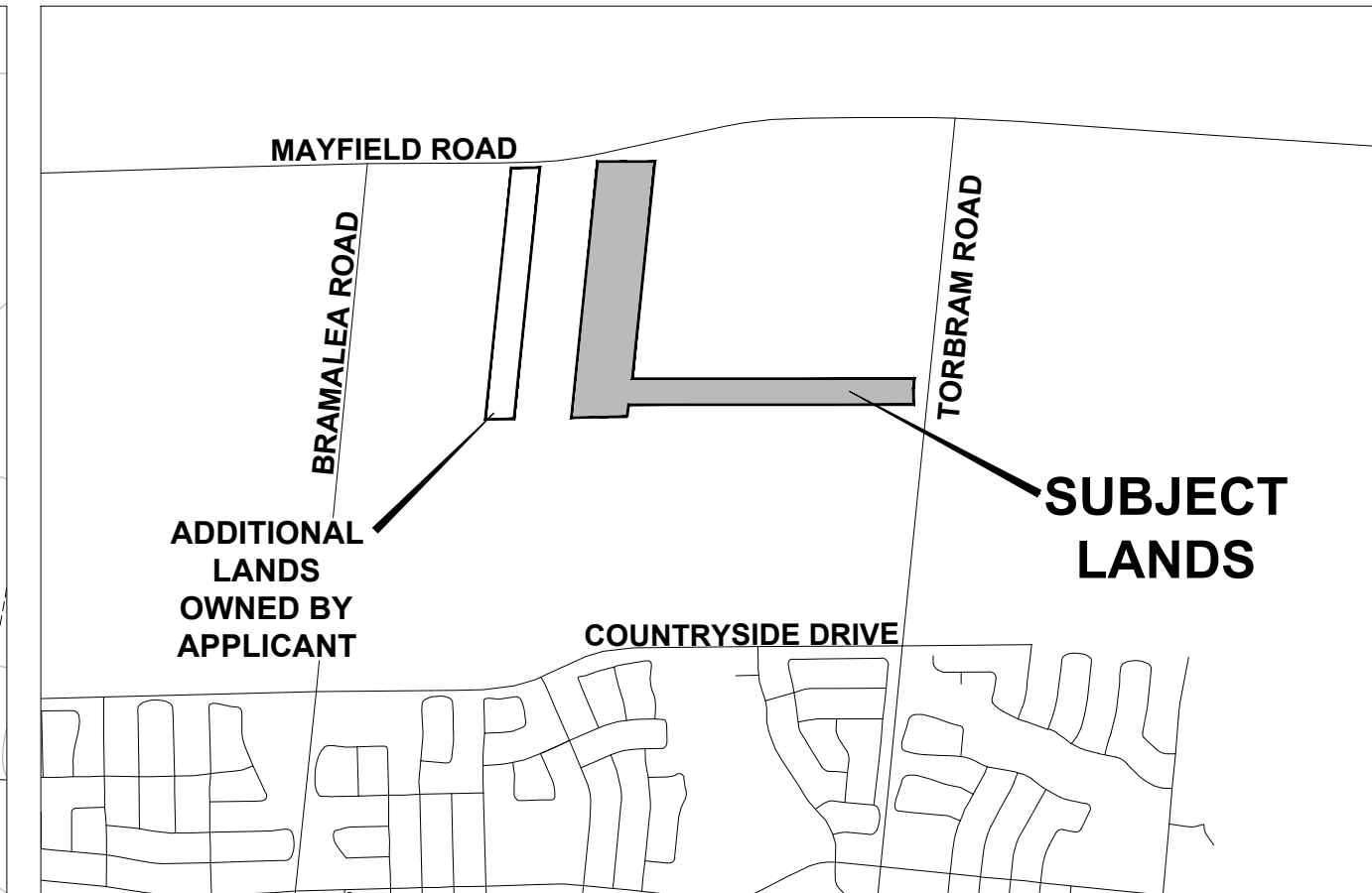
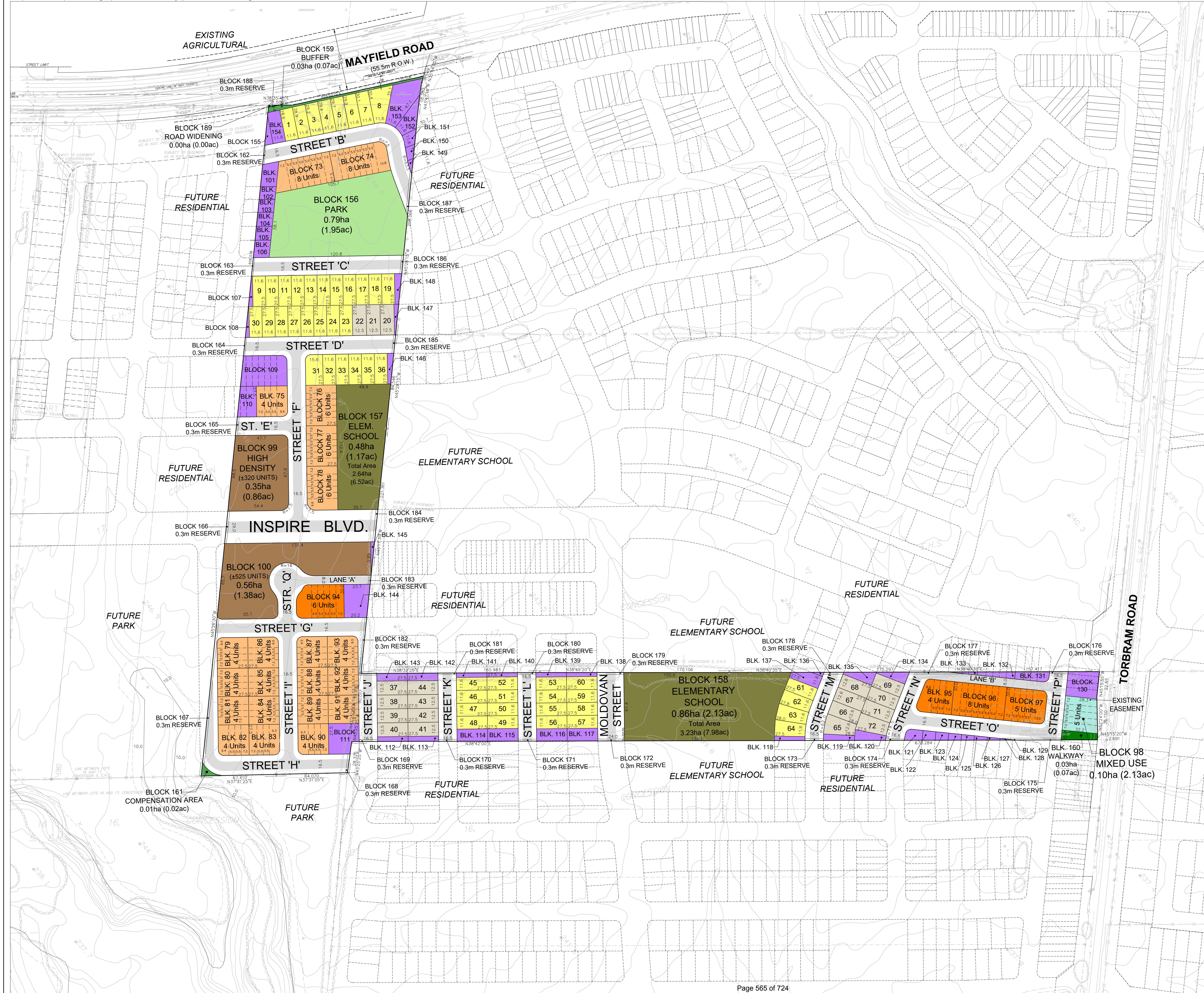
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LOTS 16-17, CONCESSION 5 E.H.S.

BY-LAW Page 564 of 724

SCHEDULE A



DRAFT PLAN OF SUBDIVISION DIGRAM DEVELOPMENTS

PART OF LOTS 16,17 & 18, CONCESSION 5
EAST OF HURONTARIO STREET
PART OF THE ROAD ALLOWANCE BETWEEN
LOTS 17 & 18, CONCESSION 5
EAST OF HURONTARIO STREET
(GEOGRAPHIC TOWNSHIP OF CHINGUACOUSY)
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT
THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED _____ DATE: _____
ABUBAKAR MASOOD
DIGRAM DEVELOPMENTS BRAMPTON 4 INC.
DIGRAM DEVELOPMENT BRAMPTON 5 INC.
DIGRAM DEVELOPMENT BRAMPTON INC.

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS
SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE
CORRECTLY AND ACCURATELY SHOWN.

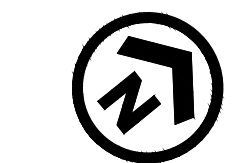
SIGNED _____ DATE: _____
GARY VANDERVEEN
Holding Jones Vanderveen Inc.
1700 Langstaff Road - Unit 1002
Vaughan, ON L4K 3S3
PHONE: (905) 660-4000
EMAIL: hjv@hjv-ols.ca

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY
CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 12.5m (41')	20-22, 37-44, 65-72	0.67	1.66	19
DETACHED - 11.6m (38')	1-19, 23-36, 45-64	1.75	4.32	53
STREET TOWNHOUSES - 5.5m (18')	73-93	1.75	4.32	98
REAR LANE TOWNHOUSES - 5.5m (18')	94-97	0.46	1.14	23
MIXED USE	98	0.10	0.25	5
HIGH DENSITY	99, 100	0.91	2.25	845
RESIDENTIAL RESERVE	101-155	1.14	2.82	
PARK	156	0.79	1.95	
SCHOOL	157, 158	1.34	3.31	
4.8m BUFFER BLOCK	159	0.03	0.07	
WALKWAY	160	0.03	0.07	
COMPENSATION AREA	161	0.01	0.02	
0.3m RESERVE	162-188	0.01	0.02	
ROAD WIDENING	189	0.00	0.00	
29.0m R.O.W. (Length - 135m)		0.39	0.96	
24m R.O.W. (Length - 61m)		0.14	0.35	
16.5m R.O.W. (Length - 1,498m)		2.65	6.55	
8.0m LANEWAY (Length - 207m)		0.15	0.37	
TOTAL	189	12.32	30.44	1043

NOTES
- LOCAL - LOCAL DAYLIGHT RADII = 5m
- LOCAL - COLLECTOR DAYLIGHT RADII = 7.5m
- LANEWAY DAYLIGHT TRIANGLES = 1.5m x 1.5m



SCALE 1:1500
(24 x 36)
FEBRUARY 24, 2023



SCHEDULE "A"
CONDITIONS OF DRAFT APPROVAL
(DRAFT)

DRAFT APPROVAL

DATE: (Day After Last Day for Filing an Appeal if No Appeal has been Filed)

APPLICANT: Digram Developments – Glen Schnarr & Associates Inc.

SUBJECT: Draft Plan of Subdivision
21T-21006B
City of Brampton
OZS-2021-0026
Planner: Chinoye Sunny

In accordance with By-law 10-97 the Council of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan prepared by Glen Schnarr and Associates Inc. dated February 24, 2023.

Subdivision Agreement

2. Prior to registration, the owner shall enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.

These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the Planning Act. These agreements may address matters including but not limited to the following:

- 2.1 Planning matters such as parkland/open space dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers' information map, heritage conservation and landscape plan approvals, phasing/staging of development, warning clauses and notices.
- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.



- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit.
- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced and/or attached to this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

Fees

3. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

4. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the Planning Act, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

5. Prior to registration of the Plan, the owner shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m (1 ft.) reserves, walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
6. All lands which are to be conveyed to the City shall be free and clear of any and all encumbrances, unless otherwise approved by the City.

External Easements and Land Dedications

7. Prior to registration, the owner shall gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted.
8. All lands which are to be conveyed to the City shall be free and clear of any and all



encumbrances, unless otherwise approved by the City.

9. Where the City has required as a condition of registration that the owner convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may reconvey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the reconveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.

Parkland Dedication

10. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Studies

11. Prior to registration, the owner shall provide all outstanding reports, plans or studies required by the appropriate Municipality, agency or public authority and the approved recommendations shall be incorporated into the plans, agreements or otherwise implemented to the satisfaction of the City in consultation with the applicable agency and/or public authority.

Staging

12. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the subdivision agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.
13. Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision agreement to allow the registration of this plan in phases.

Drawings

14. Prior to registration the owner shall submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

Servicing



15. Prior to registration, the recommendations of the approved Functional Servicing Report shall have been incorporated into all engineering plans.

Plan Requirements for All Public Lands

16. The Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along the properties of non-participating landowners where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

Development of Public Lands

17. The Owner agrees that they are responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans. Details regarding this requirement shall be finalized and included in the Subdivision Agreement subject to the satisfaction of the City.

Maintenance Fees

18. The Subdivision Agreement shall provide that the owner shall contribute a maintenance fee for any landscape item deemed necessary by the owner, but which exceeds the City standard. This may include, but not limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.

Municipal Addressing

19. The applicant shall forward the final version of the proposed plan of subdivision to be registered in digital format (AutoCAD to the Digital Innovation & Information Technology department for uploading to the City's GIS system.

Building Removal

20. The Subdivision Agreement shall provide that the owner shall remove any existing buildings on the site.

0.3m Reserves

21. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to later be extended, and at the ends of cul-de-sacs.

Residential Reserve Block

22. The Subdivision Agreement shall provide that Residential Reserve Blocks shall only be developed in conjunction with adjacent lands and the City shall be satisfied prior to registration of the plan that the blocks, when combined with adjacent lands, will permit development in accordance with the zoning by-law. In this regard, the owner shall place these blocks in a condition satisfactory to the City and erect signs prohibiting trespassing and dumping, also to the satisfaction of the City, within 6 months of the issuance of any building permit for any dwelling on the plan.
21. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, High-Density lots, across the terminus of roads to later be extended, and at the ends of cul-de-sacs.

Access & Site Servicing – Sale of Lots / Blocks

22. The Owner acknowledges and agrees in the Subdivision Agreement that the registration and development of this plan is dependent on the services provided on the adjacent plans for access and servicing. The Owner agrees to:
 - 22.1 Not offer for sale to the public and Lots or Blocks in this plan until the owner has obtained an easement or provided in full to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners, as required, for a stormwater management facility, outlet, and overland flow route supporting the servicing of this plan.
 - 22.2 Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement or satisfactory arrangements to the satisfaction of the City's Commissioner of Public Works & Engineering, in favour of the City, from the affected land owners as required, for vehicular access.
 - 22.3 Not offer for sale to the public any Lot of Blocks in this plan until the holding provision within the Zoning By-law have been lifted.

Prior to the Sale of Units

23. The Owner acknowledges and agrees in the Subdivision Agreement that prior to the sale of any units within the subdivision, to update any and all plans, studies, and reports required to be updated in the discretion of the City, to the satisfaction of all applicable Commissioners. Furthermore, the Owner shall implement all recommendations of such updated plans, studies and reports, including but not limited to gratuitously conveying additional lands and easements to the City, all to the satisfaction of the applicable Commissioner prior to the sale of any units within the subdivision.

Cost-share Agreement

24. Prior to registration the owner shall sign the Landowners Cost Share Agreement (or other named agreement), and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Boards

25. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the owner and the School Boards for this Plan.

Dufferin-Peel Catholic District School Board

26. That prior to the final approval of the plan, the applicant shall make arrangements satisfactory to the Dufferin-Peel Catholic District School Board for:
- a) The acquisition or reservation for future acquisition of Block 157 and Block 158 designated in the plan for catholic elementary purposes.
 - b) The clearing, grubbing, engineered filing, where required, and grading of Block 157 and Block 158 be carried out to the satisfaction of the Dufferin-Peel Catholic District School Board. This includes the removal of any and all buildings and structures, tanks and utility structures.
 - c) A clause and securities be included in the Servicing and/or Subdivision agreement which prohibits the stockpiling of any soils or material on Block 157 and Block 158 and guarantees the existing stockpiled material be removed.
 - d) That the designation of Block 157 and Block 158 as an elementary catholic school site, which shall be subject to the completion of soils reports, of which the findings will be addressed by the applicant to the satisfaction of the Dufferin-Peel Catholic District School Board.
 - e) That prior to registration of the plan, that farm fencing be erected around the perimeter of Block 157 and Block 158 to the satisfaction of Dufferin-Peel Catholic District School Board.
 - f) A clause to be included in the Servicing and/or Subdivision agreement stating that community mailboxes, temporary or permanent, will not be located on any boulevard adjacent to proposed school Block 157 and Block 158.
 - g) A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any and all requirements to install and maintain



neighbourhood gateway and/or entry features on proposed school Block 157 and Block 158.

- h) A clause to be included in the Servicing and/or Subdivision agreement indemnifying the school board of any all requirements to install and maintain off-site improvements required to develop Block 157 and Block 158 as a school block (including but not limited to medians and/or centre islands, street lights, turning lanes, etc.)
27. The owner shall agree in the subdivision agreement to erect signs at all major entrances to the proposed development advising of the following:
- "Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available."
- These signs shall be to the Dufferin-Peel Catholic District School Board's specifications, at locations determined by the Board and erected prior to registration.
28. The owner shall agree in the subdivision agreements to include the following warning clauses in all offers of purchase and sale of residential lots until the permanent school for the area has been completed.
- "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."
- "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."

Peel District School Board

29. The applicant is required to provide site development plans for the school site area indicating the location of the required facility.
30. Prior to registration of this plan, satisfactory arrangements shall have been made with the Peel District School Board for acquisition, or reservation for future acquisition, of the future school block (Block 157 and Block 158).
31. In order to ensure that sanitary, storm, and utility easements (hydro, gas, eater, etc.) do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.



32. The owner shall undertake the following to the satisfaction of the Peel District School Board:
- a) to erect and maintain signs to the satisfaction of the Peel District School Board 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.
 - b) the following clauses in any agreement of purchase and sale entered into with respect to any units in the plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:

"Whereas despite the best efforts of the Peel District School Board, 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 bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools."

"The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."
33. Prior to final approval, the City of Brampton shall be advised by the School Board(s) that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Board(s) for this plan.
34. The applicant will ensure that community mailboxes are not located along the frontage of the school block (Block 178).

Canada Post

Prior to the registration of the subdivision, the owner shall:

35. Consult with Canada Post to determine suitable permanent locations for the placement of Community Mailboxes and to indicate these locations on appropriate servicing plans.
36. Confirm to Canada Post that the final secured permanent locations for the Community Mailboxes will not be in conflict with any other utility; including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements (tree planting) and bus pads.
37. Install concrete pads at each of the Community Mailbox locations as well as any required walkways across the boulevard and any required curb depressions for wheelchair access as per Canada Post's concrete pad specification drawings.



38. Agree to prepare and maintain an area of compacted gravel to Canada Post's specifications to serve as a temporary Community Mailbox location. This location will be in a safe area away from construction activity in order that Community Mailboxes may be installed to service addresses that have occupied prior to the pouring of the permanent mailbox pads. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
39. Communicate to Canada Post the excavation date for the first foundation (or first phase) as well as the expected date of first occupancy.
40. Prior to offering any of the residential units for sale, to place a "Display Map" on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
41. Include in all offers of purchase and sale a statement, which advises the prospective new home purchaser that mail delivery will be from a designated Community Mailbox, and to include the exact locations (list of lot #s) of each of these Community Mailbox locations; and further, advise any affected homeowners of any established easements granted to Canada Post.
42. Be responsible for officially notifying the purchasers of the exact Community Mailbox locations prior to the closing of any home sales with specific clauses in the Purchase offer, on which the homeowners do a sign off.

Enbridge Gas Distribution

Prior to the registration of the subdivision, the owner shall:

43. Contact Enbridge Gas Distribution's Customer Connections Department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
44. Agree that if the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the applicant.
45. Agree that any easement(s) that are required to service this development and any future adjacent developments will be provided to Enbridge Gas Distribution at no cost.
46. That the Owner shall ensure to grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

Prior to registration of the subdivision, the owner shall:



47. At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers"). Immediately following registration of the Plan of Subdivision, the owner will cause these documents to be registered on title.
48. With consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

Prior to the registration of the subdivision, the owner shall:

49. Agree in the subdivision agreement, in words satisfactory to Bell Canada, to grant to Bell Canada any easements that may be required for telecommunication services. Easements may be required subject to final servicing decisions. In the event of any conflict with existing Bell Canada facilities or easements, the owner/owner shall be responsible for the relocation of such facilities or easements at their own cost.
50. Shall agree in the agreement, in words satisfactory to Bell Canada, that Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.
51. It shall be noted that it is the responsibility of the Owner to provide entranced/service duct(s) from Bell Canada's existing network infrastructure to service this department. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. .

Alectra Utilities

Prior to the registration of the subdivision, the owner shall:

52. Grant all necessary aerial or underground easements, as may be required. These will be confirmed during the final design of the road and subdivision.
53. Observe all aerial and underground clearances, as may be required.
54. Be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
55. Contact Alectra Utilities (Brampton Hydro) Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
56. The owner/developer or their representative is strongly advised to consult Alectra Utilities'



(Brampton Hydro's) Conditions of Service, as they must adhere to all the conditions. This can be found on our web site at www.bramptonhydro.com.

57. The maximum transformation capacity supplied by Alectra Utilities Brampton is 3,000 kVA.
58. We supply one point of connection per legally severed lot. The designer will need to design this and any future additions from a single distribution point.
59. The owner/developer shall enter to a servicing agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
60. The owner/developer shall be responsible for the costs associated with the hydro plant expansion to supply development.

Toronto and Region Conservation Authority

Red-line Revisions

61. The final Plan shall be in general conformity with the draft plan prepared by Glen Schnarr & Associates Inc., dated February 24, 2022, prior to a request for clearance of any phase of this plan, to:
 - a. Include appropriate blocks that are to be conveyed to the City of Brampton or TRCA as appropriate to the satisfaction of the City of Brampton and TRCA.
 - b. Meet the requirements of TRCA's conditions, including the adjustment of block lot lines to the satisfaction of the City of Brampton and TRCA as a result of the completion of required studies.
 - c. Should the above not be adequately addressed in the Plan, red-line revision will be required to the satisfaction of the TRCA, to address TRCA's requirements with respect to these conditions.
62. Prior to registration of the Plan of Subdivision, provide an M-Plan showing the adjusted block lines, additional blocks and any other required revisions to the satisfaction of the City of Brampton and the TRCA.

Prior to Works Commencing

63. That prior to any development, pre-servicing or site alteration, or registration of this plan or any phase thereof, the applicant shall submit and attain the approval of the TRCA for:
 - a. A detailed engineering report (i.e., Stormwater Management and Site-Level Water Balance) that describes in detail the applicable stormwater management criteria (i.e., quantity, quality, erosion control, and water balance), how the proposed storm drainage system will be designed to meet the stormwater management criteria, and how it will comply with all related master servicing plans (i.e., Functional Servicing Report) and TRCA requirements. This report shall include, but is not limited to:
 - i. Plans illustrating the existing drainage systems internal and external to the site, and how the proposed drainage plan will tie into surrounding

- drainage systems. Plans which demonstrate the proposed stormwater management techniques which are required to control minor or major flows. Confirmation must be provided with respect to how target flows as per the hydrologic studies will be achieved during and post-development.
- ii. Provide provisions for appropriately sized Stormwater Management Practices (SWMPs) to be used to treat stormwater, to mitigate the impacts of development on the quality, quantity, and volume of ground and surface water resources, including how they relate to terrestrial and aquatic species and their habitat, in addition to natural features and systems, in accordance with TRCA's current Stormwater Management Guidelines. The existing drainage patterns should be maintained, to the greatest extent possible, and the existing ecological function of all features, and proposed ecological function for proposed features (i.e., wetlands) is to be maintained, consistent with TRCA's guidelines.
 - iii. Proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction, in accordance with the TRCA's Erosion and Sediment Control (ESC) guidelines (dated 2019) utilized by the TRCA. Erosion and sediment control plans and a report addressing phasing and staging, consistent with TRCA's guidelines must be included.
 - iv. Detailed plans indicating location, orientation, size and description of all stormwater management features, including outlet structures, all other proposed servicing facilities (i.e., lot level LIDs, pumping stations, access roads), grading, site alterations, development, infrastructure and watercourse alterations, which are required to service or facilitate the development of the subject lands, which may require a permit pursuant to Ontario Regulation 166/06, the Authority's Development, Interference with Wetlands and Alterations to Shorelines and Watercourses Regulation.
 - v. Mapping of proposed stormwater management measures, with consideration for existing vegetation to be disturbed, grade differentials and grading required.
 - vi. Measures for minimizing and mitigating erosion related impacts on downstream areas (during and post construction), which are to be integrated into the stormwater management plan to the satisfaction of the TRCA.
 - vii. The integration of Low Impact Development (LID) measures and the employment of source and conveyance controls to mimic, to the extent possible, pre-development hydrology to the satisfaction of the TRCA.
 - viii. Design of flow dispersal measures associated with the stormwater management outlets to reduce potential erosion and maximize potential infiltration, and the integration of a naturalized outlet channel and/or wetland, where applicable, to the satisfaction of the TRCA.
 - ix. Stormwater Management facility and outlet design details. Design requirements shall conform to the requirements outlined in the Ministry of Environment, Conservation and Parks (MECP) 2003 "Stormwater Management Planning and Design Guide", TRCA's Stormwater



Management Criteria Document, and TRCA's LID Stormwater Management Planning and Design Guide, and all applicable City of Brampton design standards.

- b. Grading plans for the subject lands. These plans must indicate how grade differentials will be accommodated without the use of retaining walls within or adjacent to natural feature blocks. All modifications to existing slopes must result in geotechnically-stable slopes to the satisfaction of the TRCA.
- c. Plans illustrating that all works, including all grading, site alterations, or materials associated with these activities, will not encroach, or be placed on lands outside of the development areas. These plans must also identify no grading works and fill placement within environmental protection area lands, beyond those approved by the TRCA.
- d. A groundwater constraint assessment that will examine existing and proposed groundwater levels in relation to the proposed development, underground construction and servicing and stormwater management infrastructure. Interactions between untreated (or insufficiently treated) surface and groundwater, shallow groundwater, and dewatering requirements should not be permitted. If identified, refinements and/or revisions to the stormwater management system will be required to mitigate against any potential impacts, to the satisfaction of the TRCA. No permanent dewatering of groundwater or interflow associated with any component of this development shall be permitted. All underground construction and infrastructure must be designed to not require permanent dewatering, and any potential impacts to the groundwater system that may result from development must be assessed and mitigated.
- e. Information detailing all anticipated temporary dewatering that may be required during the construction phases, including anticipated volumes, duration, discharge locations, and filtration media – as required, to the satisfaction of the TRCA, for the purposes of dewatering whether a TRCA permit is required.
- f. Overall Site-Level Water Balance Report that will identify measures that will be implemented during and pre-development and post-development that:
 - i. Mimic the pre-development surface and groundwater balance for the overall site to the greatest extent achievable;
 - ii. Demonstrate how post-development conditions will retain a minimum of the first 5mm of rainfall over the entire site to the satisfaction of the TRCA;
 - iii. Mitigate against any potential on-site or downstream erosion associated with the stormwater management system;
 - iv. Maintain baseflow contributions at pre-development levels, duration, and frequency, in all areas of affected watercourses to the satisfaction of TRCA staff.
- g. That the applicant obtains all Ontario Regulation 166/06 permits from the TRCA for all works proposed on the subject property for which permits would be required.
- h. That the size and location of all LID measures associated with this development be confirmed to the satisfaction of TRCA. And, if required to meet TRCA requirements, red-line revisions be made to the plan to provide for necessary



blocks within the Plan or modify their size or configuration into surrounding lands within this subdivision which are currently proposed for development.

- i. That an extensive enhancement planting plan be provided to the satisfaction of the TRCA for Block 159 (Compensation Block).

Subdivision Agreement

64. That the owner agrees in the subdivision agreement, in wording acceptable to the TRCA:

- a. To carry out, or cause to be carried out, to the satisfaction of the TRCA, the recommendations of the technical reports and plans referenced in TRCA's conditions.
- b. To implement the requirements of the TRCA's conditions in wording acceptable to the TRCA.
- c. To design and implement on-site erosion and sediment controls in accordance with current TRCA standards.
- d. To maintain all stormwater management and erosion and sedimentation control structures operating and in good repair during the construction period, in a manner satisfactory to the TRCA.
- e. To obtain all necessary permits pursuant to Ontario Regulation 166/06 from the TRCA.
- f. To erect a permanent fence to the satisfaction of the TRCA on all blocks abutting natural areas (if gratuitously dedicated to the TRCA).
- g. To implement all water balance/infiltration measures identified in the water balance study that is to be completed for the subject property.
- h. To design a monitoring protocol, obtain approvals, monitor, and maintain the site level water balance measures on this site (including LIDs) and to provide for the long-term monitoring of this system for a period as agreed to once the facilities are operational, to the satisfaction of the TRCA.
- i. To provide for planting, and enhancement of all-natural heritage features and buffer areas in accordance with the drawings approved by the TRCA. And that monitoring and replanting of these areas be completed for a minimum 3-year period, to the satisfaction of the TRCA, with sufficient funds being secured through Letter of Credit in favour of the City of Brampton, or other appropriate measure.
- j. To provide for the warning clauses and information identified in TRCA's conditions.
- k. That where required to satisfy TRCA's conditions, development shall be phased within this Plan.
- l. That prior to a request for renewal of Draft Approval of any phase of this subdivision, that the owner consult with the TRCA with respect to whether the technical studies submitted in support of this development remain to meet current day requirements, and that the owner update any studies and plans, as required, to reflect current day requirements.
- m. To carry out, or cause to be carried out the cleaning-out and maintenance of all stormwater management infrastructure (including best management practice measures) prior to assumption of the subdivision by the City of Brampton. And, to include appropriate clauses in all agreements of purchase or sale agreements,



for lots and blocks on which stormwater management measures are being constructed to identify the presence of such measures and to clearly identify the owner's responsibilities for long-term maintenance, and any restrictions to uses on any portion of their property that these may require.

- n. To gratuitously dedicated Block 159 (Compensation Area) to the City of Brampton or TRCA, in a condition that is satisfactory to the City of Brampton and TRCA.
- o. That all community information maps and promotional sales materials for blocks adjacent to Block 159 clearly identify the presence of these features, identify limitations to permitted uses within these areas, and restrictions to access.

Implementing Zoning By-law

- 65. That the implementing Zoning By-law recognize all natural heritage features in a suitable zoning category which has the effect of prohibiting development and structural encroachment and ensuring the long-term preservation of the lands in perpetuity, to the satisfaction of the TRCA.

Hydro/Telecommunications

- 66. Prior to the release of the plan for registration, the owner must submit in writing, evidence to the Commissioner, Planning, Building, and Growth Management that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

Development Charges

- 67. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
- 68. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks); pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

69. In respect of the water meter fees:

- a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
- b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

70. Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a. A road widening pursuant to the Region's Official Plan along Mayfield Road (Regional Road #14). The Region's Official Plan road widening requirement for mid-block along Mayfield Road is 50 metres right-of-way (25.0 metres from the centerline). Additional property over and above 50 metres right-of-way will be required as a result of design requirements to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 55.5 metres for a single left turn lane intersection configuration (27.75 metres from the centerline of Mayfield Road);
- b. Minimum 4.5m buffer blocks along the frontage of Mayfield Road in front of Lots 1 to 8 and Blocks 153 and 154.

71. Clauses shall be included in the Subdivision Agreement stating that:

- a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands; and
- b. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Access

72. Clauses shall be included in the Subdivision Agreement stating that:

- a. The Developer shall remove any existing driveway/accesses along the frontage of Mayfield Road that do not conform to the approved plans at its sole cost.
- b. No lots or blocks shall have direct access to Mayfield Road.

73. Clauses shall be included in the Subdivision Agreement stating that:

- a. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.

74. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

75. Clauses shall be included in the Subdivision Agreement stating that servicing will require:

- a. Construction of oversized 400mm dia. watermain which is the financial responsibility of the Region as per Development Charges By-Law. A 400mm dia. watermain is included in the Five Year Capital Budget and Forecast; and
- b. Construction of oversized 525 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 525 mm dia. sanitary sewers are included in the Five Year Capital Budget and Forecast.
- c. Construction of oversized 900 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 900 mm dia. sanitary sewers are not included in the Five Year Capital Budget and Forecast.

76. Clauses shall be included in the Subdivision Agreement stating that:

- a. The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region's easements and right-of-way;
- b. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
- c. The Developer shall acknowledge and agrees that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. Under no circumstance shall the flow of storm water be diverted to or along Mayfield Road's right of way (by pipe or channel).
- d. The Region shall not permit any alteration to grading within Mayfield Road right-of-way along the frontage of the Lands.

77. A clause shall be included in the Subdivision Agreement that a restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be

conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermains to service this plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

Drawings – Servicing and “As Constructed”

78. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.

79. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As-Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.

General Conditions

80. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.

81. The Developer acknowledges and agrees that servicing of this Plan will require construction of oversized 900mm diameter sanitary sewers along future Inspire Boulevard in order to accommodate this development as well as external lands with proposed intensification. The construction of 900 mm diameter sanitary sewers are the financial responsibility of the Region as per Development Charges By-Law; however, 900mm diameter sanitary sewers are currently not included in the Five Year Capital Budget and Forecast. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval.

82. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:

- a. A revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development.

83. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.

84. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic “As Constructed” information for the infrastructure installed by the

Developer. The cost shall be based on a “per kilometre” basis for combined watermains and sanitary sewers installed pursuant to the Region’s latest User Fees By-law.

85. Prior to registration of the plan of subdivision, the Developer shall ensure that:

- a. All lots and blocks must be serviced via an internal road network;

86. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.

87. A clause shall be included in the Subdivision Agreement that the Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region’s User Fee by-Law.

88. A clause shall be included in the Subdivision Agreement that the Developer shall maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region’s User Fee by-Law.

89. A clause shall be included in the Subdivision Agreement as follows:

- a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region



prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:

- a) Bacteriological Analysis - Total coliform and E-coli counts
- b) Chemical Analysis - Nitrate Test
- c) Water level measurement below existing grade
- d. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

90. A clause shall be included in the Subdivision Agreement that the Developer agrees that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermains, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that internal and external sanitary sewers and watermains, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.

91. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Mayfield Road.

92. Provision shall be made in the Subdivision Agreement that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed /existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.

93. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.

94. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:

- a. A copy of the final signed M-Plan
- b. A copy of the final draft R-Plan(s); and
- c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

A clause shall be included in the Subdivision Agreement in respect of same.



95. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

Administrative — Clearance of Conditions

96. Prior to the signing of the final plan by the Commissioner, Planning, Building, and Growth Management, or her designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the Planning Act, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Canada Post Corporation
200 - 5210 Bradco Blvd
Mississauga, Ontario
L4W 1G7

The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario
L5R 105

Peel District School Board
5650 Hurontario Street
Mississauga, Ontario
L5R 1C6

Enbridge Gas Distribution Inc.
500 Consumers Road
North York, Ontario
M2J 1P8

Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario

L7A 1E8

Bell Canada
100 Commerce Valley Drive West
Thornhill, Ontario
L3T 0A1

Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario
L5C 3T6

Region of Peel
10 Peel Centre Drive
Brampton, Ontario
L6T 4B9

Toronto and Region Conservation Authority
101 Exchange Avenue,
Vaughan, Ontario
L4K5R6

NOTE 3:

The costs of any relocations or revisions to Hydro One facilities which are necessary to accommodate this subdivision will be borne by the owner, and further any easement rights of Hydro One are to be respected. The owner should contact the local Hydro One Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 4:

It is recommended that the owner or their consultant contact the Toronto and Region Conservation Authority to clarify specific requirements prior to preparation of detailed engineering reports.



DRAFT

Draft Plan of Subdivision Conditions of Draft Approval Comments and Conditions Memo Tracking Sheet

Digram Developments – Glen Schnarr and Associates Inc.

File: OZS-2021-0026 & 21T-21006B

Planner: Chinoye Sunny

Date of Draft Approval: Month, Date 2023 (Provided that no appeal has been filed)

Department/Divisions/Sections	Memo Date		
	(Initial Draft Approval)	(Revision) Memo Date	Effective Draft Approval Date*
Public Works – Development Engineering			
Public Works – Open Space Development			
Public Works – Transportation Engineering			
Planning & Development Services – Development Services			
Planning & Development Services – Building Division			
Planning & Development Services – Urban Design			
Planning & Development Services – Policy Planning (Growth Management, Land Use Policy)			
Planning & Development Services – Policy Planning (Parks and Facility Planning)			
Planning & Development Services – Policy Planning (Heritage)			
Brampton Transit			
Region of Peel			
TRCA			

*day after 20 days after making decision (date of decision=date of cover memo signed by Commissioner/Director for minor amendments or Notice of Decision)

NOTE: Any changes to the conditions (including minor amendments and revisions to the conditions expressly identified in any Comments and Conditions Memos are subject to Section 51 (41) of the *Planning Act* and the amendment to the draft approval shall be deemed to have been made the day



after the appeal period is over (the day after the 20-day appeal period), whether or not notice has been issued.

Accordingly, preparation of any agreement or supplementary agreement (as the case may be), will not occur until the appeal period has passed.

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COMMENTS AND CONDITIONS MEMO

Date: October 16, 2023

File: OZS-2021-0026 & 21T-21006B

From: Chinoye Sunny

**Subject: Conditions of Draft Approval
Official Plan Amendment, Zoning By-law Amendment, and
Draft Plan of Subdivision**

(To permit the development of 705 residential units in low-density, medium-density and high-density built forms, a park, two elementary schools blocks, an open space and walkway block)

Digram Developments – Glen Schnarr & Associates Inc.

South of Mayfield Road between Bramalea Road and Torbram Road
(an 'L' shaped parcel)

File: OZS-2021-0026 & 21T-21006B

Ward: 9

Plan:

Plan Dated:

Comment Revision #: 1st Set of Comments

The following represents a summation of comments and conditions from the **Development Services Division of the Planning and Development Services Department** with respect to matters dealing with community information maps, warnings, notices, growth management, and other general requirements to be included in the subdivision agreement, among others.

Development Planning staff have the following comments with respect to the noted Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications that will facilitate the development of 705 residential units in low-density, medium-density and high-density built forms, a park, two elementary schools blocks, an open space and walkway block on a site area of 12.32 hectares.

The Official Plan Amendment application proposes to re-designate a portion of "Medium Density Residential" designation to "Medium- High Density Residential- Special Section 4" to permit the proposed Draft Plan of Subdivision and the Zoning By-law Amendment application proposes to rezone the property from 'Agricultural' to Residential Single Detached, Residential Townhouse, Residential Apartments, Composited Residential Commercial, Institutional and Open Space.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Sales Office Homebuyers Information Map

1. Prior to draft plan approval, the owner shall prepare a preliminary Homebuyers Information Map of the subdivision to be posted in a prominent location in each sales office where homes in the subdivision are being sold. The map shall contain the following information and clauses as applicable:
 - a) The proposed land uses within the subdivision based on the latest draft plan.
 - b) The immediately surrounding existing and proposed land uses.
 - c) Those lots or blocks that have existing and potential noise environmental problems based on the noise feasibility study. Include all relevant warning clauses on the map.
 - d) The approximate locations of noise attenuation walls and berms;
 - e) The approximate locations and types of other fencing within the subdivision
 - f) Where parks and open space, storm water management facilities and walkways are located.
 - g) The types and locations of parks, valley lands and other open space (i.e. passive or active) and a general description of their proposed facilities and anticipated level of maintenance (to be confirmed in each case with the Environment and Development Engineering Division).
 - h) Potential locations of all Canada Post community mail boxes on corner lots (except corner lots at the intersection of an arterial road).
 - i) The locations of all Brampton Transit routes through the subdivision.
 - j) The following standard notes, using capital letters where noted:

i. **“NOTICE AND ADVICE TO PURCHASERS:**

THIS MAP IS INTENDED TO PROVIDE HOME BUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE, YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/YEAR) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND USE INVOLVES A PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT”

- ii. “The map shows that there will be several types of housing in the subdivision including townhouses and apartment buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iii. “Sites shown on the map for future schools, apartments, townhouses, churches, shopping plazas, parks etc. could have driveways anywhere along their street frontage. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- iv. “Some streets in this subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- v. “There may be catch basins or utilities easements located on some lots in this subdivision. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vi. “Some lots and development blocks will be affected by noise from adjacent roads, the railway, industries or aircraft and warning clauses will apply to purchasers. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- vii. “The map shows that some of the lots affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- viii. “Valleys and storm water management ponds in this subdivision will be left in a natural condition with minimal maintenance and no grass cutting, only periodic removal of paper and debris. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- ix. “The final location of walkways in Blocks 141, 150, 151 and 152 may change without notice.”
- x. “Door to door mail delivery will not be provided in this subdivision and Community mailboxes will be directly beside some lots. If you have any questions, please call 1-800-267-1177.”
- xi. “Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xii. “The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”
- xiii. “There may be Brampton Transit bus routes on some streets within this subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions, please call (905) 874- 2750 or email transit@brampton.ca.”
- xiv. “Boulevard trees will be planted according to City requirements approximately 12 to 18 metres apart and a tree will not necessarily be located in front of every home.”
- xv. “The offer of purchase and sale may contain itemized charges for features covered in the City’s subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca.”

- xvi. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
- xvii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."
- xviii. "The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, in the City's discretion, without notification to purchasers. Builders' sales brochures may depict these features differently from what is shown on the Community Design Guidelines or the as-built drawings. The City has no control over builders' sales brochures."
- xix. "Gates are not permitted in fences when lots abut a valleyland, park or stormwater management block."
- xx. "The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permitted driveway width for your lot."
- xxi. "There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area."
- xxii. "FOR FURTHER INFORMATION, ON PROPOSED AND EXISTING LAND USE, PLEASE CALL (905) 874-2050 or EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA."
- xxiii. "FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT."
- xxiv. "FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURAL CONSULTANT."

Growth Management/Staging and Sequencing

2. Prior to registration, the Owner shall demonstrate to the satisfaction of the Planning and Development Services Department that the intent of

- the requirements of the approved Countryside Villages Block Plan Area 48-2 Growth Management Staging and Sequencing Strategy Report that apply to the plan of subdivision have been met.
3. Prior to registration, the Owner shall sign the Countryside Villages Area 48-2 Cost Sharing Agreement (or other named agreement), and provide the Planning and Development Services Department with a written acknowledgment from the Trustees appointed pursuant to the agreements, that the Owner has signed the agreements and has delivered the deeds or made the payments required by the agreements.
 4. Prior to registration, the Commissioner of Public Works and Engineering shall be satisfied that the appropriate mechanisms are in place for the following road and intersection improvements:
 - a) The construction of Inspire Boulevard in its entirety between Torbram Road and Countryside Drive, concurrent with the development of the first plan of subdivision.
 - b) The construction of intersection improvements at Torbram Road and Inspire Boulevard, at Torbram Road and Countryside Drive, and at collector roads and Countryside Drive.

Digital Submissions of Plans

5. Prior to draft approval, a digital submission of the current draft plan to be draft approved, shall be provided to the City, in accordance with the Planning and Development Services Department's digital submission requirements.

Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following requirements are applicable as a condition of draft plan approval.

Zoning – Special Provisions

1. The applicant shall demonstrate that the property can be adequately serviced and graded to permit the development of the lands in accordance with the approved plan of subdivision including:

a) A Holding Zone shall be included within the Zoning By-law as the property does not have servicing available at this time.

b) The Holding Zone can be lifted once it can be demonstrated that the subdivision can be adequately serviced and graded.

Land Notices: Statements and Clauses

2. The owner shall include the following warnings in bold type in all offers of purchase and sale for all lots and blocks within the plan:

- a) A statement indicating that Block 189 will be developed for road widening purposes.
- b) A statement indicating that Blocks 162-188 will be developed for entry feature purposes.
- c) A statement to the satisfaction of the Development Engineering Division of the Public Works Department indicating that Block 156 shall be developed for park purposes and is planned to contain parks and will include other associated facilities such as play equipment, walkways, lighting, and landscaping.
- d) A statement to the satisfaction of the Development Engineering Division of the Public Works Department indicating that Block 159-161 shall be developed for valleyland purposes and are planned to contain valleyland and will include other associated facilities such as walkways, lighting, and landscaping.
- e) A statement indicating that Block 156 will be developed as an active park and may contain play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. The following wording shall also be included with respect to Block 156:

“Purchasers are advised that residents close to Block 156 may be disturbed by noise and night lighting from the park. For more information, please call the Development Engineering Division of the Public Works Department, at (905) 874-2050 or email planning.development@brampton.ca.”
- f) A statement advising prospective purchasers that Streets “B”, “C”, “D”, “E”, “G”, “H”, “J”, “K”, “L”, “M”, “N”, “P”, Moldovan Street and Inspire Boulevard (as the case may be) will be extended in the future.
- g) A statement to the satisfaction of Brampton Transit that the City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on

any City right-of-way as determined by Brampton Transit to provide effective service coverage.

- h) A statement which advises the prospective purchasers that mail delivery will be from a designated Community Mailbox.
- i) A statement indicating that gates are not permitted in fences when lots abut a valleyland, park or stormwater management block.
- j) A statement indicating that the City of Brampton's Zoning By-law regulates the width of driveways and that owners not widen their driveway before inquiring about the permitted driveway width for the lot.
- k) A statement advising purchasers that access to Mayfield Road will be restricted to right-in/right-out only traffic movements.
- l) A statement indicating that Lots 1-8 and Blocks 149-155 have a noise attenuation fence and berm located inside the lot line within the side and/or rear yard, that the noise attenuation fence shall not be altered or removed and that it shall be the responsibility of the owner of the lot to maintain and keep in repair that portion of the noise attenuation fence and berm situated on the lot.
- m) The following specific statements must be included:
 - i. "The offer of purchase and sale may contain itemized charges for features covered in the City's subdivision agreement. These features may include street trees, driveway paving, sodding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may also be described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lot in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905) 874-2050 or email planning.development@brampton.ca."
 - ii. "The City will not reimburse purchasers, nor assist in any recovery of moneys paid, under any circumstance."
 - iii. "Although the developer is required to provide trees at regular intervals on the public boulevards within this subdivision, local site conditions may not allow for a tree to be planted in front of some homes."

- iv. “The design of features on public lands may change. Features shown in the Urban Design Brief and associated addendum(s) may be constructed as shown or altered, in the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is shown on the Urban Design Brief or the as-built drawings. The City has no control over builders’ sales brochures.”
 - v. “There are a number of homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.”
 - vi. “There may be catch basins or utility easements located on some lots in this subdivision.”
- n) The following clauses from the Dufferin-Peel Catholic District School Board, in all offers of purchase and sale of residential lots:
- i. “Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.”
 - ii. “That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.”
- o) The following clauses from the Peel District School Board in any agreement of purchase and sale entered into with respect to any units on this plan for a period of five (5) years from the date of registration of the plan:
- i. “Whereas despite the best efforts of the Peel District School Board, 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 bussed to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools.”
 - ii. “The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the

children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student Transportation of Peel Region's Bus Stop Assessment procedure and process (STOPR012)."

3. The owner shall notify purchasers of the exact Community Mailbox locations prior to the closing of any sales.

Land Notices: Signage

4. The owner shall erect and maintain signs in the following locations and in the following manner:
 - a) to the satisfaction of the Development Engineering Division of the Public Works Department, on Neighbourhood Park Block 156 showing in graphical form, the proposed facilities and indicating that Neighbourhood Park Block 141 will be developed as an active park with play equipment, lighted walkways, landscaping, passive use free-play areas, and a multi-purpose pad. An advisory that residents close to the park may be disturbed by noise and night lighting from the park shall likewise be included. The signage shall also advise that for more information, the Development Engineering Division of the Public Works Department can be contacted at (905) 874- 2050 or email at planning.development@brampton.ca.
 - b) at the open ends of all road allowances to advise purchasers of the future extension of these streets.
 - c) to the satisfaction of The Dufferin-Peel Catholic District School Board at all major entrances to the proposed development the following:

“Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.”
 - d) to the satisfaction of the Peel District School Board at all major 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. These signs shall be to the Board's specifications, at locations determined by the Board and erected prior to registration.

Cost Sharing

5. Prior to registration the owner shall sign the Landowners Cost Share Agreement, and provide the City with a written acknowledgment from the Trustee appointed pursuant to the agreement, that the Owner has signed the agreement and has delivered the deeds or made the payments required by the agreement, and that the plan may be released for registration.

School Site Alternative Use

6. In the event that any block proposed for school purposes is not acquired by the Peel District School Board or The Dufferin-Peel Roman Catholic School Board, as the case may be, the block, or blocks, shall be offered to the other board of education, and if not acquired by said other board, shall be offered for sale to the City for purchase, in whole, or in part.

School Site Acquisition and Cost

7. The school board shall be offered the school site at a price that does not exceed the value of the land determined as of the day before the day of the approval of the draft plan of subdivision.

Site Plan Approval

8. Approval of site development plans by the City in accordance with the City's site development plan approval procedure shall be a prerequisite, based on the City of Brampton requirements at the time, to the issuance of a building permit for Blocks 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, and 100.

Telecommunications

9. The applicant shall permit all telecommunications service providers that are a "Canadian carrier" as defined in subsection 2(1) of the Telecommunications Act or a "distribution undertaking" as defined in subsection 2(1) of the Broadcasting Act and have entered into a Municipal Access Agreement with the City ("Telecommunication Providers") to locate their plant in a common utility trench within any future public highway within the Plan. A list of Telecommunication Providers can be obtained from the City. Within 10 business days of the delivery of the pre-servicing letter, the applicant shall notify all Telecommunication Providers of the Plan and request that the Telecommunication Providers contact the applicant directly within 10 business days if they intend to locate their plant within any future public highway within the Plan. The applicant shall make satisfactory arrangements (financial and otherwise) with the City,

Telecommunications Providers and other utilities for the installation of each of their facilities in a common utility trench within the future public highway prior to commencing any work with respect to any future public highway as shown on the draft approved plan of subdivision, and the applicant shall provide evidence of same satisfactory to the City. Until such installation is completed, the applicant shall not undertake any works that will limit the ability of any Telecommunications Provider to install its plant in a timely and efficient manner. The applicant shall install, at its own expense, 100mm diameter ducts at all road crossing for the use of Telecommunications Providers. The exact location and detailed specifications for these ducts shall be shown on the approved drawings. The applicant acknowledges and agrees that the City may refuse to accept or assume any or all streets within the plan until the provisions of this section have been complied with.

10. Prior to commencing any work within the plan, the applicant must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the applicant is hereby advised that they may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the applicant elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the applicant shall be required to demonstrate to the telecommunication provider that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services.

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. N/A

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Chinoye Sunny

Chinoye Sunny
Development Planner, Development Services
Planning, Building and Growth Management
(905) 874-2064

COMMENTS AND CONDITIONS MEMO

Date: October 10, 2023

File: OZS-2021-0026 and 21T-21006B

To: Chinoye Sunny

From: Anthony Magnone

Subject: Requirements for
Digram Developments Brampton Inc.
Mayfield Road

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the **BUILDING DIVISION** with respect to the above matter.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

Not Applicable

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

The following comments / requirements are applicable as a condition of draft plan approval.

Not Applicable

C. GENERAL COMMENTS

The following general comments are provided to assist the developer in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

Prior to registration of the Plan, or any phase thereof, provide a **final version** of the detailed soils investigation of the site prepared, signed and sealed by a qualified Geotechnical Engineer.

Building Removal

Prior to registration **or site plan approval**, the applicant shall remove any existing buildings on the site.

Exposed Basements

Where a building style incorporating an exposed basement is proposed, the external treatment of the exposed basement shall be consistent with the exterior treatment of the balance of the structure.

Fire Break Lots

For those lots designated as fire break lots by the Building Division the erection of the superstructure shall be permitted only upon the approval of the Chief Building Official.

Foundations

Prior to the issuance of any building permit, the applicant shall provide an engineering report, to the satisfaction of the Chief Building Official, indicating special foundation requirements, if any, to support structures that may be erected on disturbed ground or lots where filling has occurred.

Noise Abatement

Prior to registration, site plan approval, and prior to the applicant entering into any purchase and sale agreements, the applicant shall engage the services of a qualified acoustical consultant to complete a noise study recommending noise control measures satisfactory to the City (and Region of Peel when requested by the Region). A copy of this report shall be provided to the City's Chief Building Official.

The noise control measures and noise warnings recommended by the acoustical report shall be implemented to the satisfaction of the City of Brampton. (and Region of Peel as required)

Prior to registration and site plan approval the applicant shall prepare a Noise Attenuation Statement, a copy of which shall be provided to the City's Chief Building Official.

Prior to the issuance of any building permits, the applicant shall provide the City's Chief Building Official with a certificate certifying that the builder's plans for

each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved acoustical report and the approved plans.

Municipal Addressing

Prior to registration and/or site plan approval, the applicant shall provide confirmation that the digital submission requirements and GIS requirements for the submission of the proposed final M-plan (CAD file) are complete and uploaded in the City's GIS system. Refer to the attached link for clarification:

https://www.brampton.ca/EN/Business/planning-development/Documents/e-Forms/DevServ/ZB_OP_Amendment_Application_Package.pdf

In support of having building permits issued in an expedited manner, please provide the anticipated Production Builder names and allotments believed to be submitting building permit applications to construct residential dwellings within this subdivision development.

The Builder information can be emailed directly to documentservicesbldg@brampton.ca titled "**Production Builder Information for Proposed Residential Plans of Subdivision; 21T-_____B**", referencing the 21T plan number.

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.



Anthony D. Magnone
Regulatory Co-ordinator
Tel: (905) 874-2415 Fax: (905) 874-2499
anthony.magnone@brampton.ca

COMMENTS AND CONDITIONS MEMO

Date: May 24, 2023
File: **OZS-2021-0026 and 21T- 21006B**
To: Stephen Dykstra
From: Frank Mazzotta
Subject: **Requirements for Plan of Subdivision 21T-21006B**
Digram Developments

Owner Name: Digram Developments Brampton 4 Inc.
Digram Development Brampton 5 Inc.
Digram Development Brampton Inc.

Location: 0 Mayfield Road, L6R0A7
Circulation Date: May 5, 2023
Plan: Draft Plan of Subdivision
Plan Dated: February 24, 2023

In response to the circulation of the above noted application, the following represents a summation of comments and conditions from the Engineering and Development Services/Development Approvals (Engineering & Environmental) with respect to matters dealing with development and environmental engineering.

A. PRIOR TO DRAFT PLAN APPROVAL

The following shall be addressed prior to the release of the application for draft plan approval.

- The following studies shall be approved in support of servicing for this development.
 1. ~~Functional Servicing Report (FSR)~~ – Cleared May 17, 2023
 2. ~~Environmental Impact Study (EIS)~~ – Cleared April 25, 2022
 3. ~~Feasibility Noise Report~~ – Cleared April 25, 2023
 4. ~~Phase 1 Environmental Site Assessment (Phase 1 ESA) and Phase 2 Environmental Site Assessment (Phase 2 ESA) if required.~~ – Cleared April 21, 2023

B. DRAFT PLAN APPROVAL REQUIREMENTS

The following comments / requirements are applicable as a condition of draft plan approval.

1. Environmental Engineering

1.1. Acoustic

- 1.1.1. As part of the first engineering submission, the owner's consultant shall submit a detailed noise report prepared by a qualified acoustical consultant recommending noise control measures satisfactory to the Engineering and Development Services Division, in consultation with the Region of Peel as necessary. A copy of the report shall also be provided to the City's Chief Building Official.
- 1.1.2. The noise control measures and noise warnings recommended by the noise report shall be implemented to the satisfaction of the Engineering Division.
- 1.1.3. As part of the first engineering submission, the owner shall prepare and submit a Noise Attenuation Statement. A copy of the final approved Noise Attenuation Statement shall also be provided to the City's Chief Building Official.
- 1.1.4. The owner will include the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the owner agrees to provide the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans.

1.2. Environmental

- 1.2.1. Prior to the initiation of any grading or construction on the site the owner shall install adequate sediment and erosion control measures to the satisfaction of the City of Brampton and TRCA. These measures shall remain in place until all grading and construction on the site are completed.
- 1.2.2. Prior to the initiation of any grading or construction on the site, the owner shall install a snow and siltation control fence adjacent to the existing City parklands on the south side of the Plan.

1.3. Storm Water Management

- 1.3.1. Prior to the initiation of any site grading or servicing and as part of the first engineering submission, the owner shall provide a Storm Water Management Report which describes the existing and proposed storm water drainage systems for the proposed development.

2. Registration Timing / Restriction of Building Permits

- 2.1. The developer acknowledges and agrees that registration of this plan is dependent on the prior registration of the adjacent plans east, west, north and south for access and servicing.
- 2.2. The developer acknowledges and agrees that restriction of the issuance of Building Permits may be imposed on any Lots or Blocks in the Plan, as may be required, due to the lack of a full municipal roadway for access and/or lack of servicing for said lots/ blocks that may result from (including but not limited to) the phasing and/or registration timing of the adjacent lands or portions thereof or the phasing of this Plan if applicable.

3. Road Reconstruction/Cash Contributions

- 3.1. The owner acknowledges and agrees that if the temporary turning circles internal to the Plan, at the limits of any of the Streets (as to be determined through detailed engineering design and by registration timing of the adjacent plans) are still required at the time of assumption of the subdivision, then the owner will provide a cash contribution as determined by the City's Commissioner of Planning, Building and Growth Management towards the future removal of the temporary turning circles and complete construction of the ultimate road once extended. The value of the cash contribution shall be established by the City's Commissioner of Planning, Building and Growth Management or their designate prior to the assumption of the subdivision.
- 3.2. The owner agrees to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Planning, Building and Growth Management or designate prior to the registration of the subdivision.
- 3.3. Prior to the registration of the Plan, the Owner (at their sole cost and expense) shall make satisfactory arrangements with the Director of Development Engineering (if applicable) to secure and complete the construction of any of the Streets, easements or portions thereof, exterior to this Plan, required to provide access and/or complete servicing of the lots in this Plan or portions thereof; in the event that coordination with adjacent land owner(s) is not possible in this regard, then the developer agrees to provide temporary turning circles and/or shall agree to the restriction of Building Permits as per 2.2.

4. Financial Impact

- 4.1. Development charges will be made payable to the City in accordance with the Development Charges By-law in effect at the time of payment.
- 4.2. Development Charge credits are anticipated for the construction of Inspire Boulevard within this Plan of Subdivision. Prior to registration, the owner agrees to enter into a Development Charges Credit Agreement with the City for same.

5. Sidewalks

- 5.1. Prior to the first engineering submission, the owner shall submit a sidewalk and parking plan.

6. Land Dedications, Easements, and 0.3m Reserve Blocks

- 6.1. Sufficient right of way for all roads associated with the plan, land dedications and easements required for proper servicing of the plan shall be granted gratuitously to the appropriate authority. The precise limits of the required land dedications and easements are to be determined to the satisfaction of the City's Ontario Land Surveyor.
- 6.2. Where the City has required as a condition of registration that the developer convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may re-convey said lands (or any interest therein) to the Developer, gratuitously, provided that the Developer shall be required to pay for any fees, taxes, and/or disbursements related to the re-conveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.
- 6.3. The 0.3 m reserves and reserve blocks shall be deeded gratuitously to the City.

7. Warning Clauses

- 7.1. Warning clauses are to be included in the Agreements of Purchases and Sale and registered on the title of all affected lots and blocks noting:
 - 7.1.1. Any noise control features required to meet the noise level objectives of the City, to the satisfaction of the City, with respect to all noise sources,
 - 7.1.2. Any walkways or retaining walls that may evolve on the plan,
 - 7.1.3. The possibility of future transit routes within the internal collector/local road network to serve the residents of this community, including possible establishment of transit stops and platforms,

8. Soil

- 8.1. Prior to the registration of this plan or any phase thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of Site Condition in the Environmental Site Registry.
- 8.2. Prior to the conveyance of any lands to the City, including roads and parts thereof, the owner shall provide a copy of a Record of Site Condition and confirmation of the filing of the Record of Site Condition in the Environmental Site Registry.

9. Growth Management Staging and Sequencing Study

- 9.1. Prior to the registration of this plan or any phase thereof, the owner shall comply with the requirements of the approved growth management staging and sequencing plan.

C. GENERAL COMMENTS

The following general comments are provided to assist the owner in the preparation of the related drawings, finalization of any required studies or resolution of any identified issues.

1. Subdivision Agreement

The owner will be required to enter into a Subdivision Agreement with the City for the construction of municipal services associated with these lands. The underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City.

The owner will be required to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 Insurance, 24 Financial and 17 Maintenance Periods respectively, of the applicable standard Subdivision Agreement.

2. Site Grading/Erosion and Sediment Control By-law

The owner will be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the owner's Engineering Consultant to form part of the Subdivision Agreement.

Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

3. Storm Drainage

Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated by the Commissioner Public Works & Engineering.

As a part of detailed processing of servicing submissions, the owner's consultant will be required to include a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority.

All storm drainage shall be conducted to an outlet considered adequate in the opinion of the Commissioner of Public Works & Engineering.

4. Sanitary and Water Service

Prior to servicing or registration of the plan, the Region of Peel is to confirm that all portions of this plan will be provided with adequate water and sanitary servicing.

5. Soil Conditions

The owner is required to retain a Geotechnical Consultant to prepare a detailed Soils Report. At first engineering submission, the Soils Report will be reviewed by the City and Ministry of Environment and Energy if necessary. Prior to the registration or servicing of this plan, the approved procedures are to be incorporated into the Subdivision Agreement.

6. Street Lighting

Street Lighting is to be provided by the owner in accordance with the City's latest standards and requirements. In addition to street lighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

7. Signs

All street and traffic signs required for this plan are to be supplied, erected and maintained in accordance with the provisions of the Subdivision Agreement by and at the expense of the owner.

8. Utilities

Prior to pre-servicing and/or execution of the Subdivision Agreement, the owner shall name his/her telecommunication provider. In addition, as part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.

The owner covenants and agrees that it shall permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development.

The owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.

Prior to execution of the Subdivision Agreement, the owner must submit in writing evidence to the Commissioner of Planning, Building and Growth Management that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Any utility relocations necessary in support of the development of the Draft Plan of Subdivision shall be carried out by and at the expense of the owner.

9. Removal of Existing Buildings

The Security & Payment Statement of the Subdivision Agreement is to include sufficient securities to guarantee the removal of any existing buildings within the plan that will not conform to the requirements of the Zoning By-law after registration of the plan.

10. City Road Maintenance/Construction Access

The owner will be responsible for maintaining City Roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Planning, Building and Growth Management until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement of the Subdivision Agreement.

A construction access and the route for same will be finalized during processing of detailed engineering submissions. The construction access shall remain open at the discretion of the Commissioner of Planning, Building and Growth Management.

11. Road Design

All internal roads shall be constructed by the owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest O.P.S and /or City standards and requirements, as applicable.

The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms.

All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan.

12. Sodding of boulevards and private Lands/Maintenance of Undeveloped Lands

All portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.

The owner is to provide the City with securities to ensure that each of the lots will be sodded and top-soiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering.

Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Planning, Building and

Growth Management, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

13. Acoustical

At first engineering submission, the owner is to submit a Noise Report prepared by an Acoustical Consultant. The report is to address methods of dealing with acoustical aspects evolving from all the noise sources. The report should also detail the type of noise attenuation that will be implemented for all noise sources.

14. Community Postal Boxes

Community Postal Delivery Box locations are to be shown on the servicing drawings in locations approved by Canada Post and are to be installed to City & Canada Post requirements by the owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

15. Pre-Servicing

Pre-servicing will not be permitted until arrangements have been made to the satisfaction of the Commissioner of Planning, Building and Growth Management for the necessary outlets for the municipal services and adequate access roads to service the lands. In addition, pre-servicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal.

Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of pre-servicing of the lands.

Regards,



Frank Mazzotta, P. Eng.
Manager, Development Engineering
Environment and Development Engineering Division
Planning, Building and Growth Management
Tel. (905) 874-3447 Fax (905) 874-3369
frank.mazzotta@brampton.ca

Cc: Accela
Olti Mertiri
Bill Allison

COMMENTS AND CONDITIONS MEMO

Transportation Development Engineering

Date: August/20/2021
File: **OZS-2021-0026 / 21T-21006B**
To: Stephen Dykstra
From: Adam Davidson (Transportation Development Engineering)
Subject: Requirements for Plan of Subdivision 21T-21006B
Sandra Martinez
Digram Developments Brampton Inc.
0 Mayfield Rd, Brampton, ON

Circulation Date: 06/01/2021

A. PRIOR TO DRAFT PLAN APPROVAL

Designs are to adhere to the City subdivision requirements as found within the Corporation of The City of Brampton Subdivision Design Manual. To that end, prior to draft plan approval, the applicant will be required to demonstrate that Transportation Development Engineering requirements have been achieved. In this regard, the following is a list of some of the respective design requirements that will need to be demonstrated prior to draft approval being issued.

1. A separate drawing is to be submitted depicting sidewalks, intersection daylighting dimensions, intersection curb radii and driveway locations. Daylighting, curb radii, and driveway locations will be required to meet the current City standards or meet other satisfactory arrangements as determined by PW&E.
 2. The applicant will submit fully dimensioned functional design drawings for any cul-de-sacs proposed within the subdivision, to ensure they meet all current city standards. Cul-de-Sacs are to adhere to City standard drawing #214.
 3. The following studies shall obtain approval status:
 - a. Traffic Impact Study (TIS) for respective Block Plans (47-1 & 47-2)
 - b. Parking Justification study if the plan does not supply parking as per City requirements. (completed by a recognized traffic engineering consultant)
- Further conditions to those set out in Section B below may be provided as a result of the resolution of matters identified in this Section A of the memo.

B. DRAFT PLAN APPROVAL REQUIREMENTS/CONDITIONS

1. Prior to registration of the subdivision curb radii are to adhere to City standard drawing #245. Where applicable this includes laneways where the minimum allowable curb radius is 7.5 metres.
2. Prior to registration of subdivision road elbows must adhere with City standard drawing #215.
3. Prior to registration of the subdivision the applicant shall ensure that lot frontages and dwelling layouts are such that no driveway will intersect, including any portion within the road allowance.

C. GENERAL COMMENTS

1. Temporary cul-de-sacs may be required. The applicant will acknowledge and provide cul-de-sacs on a temporary basis if deemed necessary by the City. The applicant may be required to obtain easements should it be necessary to locate the cul-de-sacs on adjacent lands. Further comments regarding cul-de-sacs may be forwarded during the engineering review process.
2. Traffic Signal Funding is yet to be determined
3. Staging & Sequencing yet to be determined
4. 0.3m Reserves will be required on Industrial, Commercial, Institutional, School, and High Density lots and the ends of some Cul-de-sacs.
5. The applicant is required to provide for Canada Post community mailbox locations and identify locations on a separate drawing. This may include providing lay-bys for locations at or near intersections. The city requires accommodation for Canada Post facilities on minor roads only, and not near busy intersections, in order to provide a safe environment for residents/users.
6. Driveways shall not encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveway locations will not be permitted to encroach within intersection daylighting.
7. Vertical curves – grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the commissioner of Public Works.
8. Road alignments - the horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
9. Spine Roads - Prior to registration of the plan of subdivision, the developer shall make arrangements for the acquisition and delivery of Inspire Road, between Torbram Road and the westerly limits of the proposed draft plan.
10. Spine Roads – As a condition of draft plan approval the owners shall agree to enter into a Subdivision Agreement for the construction of the proposed right-of-way extension

of Inspire Boulevard. Details regarding the timing and funding of this road shall be included within the Subdivision Agreement.

11. Prior to registration of the plan of subdivision, the developer shall make arrangements for the acquisition and delivery of Street 'A', between Mayfield Road and the southerly limits of the proposed draft plan.
12. Laneways – Curves may be accommodated, however, a 12.0m centreline elbow radius and clear sightlines must be provided. One-way traffic only is acceptable. The proposed laneway must be one-way in the eastbound direction.
13. Parking supply is to be as per the City zoning requirements.
14. Registration of the Plan will be dependant of the prior registration of the plan to the east/north for servicing and access reasons.
15. Driveways width requirements are: 3.5m (single), 6.0m (double), 7.3m (shared).

If you have any questions or require further clarification with respect to the above comments, please contact the undersigned.

Regards,

Adam Davidson

Transportation Planning Technologist | Public Works | City of Brampton
T: 437.217.6007 | F: 905-874-2599 | 1975 Williams Parkway | ON L6S 6E5

COMMENTS & CONDITIONS MEMO

Date: October 05, 2023

File: OZS-2021-0026

To: S. Dykstra, Development Services

From: S. Massah, Park Planning & Development

Subject: **REQUIREMENTS FOR RESIDENTIAL DEVELOPMENT**
Proposed Official Plan Amendment and Draft Plan of Subdivision
(To permit 705 residential dwellings, 1 Park Block, 2 school blocks)
Updated Conditions from the Park Planning & Development Section

Consultant: **DIGRAM DEVELOPMENTS INC.**

Owner: **ABUBAKAR MASSOD**

Location: 0 Mayfield Rd, Brampton
Circulation Date: October 04, 2023
Ward: 9

In response to the Accela circulation of the above noted application for Official Plan Amendment and Draft Plan of Subdivision dated October 04, 2023, the following represents a summation of conditions from the **Park Planning and Development Section** and general comments from the **Park Planning Unit**. The **Open Space Development Unit** may also provide their own general comments through the Accela workflow.

Please note that this memo replaces our Comments & Conditions Memo dated April 28, 2022.

A. PRIOR TO DRAFT PLAN APPROVAL

The following must be addressed prior to the release of the application for draft plan approval.

1. NIL.

B. CONDITIONS OF DRAFT PLAN APPROVAL

The Owner is required to address the following prior to the identified milestone, in accordance with City standards, and to the satisfaction of the City. These items will be included in the subdivision agreement.

a) Prior to commencement of construction

Hoarding of Natural Features:

2. The Owner shall erect and maintain in good condition, hoarding along the property boundary where the proposal abuts along the outer limits of the Natural Heritage System (NHS) buffer (*identity the NHS buffer blocks*), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the City.

Notification Signage – Public Lands:

3. The Owner is required to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified open space blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.

b) Prior to Registration:

The following are requirements that the Owner shall be required to fulfill prior to the release of the plan for registration. Items are listed alphabetically.

Community Information Maps:

4. Prior to Draft Plan Approval, a preliminary Homebuyers' Information Map will be provided to the satisfaction of the City.

Engineering Walkways:

5. The Owner shall agree to construct a standard engineered walkway block 158 to facilitate pedestrian circulation between Torbram Road and Street 'P'. The Owner shall be required to convey the walkway block to the City at plan registration and develop (it/them) to City standards, at no cost to and to the satisfaction of the City. No credit for the block in question will be given against parkland dedication requirements associated with the subject plan.

Fencing:

6. The Owner shall make satisfactory arrangements with the City to provide fencing, at their cost, in accordance with the City Fencing Policy and the approved Urban Design Brief/Community Design Guidelines (as applicable), for incorporation into the landscape drawings' submission, to the satisfaction of the City.

Land Appraisal- Section 51.1 Parkland Conveyance:

7. In case of a Section 51.1 dedication requirements, the Owner will be required to commission and submit a land appraisal by an accredited appraiser in good standing with the AIC, in accordance with the City standards, and subject to the review and shall be to the satisfaction of the City's Realty Services Section. The effective date of the said appraisal is required to be within 120 days from the date of the Draft Plan Approval. Land appraisal report more than 120 days old will require an update.

Maintenance Fees:

8. The Owner shall agree to contribute a maintenance fee for any landscape item deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry feature structures and centre medians, irrigation systems, acoustical walls and architectural landscape elements located on public property.
9. The Owner shall agree to provide a cash-contribution in accordance with [Council Resolution 181-2014](#) towards the long-term management of all Natural Heritage System (NHS) lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.

Parkland Dedication:

10. Any submitted appraisals or amendments thereto shall be in accordance with City standards, and shall be to the satisfaction of the City's Realty Services Section.
11. Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. The Owner is proposing to convey Block 154 totaling 0.79 ha (1.95 ac.) to the City, as the Parkland Dedication requirements based on section 51.1 of the Planning Act.

Note: In the case of an under dedication, , The Owner shall be required to compensate the City prior to registration in accordance with the Planning Act (as amended) and the City's current policies, in the form of a Cash In Lieu of Parkland Payment.

Note: In case of an over-dedication The City agrees to provide compensation in accordance with the City's current policies

Note: Final calculations will be undertaken as part of the Subdivision Agreement review process and represented in Schedule 'D' of the Agreement.

Plan Requirements for all Public Lands:

12. Prior to plan registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS, landscape buffer blocks, streetscape planting, walkways and fencing to the satisfaction of the applicable approving departments and in

accordance with the latest City standards. Fencing shall be included along holdout properties where they abut the plan, subject to the approval of the existing property owners. The Owner shall comply with both the facility fit/concept plan approved prior to draft plan approval and/or the recommendations of the approved Design Brief.

13. The Owner agrees that proposed Park Block 154, which is shared between the subject plan and the adjacent plan under file (21T-17017B), shall be designed and constructed in its entirety, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Developer agrees to coordinate the completion of the entire park with the owners of Park Block 240, C05E17.004 # 21T-17017B); and Park Block 154, (OZS-2021-0026) within twenty-four (24) months of the registration of the Official Plan Amendment and Draft Plan of Subdivision, unless this time is extended in writing by the City.
14. The Owner agrees to design, prepare drawings and construct the entire neighborhood park, comprised of proposed Park Block 154 on the subject plan and proposed Park Block on the adjacent plan under file (21T-17017B), in accordance with the approved Urban Design Brief/Community Design Guidelines. The Owner agrees to coordinate the completion of the entire park with the owners of Park Block 240, (C05E17.004 # 21T-17017B); within twenty-four (24) months of the registration of the OZS-2021-0026 subdivision plan, unless this time is extended in writing by the City.
15. The Owner agrees to design, prepare drawings and construct the entire walkway, comprised of proposed Block 158 on the subject plan and proposed walkway block on the adjacent property to the South, in accordance with the approved Urban Design Brief/Community Design Guidelines. The Owner agrees to coordinate the completion of the entire walkway with the adjacent owner/City; within twenty-four (24) months of the registration of the OZS-2021-0026 subdivision plan, unless this time is extended in writing by the City.

Signage for NHS:

16. Prior to plan registration the Owner shall submit a comprehensive signage package for the Natural Heritage System (NHS) lands, to the satisfaction of the City.

Streetscape Plans:

17. Prior to plan registration, the Owner shall make satisfactory arrangements with the City, through the Subdivision Agreement and the landscape drawings' submission, to provide street trees along all internal streets within the subject plan and along immediately abutting street, including the implementation of boulevard and buffer planting, and entry features. The Owner shall comply with the recommendations of the approved Urban Design Brief/Community Design Guidelines (as amended and as applicable).

Summary Requirements:

18. Prior to registration, and in conjunction with the final landscape submission, the Owner agrees to provide the City with a detailed summary of all areas of parkland, open space, stormwater management ponds, valleylands, woodlots, and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner and will become the City's responsibility to maintain.

Tableland Tree Compensation:

19. Prior to registration, the Owner shall provide restoration-planting drawings that detail compensation plantings for tableland trees removed to accommodate the development. Compensation plantings shall be in accordance to current City of Brampton compensation planting standards. Compensation plantings shall be provided by the Owner at no cost to the City.

Tableland Vegetation:

20. The Tree Evaluation Report, shall be finalized and approved in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the City.

Note: The Owner shall ensure that no trees are removed or damaged prior to by-law approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the Planning and Development Services and Public Works & Engineering Departments.

Warning Clauses – Parks, NHS, Open Space, etc.

21. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale for all Lots or Blocks abutting blocks designated for park (Block 154), Natural Heritage System (NHS) and Compensation area (Block 159) that state:

"The subject blocks (Builder(s) to insert name of block(s) here) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Community Services Department."

Warning Clauses – Street Trees

22. Prior to registration, the Owner shall ensure that the builder(s) include a warning clause in all Offers of Purchase and Sale indicating that:

"The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be

planted in front of some homes. For more information, please call the City of Brampton's Community Services Department."

c) Post Registration:

The following are requirements that the Owner shall be required to fulfill as a condition of plan registration. Items are listed in typical order of completion:

Conveyance of Public Lands:

23. All identified parks, Natural Heritage System (NHS) lands (including associated buffers) shall be gratuitously conveyed to the City in a form and condition satisfactory to the City.

Development of all Public Lands:

24. The Owner is responsible for the development of all dedicated parks and open space (e.g. Neighbourhood Parklands, valleylands, open space and landscape buffer blocks) in accordance with the approved plans and the approved Subdivision Agreement subject to the satisfaction of the City.

Streetscape Implementation:

25. The Owner shall implement, at their expense and to the satisfaction of the City, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Urban Design Brief/Community Design Guidelines (where applicable) and will include the implementation of boulevard and buffer planting, and entry features including all structures and planting.

Reimbursement for Creditable Work:

26. Following completion of (park/NHS) development works, the Owner shall invoice the City for the cost of all works completed. The City will inspect the works for completion and issue payment in accordance with the approved cost estimates. Notwithstanding the date upon which works are completed, no payment shall be made to the Owner as compensation payable for the design and construction of identified works until after completion and sign off by the City and approval of the funding for such works in the City's Capital Budget.

Note: The Owner shall be entitled to compensation for select works in accordance with the approved drawings and cost estimates and in accordance with the most recently approved Development Charge Background Study document. Where applicable, arrangements for development charge credits/compensation select works will be concluded upon in conjunction with the development of the block. The identified

works shall be completed within twelve (12) months of the first building permit being issued for any lot or block in the plan of subdivision, unless an extension has been granted in writing by the City or unless a more rapid delivery of the park/valleyland blocks is required to service existing residents.

As-Built Drawings:

27. Prior to issuance of final acceptance of all landscape works the Owner shall provide as-built drawings in the form of digital files for all dedicated park, open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City of Brampton.

d.) Prior to Assumption:

Hazard Removal:

28. Prior to assumption, any material identified in the Tree Evaluation Report and Woodlot Management Plan as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in a Natural Heritage System (NHS) lands, whether in a woodlot block, valleyland / greenbelt block, vista block or other location as determined by the City, shall be removed at the Owner's expense.

C. GENERAL COMMENTS

The following General Comments are provided to assist the Owner. These comments shall be read in conjunction with the Draft Plan conditions (Section B).

Sustainability – Park Planning Requirements

29. The Sustainability Score and Summary has met the requirements of Park Planning section, and meets the [latest requirements](#) set out by the City for the development of such documents

Parks and Open Space Naming:

30. Names for all identified park, open space and stormwater management blocks shall be incorporated in to the Recommendation Report, for Council's approval. In this regard, the following blocks have been identified and the following names are recommended:
- a) Park Block 154 shall be named in the later stages of the development approval process.
 - b) Compensation area block 159 shall be named in the later stages of the development approval process.

Note: Park Planning & Development will identify and finalize names for the identified blocks, in conjunction with the Owner, Development Services and in accordance with the Parks and Open Space Naming Policy, prior to incorporation into the Recommendation Report.

If you have any questions or require further clarification with respect to the Park Planning & Development comments, please contact the undersigned.

Saghar Massah
Park Planner, Park Planning & Development Section
Parks Maintenance & Forestry Division
Community Services Department
saghar.massah@brampton.ca

cc. (via email only):
E. Fagan, J. Bajwa, P. Cooper, G. Serravite

(Note: A digital copy has also been uploaded to Accela.)

Public Works

10 Peel Centre Dr.
Suite A
Brampton, ON
L6T 4B9
tel: 905-791-7800

peelregion.ca

November 1, 2023

Chinoye Sunny
City of Brampton
2 Wellington Street West
Brampton ON, L6Y 4R2
Chinoye.Sunny@brampton.ca

**RE: Draft Plan of Subdivision
0 Mayfield Road
Diagram Developments Brampton 4 Inc and Diagram Development Brampton 6 Inc
City File: OZS-2021-0026
Region File: 21T-21006B**

Dear Chinoye,

Further to the comments provided March 14, 2023, the Region has reviewed the 4th and 5th submissions (received May 5, 2023, and June 23, 2023 respectively) and provide the following comments:

Region of Peel Conditions of Draft Approval

Region is pleased to advise we have no objections with this subdivision 21T-21006B proceeding to draft plan approval subject to the Draft Plan conditions outlined below.

As per the Conditions of Draft Approval for Draft Plan of Subdivision, the developer is required to fulfill the Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

General Comments:

Development Services

- The Noise Feasibility Study, prepared by HGC Engineering, and dated February 28, 2023, is deemed to be satisfactory for Draft Plan Approval.
 - 4.8 m buffer block is satisfactory.

Sanitary Sewer Facilities

- Municipal sanitary sewer facilities consist of a 525mm sanitary sewer on Torbram Road, a 525mm sanitary sewer on Countryside Drive
 - Prior to the engineering submission, a revised Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development will be required for review and approval by the Region
 - External easements and construction will be required.

Water Facilities

- The lands are in Water Pressure Zone 6
- Existing infrastructure consist of a 400mm diameter watermain (zone 6) on Torbram Road, a 400mm diameter watermain (zone 6) on Bramalea Road, a 300mm diameter watermain (zone 6) on Mayfield Road, a 750mm diameter watermain (zone 6) on Mayfield Road, a 600mm diameter watermain (zone 5) on Countryside Drive and a 300mm diameter watermain (zone 6) on Countryside Drive at Moldovan Drive.
 - Prior to the engineering submission, a revised Functional Servicing Report (FSR) showing proposed water servicing plans for the development will be required for review and approval by the Region prior to the engineering submission.
 - The Region requires a Condominium Water Servicing Agreement and a draft Declaration and Description with completed Schedule A for the future Common Elements Condominiums (Block 99 and Block 100).
 - External Easements and construction will be required

Regional Roads

- The proposed land abuts Mayfield Road (RR#14).
- No lots or blocks shall have direct access Mayfield Road.
- Region will not permit any changes to grading within Mayfield Road ROW along the frontage of proposed development.
- Storm water flow shall be looked at in a holistic manner for all developments along Regional roadways. The relocation of storm systems across Regional roadways shall be done symmetrically, so that the distance between the inlet and outlet of the system onto the Regional roadway are the same or less as compared to the pre-development condition. Under no circumstance should the flow of storm water be diverted along the Regional right of way (by pipe or channel), in order to accomplish the relocation of a drainage feature with-in or adjacent to the Regional right of way, without the prior written consent of the Region.
- The Developer is advised that the Region has recently completed Mayfield Road widening project from Bramalea Road to Airport Road under the project No. 06-4040. It is recommended the Developer or his consultant contact the Region to clarify specific road improvement requirements prior to preparation of detailed engineering plans and/or reports.

Functional Servicing Report

- The Region has reviewed the Functional Servicing Report (FSR) dated March 20, 2023, as well as a Memorandum dated June 9, 2023, both prepared by Urbantech Consulting. Prior to engineering submission, a revised FSR is required. See above for details.

Development Charges

- The Developer acknowledges that the lands are subject to the current Region's Development Charges By-law. The applicable development charges shall be paid in the manner and at the times provided by this By-law.

Capital Budget

- Servicing of this Plan will require construction of oversized 400mm dia. Watermain, oversized 525mm dia. sanitary sewers and oversized 900mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-law. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval. The following required oversized sanitary sewers, watermain and intersection improvement works are included in the Five Year Capital Budget and

Forecast. Please note that proposed 900mm dia. sanitary sewer that is required to service this development is currently not included in the Five Year Capital Budget and Forecast.

- Sanitary Sewers, Watermains and Regional roads

Component No.	Project No.	Construction Year	Description
3856	22-2156	2024	525mm dia. sanitary sewer on future Inspire Blvd. from Torbram Road westerly
29739	18-1159	2024	400mm dia. watermain on future Inspire Blvd. from Torbram Road westerly

Waste Management Requirements

- Region of Peel has requested a satisfactory Waste Collection Plan prior to draft plan approval. Advancing to draft plan approval without a satisfactory Waste Collection Plan is at the applicant's risk. A Waste Collection Plan satisfactory to the Region of Peel will be required prior to registration of the subdivision (Draft Plan Condition 24).
- The Region of Peel will provide curbside waste collection of garbage, recycling, and organic material for the detached units, and street/rear lane townhouse units provided that future submissions satisfy the requirements outlined in sections 2.0 and 3.0 of the Waste Collection Design Standards Manual.
 - A waste management plan identifying waste vehicle access route (swept path, turning radius, direction of travel) and identify waste collection points
- Waste collection for the high-density blocks will be confirmed as part of future site plan applications.
- For more information, please consult the Waste Collection Design Standards Manual available at: <https://www.peelregion.ca/pw/standards/design/waste-collection-design-manual-2016.pdf>

Conditions of Draft Plan Approval:

The following requirements/conditions will be required to be satisfactorily addressed as they relate to the Region's Conditions of Draft Plan Approval:

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks)

pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
 - c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

4. Prior to the registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
 - a. A road widening pursuant to the Region's Official Plan along Mayfield Road (Regional Road #14). The Region's Official Plan road widening requirement for mid-block along Mayfield Road is 50 metres right-of-way (25.0 metres from the centerline). Additional property over and above 50 metres right-of-way will be required as a result of design requirements to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 55.5 metres for a single left turn lane intersection configuration (27.75 metres from the centerline of Mayfield Road);
 - b. Minimum 4.5m buffer blocks along the frontage of Mayfield Road in front of Lots 1 to 8 and Blocks 153 and 154.
5. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands; and
 - b. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Access

6. Clauses shall be included in the Subdivision Agreement stating that:

- a. The Developer shall remove any existing driveway/accesses along the frontage of Mayfield Road that do not conform to the approved plans at its sole cost.
 - b. No lots or blocks shall have direct access to Mayfield Road.
- 7. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect. All costs associated with the construction access works to facilitate the development shall be 100% borne by the Developer. A Letter of Credit for 100% of the estimated cost of construction access works shall be required by the Region prior to any approvals.
- 8. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy/construction access permit for all works within the Region's road right-of-way and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the road works within the Region's right-of-way shall be borne entirely by the Developer. A clause shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

- 9. Clauses shall be included in the Subdivision Agreement stating that servicing will require:
 - a. Construction of oversized 400mm dia. watermain which is the financial responsibility of the Region as per Development Charges By-Law. A 400mm dia. watermain is included in the Five Year Capital Budget and Forecast; and
 - b. Construction of oversized 525 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 525 mm dia. sanitary sewers are included in the Five Year Capital Budget and Forecast.
 - c. Construction of oversized 900 mm dia. sanitary sewers which are the financial responsibility of the Region as per Development Charges By-Law. 900 mm dia. sanitary sewers are not included in the Five Year Capital Budget and Forecast.
- 10. Clauses shall be included in the Subdivision Agreement stating that:
 - a. The Developer acknowledges and agrees that landscaping, signs, fences, gateway features, and any other encroachments shall not be permitted within the Region's easements and right-of-way;
 - b. Noise walls adjacent to Regional roads shall be installed at the property line and be to the City of Brampton's Noise Wall specifications with steel posts. Region's requirements to be referenced in the noise abatement report and on all applicable drawings.
 - c. The Developer shall acknowledge and agrees that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. Under no circumstance shall the flow of storm water be diverted to or along Mayfield Road's right of way (by pipe or channel).
 - d. The Region shall not permit any alteration to grading within Mayfield Road right-of-way along the frontage of the Lands.

11. A clause shall be included in the Subdivision Agreement that a restriction on transfer or charge for all lots and blocks within the plan of subdivision, save and except those to be conveyed to the City and the Region, shall be registered on title to said lots and blocks prohibiting any transfer or charge of said lots and blocks without the consent of the Region until external sanitary sewers and watermain to service this plan have been completed to the Region's satisfaction. The Developer shall be responsible for all costs in respect of said restriction on title.

Drawings – Servicing and “As Constructed”

12. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
13. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As-Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”.

General Conditions

14. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
15. The Developer acknowledges and agrees that servicing of this Plan will require construction of oversized 900mm diameter sanitary sewers along future Inspire Boulevard in order to accommodate this development as well as external lands with proposed intensification. The construction of 900 mm diameter sanitary sewers are the financial responsibility of the Region as per Development Charges By-Law; however, 900mm diameter sanitary sewers are currently not included in the Five Year Capital Budget and Forecast. Should the Developer wish to proceed with these works in order to obtain clearance of the Draft Plan conditions at a time when the Region is not prepared to fund the works, then the Developer shall be required to enter into a Front-Ending Agreement prior to the construction of the works. This Agreement will be subject to the Region's determination that it has or will have sufficient funds to justify entering into the Front-Ending Agreement and Regional Council approval.
16. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. A revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development.
17. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
18. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic “As Constructed” information for the infrastructure installed by the Developer. The cost shall be based on a “per kilometre” basis for combined watermain and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
19. Prior to registration of the plan of subdivision, the Developer shall ensure that:

- a. All lots and blocks must be serviced via an internal road network;
- 20. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
- 21. A clause shall be included in the Subdivision Agreement that the Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee by-Law.
- 22. A clause shall be included in the Subdivision Agreement that the Developer shall maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee by-Law.
- 23. A clause shall be included in the Subdivision Agreement as follows:
 - a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
 - b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
 - c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - d. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department

(Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.

- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.
- 24. A clause shall be included in the Subdivision Agreement that the Developer agrees that neither the Developer nor any Builder shall apply for building permits for any lots or blocks within the plan of subdivision until the Region's Public Works Department has issued Preliminary Acceptance and provided notice to the local municipality stating that internal and external sanitary sewers and watermain, including fire protection, have been completed to the Region's satisfaction. The Developer's Consulting Engineer shall certify in writing that internal and external sanitary sewers and watermain, including fire protection, have been constructed, inspected and shall function in accordance with the detailed design as approved by the Region.
- 25. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Mayfield Road.
- 26. Provision shall be made in the Subdivision Agreement that the Developer shall grant/obtain (at no cost to the Region) all necessary easements for proposed /existing Regional infrastructures located in the vicinity of the proposed development, as this may be required by the Region to service proposed development and/or external lands.
- 27. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
- 28. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. Easement and conveyance documents required pursuant to this Agreement and the registration of this plan.

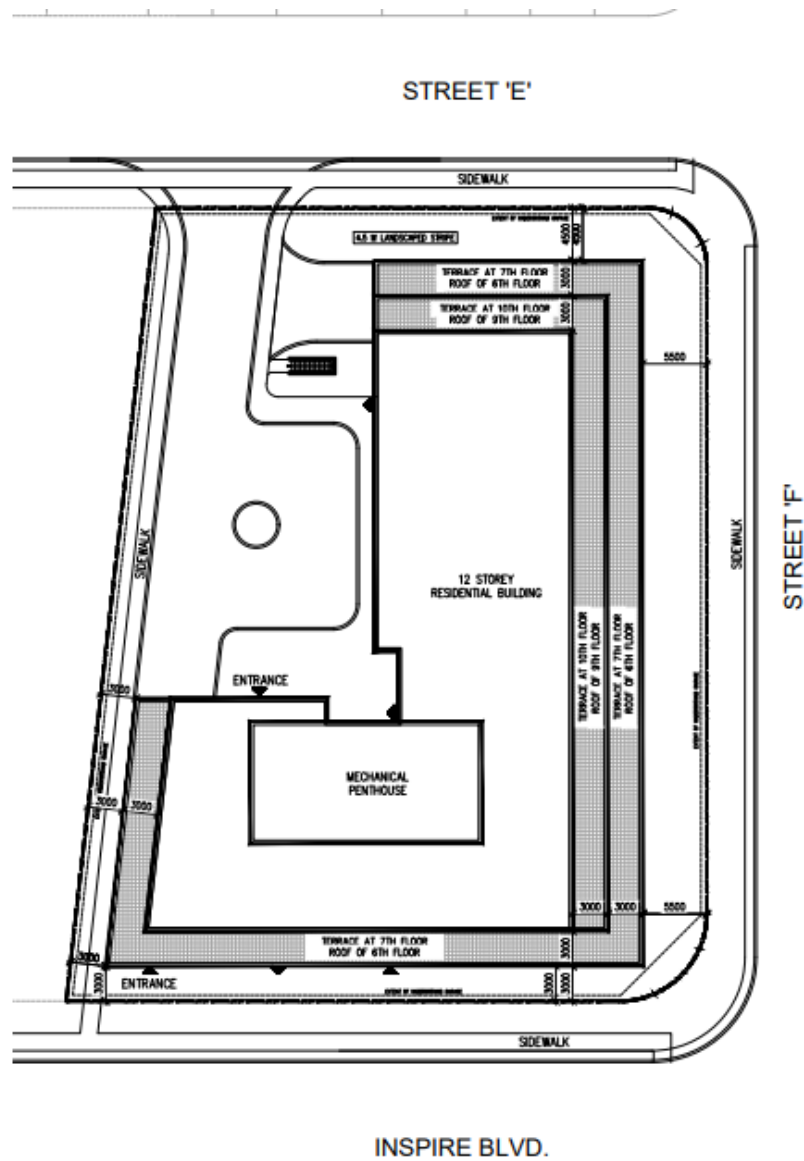
A clause shall be included in the Subdivision Agreement in respect of same.

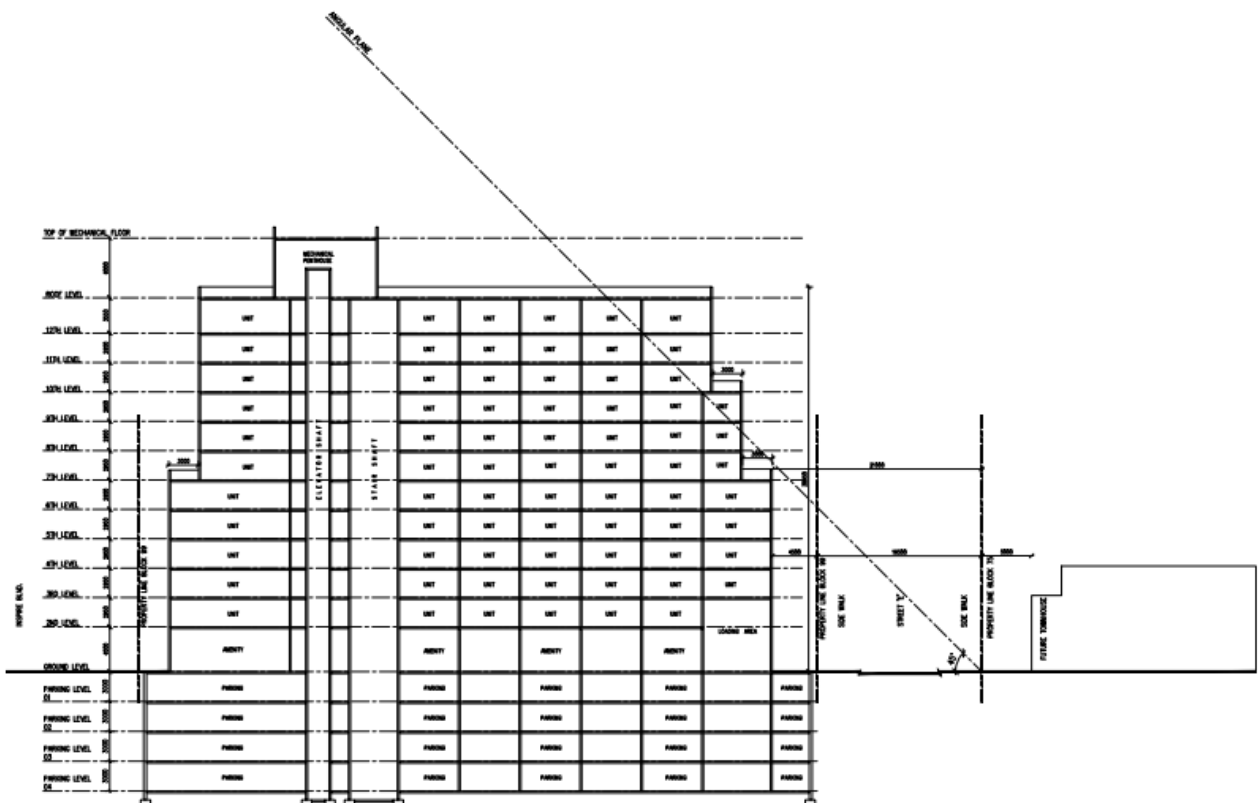
- 29. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan and arrangements demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual.

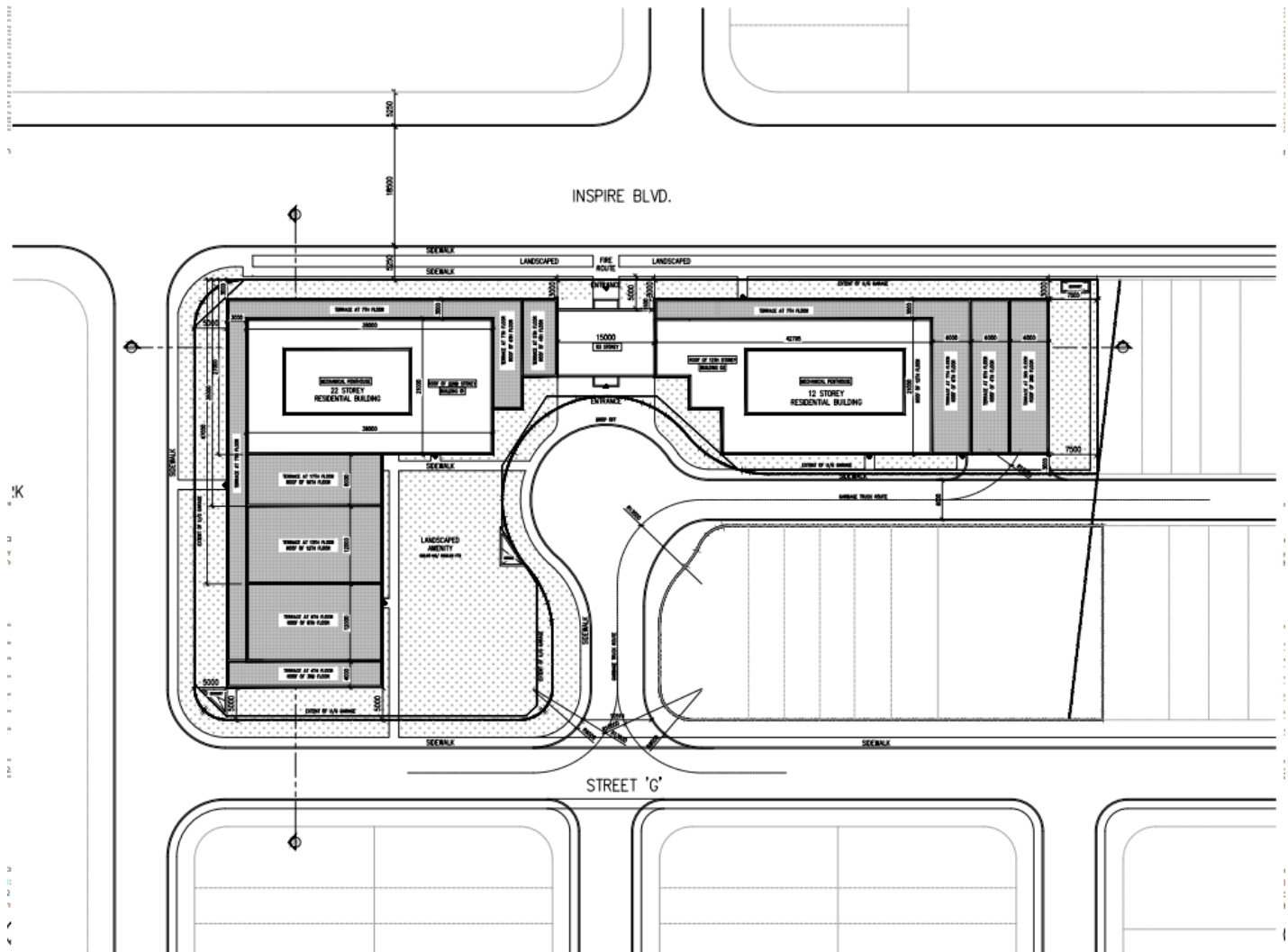
If you have any questions or concerns, please contact me (sonia.tam@peelregion.ca or 905.791.7800 x4283) at your earliest convenience.

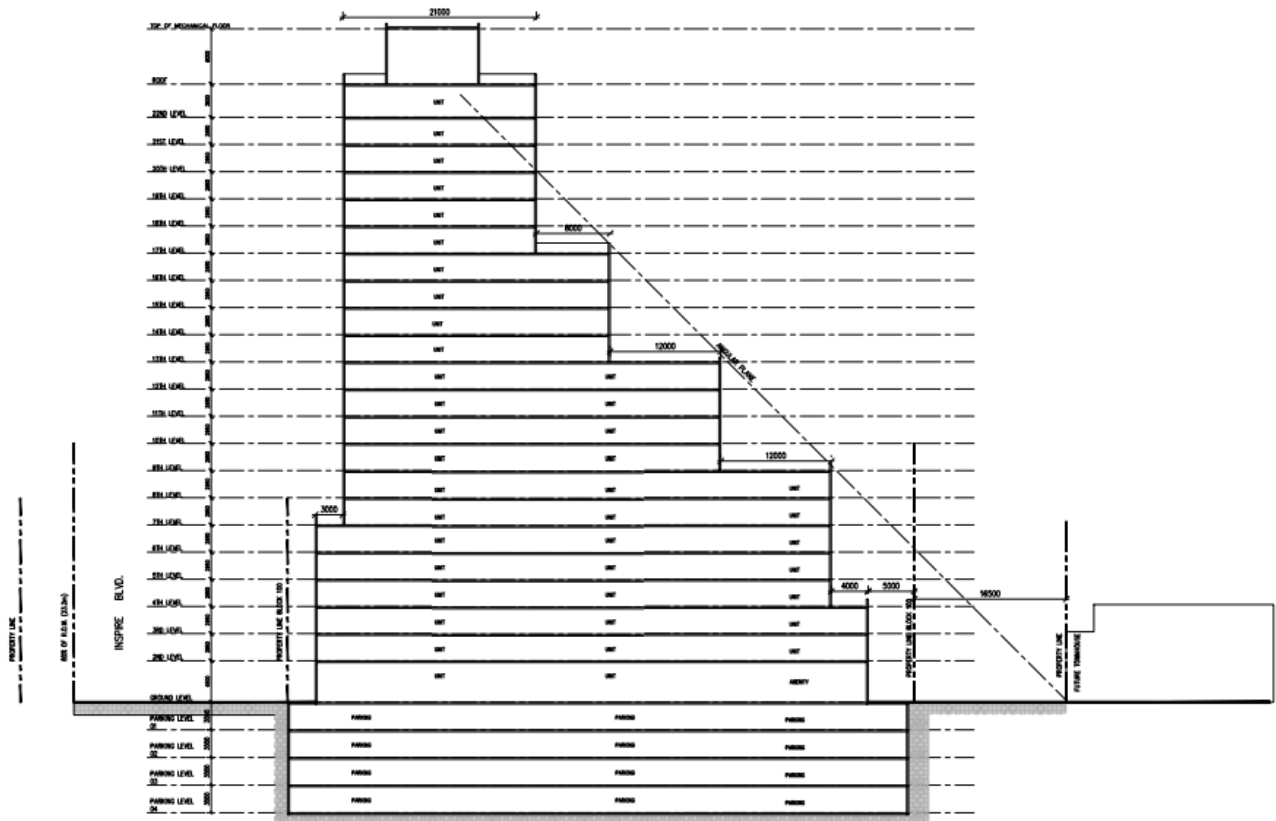
Thank you,

Sonia Tam









Section Building 01



November 16, 2023

GSAI File: 960-002

City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Attention: Mayor and Members of Council

RE: Public Input - City-Initiated Amendment to the Zoning By-law
Item 5.1 - Report No. Planning, Bld & Growth Mgt-2023-904
City of Brampton
1951 Queen Street West Inc.

Glen Schnarr & Associates Inc. (GSAI) are the Planning Consultants for 1951 Queen Street West Inc., the registered owner of the property municipality known as 1951 Queen Street (herein referred to as the '**Subject Property**') in the City of Brampton. On behalf of the 1951 Queen Street West Inc., we are providing this Comment Letter in relation to Item 5.1 - 'City-Initiated Amendment to the Zoning By-law' on the November 20th Planning and Development Committee Agenda.

For context to this Comment Letter, the Local Planning Appeal Tribunal (now the Ontario Land Tribunal (OLT)) in its procedural order dated August 18, 2020 approved a settlement between the City of Brampton and 1951 Queen Street West Inc., for an Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision to facilitate a residential development consisting of single detached dwellings, street townhouses and a condominium townhouse block, which would include traditional townhouses, back-to-back townhouses and dual frontage townhouses. Attached for ease of reference is a copy of the LPAT Decision dated August 18, 2020.

1951 Queen Street West Inc. is a participating landowner within the Queen Street Tertiary Plan Area, has advanced detailed engineering submissions for its Plan of Submission (**City File No. 21T-16010B**) and has also submitted a Site Plan Application (**City File No. SPA-2021-0184**) for its condominium block that fronts onto Queen Street.

We understand City staff are advancing a City-Initiated Amendment to the Zoning By-law to assist with the interpretation and application of the Zoning By-law and help reduce the

number of minor variance applications submitted to the City. Included in the proposed amendments is an amendment to Section 10.5 (c) of the Zoning By-law to increase the minimum interior length and width of residential garages. We understand City staff are proposing to increase the minimum interior space of a garage from 2.7 metres by 5.4 metres to 3.3 metres by 7 metres, on the basis that the *“increased garage size will accommodate a functional parking space and storage for waste bins while also enhancing residential streetscape”*.

On behalf of the 1951 Queen Street West Inc., we offer the following comments and observations dealing with the ‘City-Initiated Amendment to the Zoning By-law’:

- The design of the dwelling units as approved through the LPAT settlement proceedings relied on the existing zoning provision in Section 10.5 (c). At that time, 1951 Queen Street West Inc. did not see a need to introduce minimum garage standards into its site-specific Zoning By-law when it was recognized that Section 10.5 (c) could be relied upon. 1951 Queen Street West Inc., has concerns that expanding the garage dimensions will impose new conditions on its development that has advanced detailed designs through a site planning process and detailed engineering submissions.
- The City’s presentation states the proposed increase in the garage dimension is in order to accommodate storage for waste bins. It is important to note that the Region of Peel’s ‘Waste Collection Design Standard Manual’ (2020) states that garage storage can be provided in the garage, backyard or side yard for storage carts, with direct access to the collection point location. Increasing the garage length to 7 m predetermines that an applicant must provide waste storage within a garage whereas the Region’s standards allow for flexibility in where waste storage can be accommodated.
- The City of Brampton’s Development Design Guidelines states that *“garage widths shall be a balance within the proportions of the house and lot width they serve. To advert negative impacts on the streetscape, large garages on narrow lots are to be avoided.”* It is our opinion that the proposed 3.3 m by 7.0 m minimum requirement could result in disproportionate streetscape design for residential units. The proposed amendments could create challenges with facilitating compact built forms and affordable housing since livable space will be taken up by larger garages to accommodate storage and movement of garbage bins.

The current staff proposal to increase the interior garage space from a minimum of 2.7 m by 5.4 m (14.58m² or 157sf) to 3.3 m by 7.0 m (23.1 m² or 248.6 sf) would result in the removal of 8.52 m² or 91.7 sf of living space on every unit. **This is basically equivalent to a loss of a bedroom on each unit.**

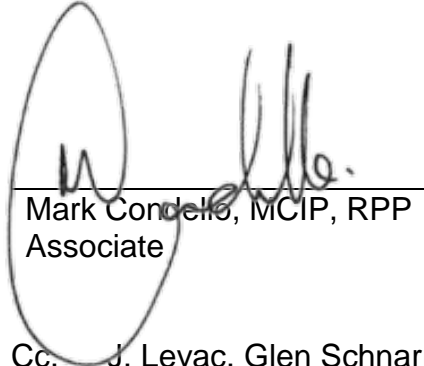
On behalf of 1951 Queen Street West Inc., we recommend that the existing provision 10.5 (c) *“the interior space of a garage shall have a rectangular area not less than 2.7*

metres by 5.4m metres with no more than one step encroachment” be maintained and that staff be directed to assess the storage and movement of waste bins in the garage on a site by site basis. This would ensure that these amendments do not create unintended consequences of having existing designs and approvals that would now be non compliant with the City’s new by-law standards. If the City proceeds with this proposed amendment to the zoning by-law that an appropriate transition provisions be added to the by-law to ensure that approved draft plans and developments are exempt.

Thank you for the opportunity to provide these comments. We respectfully request that our comments be considered by City Staff in formulating any final recommendations to City Council on this matter.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Mark Condello, MCIP, RPP
Associate

Cc. J. Levac, Glen Schnarr & Associates Inc.
C. Cesta, 1951 Queen Street West Inc.
M. Flynn-Guglietti, McMillan LLP

Attachment:

1. LPAT Decision dated August 18, 2020.

Local Planning Appeal Tribunal Tribunal d'appel de l'aménagement local



ISSUE DATE:	AUGUST 18, 2020	CASE NO.:	PL171311
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The Ontario Municipal Board (the “OMB”) is continued under the name Local Planning Appeal Tribunal (the “Tribunal”), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	1951 Queen Street West Inc. (Cesta Homes)
Subject:	Request to amend the Official Plan - Failure of the City of Brampton to adopt the requested amendment
Existing Designation:	Residential Low Density 1 and Special Policy Area 2
Proposed Designated:	Low Density 11
Purpose:	To permit 33 single-detached dwelling units on public streets
Property Address/Description:	1951 Queen Street West
Municipality:	City of Brampton
Approval Authority File No.:	C04W05.012
OMB Case No.:	PL171311
OMB File No.:	PL171311
OMB Case Name:	1951 Queen Street West Inc. (Cesta Homes) v. Brampton (City)

PROCEEDING COMMENCED UNDER subsection 51(34) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	1951 Queen Street West Inc. (Cesta Homes)
Subject:	Proposed Plan of Subdivision - Failure of the City of Brampton to make a decision
Purpose:	To permit 33 single-detached dwelling units on public streets

Property Address/Description: 1951 Queen Street West
 Municipality: City of Brampton
 Municipality File No.: C04W05.012
 OMB Case No.: PL171311
 OMB File No. PL171313

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant: 1951 Queen Street West Inc. (Cesta Homes)
 Subject: Application to amend Zoning By-law No. 270-2004 -
 Neglect of City of Brampton to make a decision
 Existing Zoning: Agricultural A and Residential Hamlet One (RHM1)
 Proposed Zoning: Residential Single-Detached F X RIF-X Zone
 Purpose: To permit 33 single-detached dwelling units on public streets

Property Address/Description: 1951 Queen Street West
 Municipality: City of Brampton
 Municipality File No.: C04W05.012
 OMB Case No.: PL171311
 OMB File No.: PL171312

BEFORE:

BLAIR S. TAYLOR) Monday, the 17th day of
 MEMBER)
) August 2020

THIS MATTER having come on for public hearing,

THE TRIBUNAL ORDERS that the appeal filed by 1951 Queen Street West Inc. (Cesta Homes) with respect to the Official Plan Amendment is allowed in part, and that the City of Brampton Official Plan, including the Credit Valley Secondary Plan, is hereby amended in the manner set out in **Attachment 1** to this Order. The Tribunal authorizes the municipal clerk to assign a number to this by-law for record keeping purposes.

THE TRIBUNAL ORDERS that the appeal filed by 1951 Queen Street West Inc. (Cesta Homes) with respect to the Zoning By-law Amendment is allowed in part, and that the City of Brampton Zoning By-law No. 270-2004, as amended, is hereby amended in the manner set out in **Attachment 2** to this Order. The Tribunal authorizes the municipal clerk to assign a number to this by-law for record keeping purposes.

AND THE TRIBUNAL ORDERS that the appeal filed by 1951 Queen Street West Inc. (Cesta Homes) with respect to the Draft Plan of Subdivision is allowed in part, and the Draft Plan of Subdivision dated June 19, 2020 and shown in **Attachment 3** to this Order is approved subject to the fulfilment of the City of Brampton Draft Plan Conditions dated July 9, 2020 set out in **Attachment 4** to this Order and Final Version of the Region of Peel Draft Plan Conditions dated June 3, 2020 set out as **Attachment 5** to this order

AND THE TRIBUNAL FURTHER ORDERS that pursuant to subsection 51(56.1) of the *Planning Act*, the City of Brampton, as the approval authority in which the lands are situated, shall have the authority to clear the conditions of draft plan approval and to administer final approval of the plan of subdivision for the purposes of subsection 51(58) of the *Planning Act*.

This is the Order of the Tribunal.

“Becky Fong”

BECKY FONG
REGISTRAR

If there is an attachment referred to in this document, please visit www.olt.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal

A constituent tribunal of Ontario Land Tribunals

Website: www.olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To adopt Amendment Number OP2006-
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*, R.S.O., 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP2006-_____ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL,
this _____ day of _____, 2020.

PATRICK BROWN, MAYOR

PETER FAY, CITY CLERK

AMENDMENT NUMBER OP 2006 –
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER OP 2006-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE:

The purpose of this Amendment is to amend the Credit Valley Secondary Plan to change the land use designation of the lands shown outlined on Schedule 'A' to this amendment to permit the development of detached dwellings, semi-detached dwellings and townhouse dwellings.

2.0 LOCATION:

The lands subject to this amendment are located south of Queen Street West and east of Mississauga Road. The lands have a frontage of approximately 104 metres (341 feet) on Queen Street West. The lands are located at 1951 Queen Street West and comprise a single parcel totaling approximately 3.73 hectares (9.22 acres). The lands are legally described as Part of Lot 5, Concession 4, W.H.S.

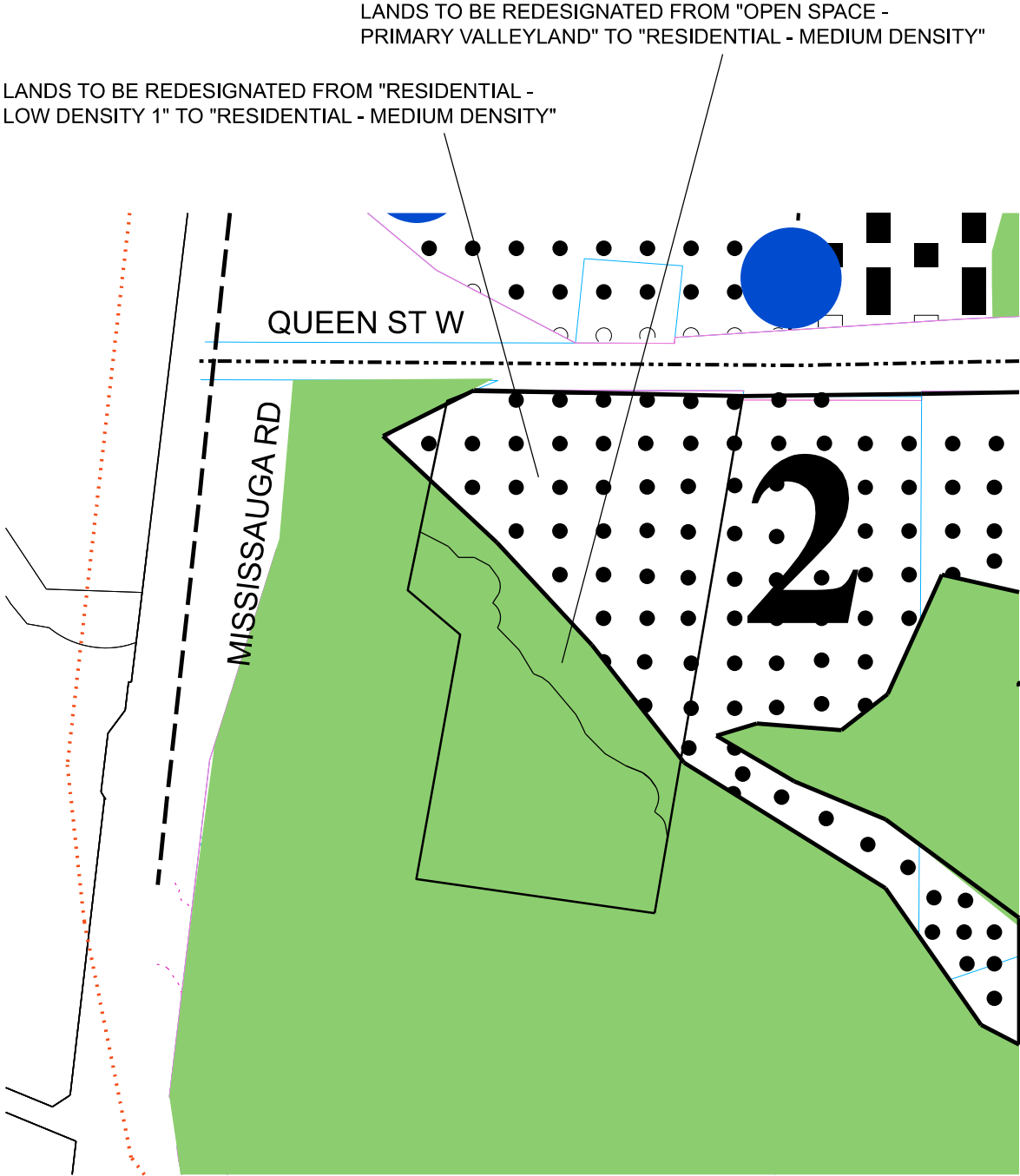
3.0 AMENDMENTS AND POLICIES RELEVANT THERETO:

The portions of the document known as Credit Valley Secondary Plan, being Chapter 45, of Part II of the City of Brampton Official Plan, as amended, is hereby further amended:

- a) by changing on Schedule SP45(A) of Chapter 45 of Part II: Secondary Plans, the land use designations of the lands shown outlined on Schedule 'A' to this amendment from "Residential - Low Density 1" to Residential - Medium Density" and "Open Space - Primary Valleyland" to "Residential - Medium Density".
- b) by adding the following clauses under Section 6.2, Special Policy Area 2:
 - "6.2.6 The lands municipally known as 1951 Queen Street West shall be subject to the following:
 - i) Notwithstanding the provisions of the "Medium Density" designation, a maximum density of 50 units per net residential hectare may be permitted for the subject lands.
 - ii) The development of the lands shall implement the design principles and standards of the Upscale Executive Housing policies established in the Official Plan.
 - iii) For the purposes of this Subsection, the "Medium Density" designation may include, Single-Detached, Semi-Detached and Street Townhouses in addition to Front-Loaded Townhouses, Dual Frontage Townhouses, and Back-to-Back Townhouses."

Approved as to Content:

Allan Parsons, MCIP, RPP
Director, Planning and Development Services



EXTRACT FROM SCHEDULE SP45(A) OF THE DOCUMENT KNOWN AS THE CREDIT VALLEY SECONDARY PLAN

RESIDENTIAL		INFRASTRUCTURE	
	Executive Residential		Minor Arterial Roads
	Low Density 1		Collector Roads
	Medium Density Residential		Special Policy Area
	OPEN SPACE		Secondary Plan Boundary
	Primary Valleyland		
	Potential Stormwater Management Ponds		



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW NUMBER 2020 - _____

To amend By-law 270-2004, as amended

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. By-law 270-2004, as amended, is hereby further amended:

- (1) by changing on Schedule A thereto, the zoning designation of the lands as shown outlined on Schedule A to this by-law:

From:	To:
AGRICULTURAL ZONE (A)	RESIDENTIAL SINGLE DETACHED F - 9.0 – SECTION 2970 (R1F - 9.0 - 2970)
	RESIDENTIAL SEMI-DETACHED E - 7.5 – SECTION 2971 - (R2E - 7.5 - 2971)
	RESIDENTIAL TOWNHOUSE E - 5.5 - SECTION 2972 (R3E - 5.5 - 2972)
	RESIDENTIAL TOWNHOUSE C – SECTION 2973 (R3C - 2973)
	FLOODPLAIN ZONE (F)
	OPEN SPACE ZONE (OS)

- (2) by adding thereto, the following sections:

- “2970 The lands designated R1F - 9.0 - 2970 on Schedule A to this by-law:
- 2970.1 Shall only be used for the purposes permitted in an R1F-x zone.
- 2970.2 Shall be subject to the following requirements and restrictions:
- (1) Minimum Lot Area:
Interior Lot – 225.0 square metres
- (2) Minimum Lot Width:
Interior Lot – 9.0 metres
- (3) Minimum Lot Depth: 25 metres
- (4) Minimum Front Yard:
a) 3.0 metres;

- b) 5.5 metres to a garage door facing the front lot line;
- (5) Minimum Rear Yard Depth:
 - a) 6.0 metres;
 - b) 3.5 metres to a deck off the main floor;
 - c) 4.5 metres to an open roofed balcony and/or uncovered terrace from the second storey of a dwelling;
- (6) Minimum Interior Side Yard Width:
 - a) 1.2 metres on one side and 0.6 metres on the other side;
 - b) Interior side yards between two lots can be paired at 0.6 metres per paired lots, and/or 1.2 metres and 0.6 metres per paired lots and/or 1.2 metres and 1.2 metres per paired lots;
 - c) 1.2 metres where the side yard abuts a non-residential zone;
- (7) Maximum Building Height: 12.0 metres
- (8) The following provisions apply to garages:
 - a) maximum cumulative garage door width: 3.7 metres;
 - b) the maximum interior garage width, of an attached garage, shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
- (9) Notwithstanding Section 6.13, the following encroachment shall be permitted:
 - a) a porch and/or balcony with or without a foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
 - b) a bay window, bow window or box window with or without a foundation or cold cellar may encroach 1.0 metre into the minimum front yard;
- (10) Notwithstanding Section 6.13, Table 6.13.A, the following shall apply:
 - a) the maximum width of a bay, bow or box window with or without a foundation shall be 4.5 metres;
 - b) the maximum depth of a bay, bow or box window with or without a foundation shall be 1.0 metre;
 - c) a bay, bow or box window with a maximum depth of 0.6 metres is not required to include side windows;
 - d) a bay, bow or box window with a depth greater than 0.6 metres up to a maximum depth of 1.0 metre shall include side windows;

2970.3 Shall also be subject to the requirements and restrictions related to the R1F-x zone and all the general provisions of this by-law, which are not in conflict with those set out in Section 2970.

- 2971 The lands designated R2E - 7.5 - 2971 on Schedule A of this by-law:
- 2971.1 Shall only be used for the purposes permitted in an R2E-x zone.
- 2971.2 Shall be subject to the following requirements and restrictions:
- (1) Minimum Lot Area:
Interior Lot – 185 square metres
 - (2) Minimum Lot Width:
Interior Lot – 7.5 metres
 - (3) Minimum Lot Depth: 25.0 metres
 - (4) Minimum Front Yard Depth:
 - a) 3.0 metres;
 - b) 5.5 metres to a garage door facing the front lot line;
 - (5) Minimum Rear Yard Depth:
 - a) 5.0 metres for an interior lot;
 - b) 3.5 metres to a deck off the main floor;
 - (6) Minimum Interior Side Yard Width:
 - a) 1.2 metres;
 - b) 0.0 metres when abutting side lot line coincides with a common wall between two Dwelling Units;
 - c) 0.0 metres when abutting side lot line coincides with a common wall between two garages;
 - (7) Maximum Building Height: 12.0 metres
 - (8) The following provisions shall apply to garages:
 - a) the maximum cumulative garage door width shall be 3.7 metres;
 - b) the maximum interior garage width, of an attached garage, shall be 0.9 metres wider than the maximum permitted cumulative garage door width;
 - (9) Notwithstanding Section 6.13, the following shall be permitted:
 - a) a porch and/or balcony with or without a foundation or cold cellar may encroach 2.0 metres into the minimum front yard;
 - b) a bay window, bow window or box window with or without a foundation or cold cellar may encroach 1.0 metre into the minimum front yard;
 - c) a bay window bow window or box window with or without a foundation or cold cellar may encroach a maximum of 0.7 metres into the interior side yard
 - (10) Notwithstanding Section 6.13, Table 6.13.A, the following shall apply:

- a) the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
 - b) a bay, bow or box window with a maximum depth of 0.6m is not required to include side windows;
 - c) a bay, bow or box window with a depth greater than 0.6m up to a maximum depth of 1.0 metres shall include side windows;
- 2971.3 Shall be subject to the requirements and restrictions related to the R2E-x zone and all the general provisions of this by-law, which are not in conflict with those set out in Section 2971.
- 2972 The lands designated R3E - 5.5 - 2972 on Schedule A to this by-law:
- 2972.1 Shall only be used for purposes permitted in an R3E-x zone.
- 2972.2 Shall be subject to the following requirements and restrictions:
 - (1) Minimum Lot Area:
Interior Lot – 135.0 square metres;
Corner Lot – 210.0 square metres;
End Lot – 165.0 square metres;
 - (2) Minimum Lot Width:
Interior Lot – 5.5 metres;
Corner Lot – 8.5 metres;
End Lot – 6.7 metres;
 - (3) Minimum Lot Depth: 25.0 metres
 - (4) Minimum Front Yard:
 - a) 3.0 metres;
 - b) 5.5 metres to garage door facing the front lot line;
 - (5) Minimum Exterior Side Yard:
 - a) 3.0 metres;
 - b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
 - (6) Minimum Rear Yard:
 - a) 5.0 metres for an interior lot;
 - b) 3.5 metres to a deck off the main floor;
 - (7) Minimum Interior Side Yard:
 - a) 1.2 metres and 0.0 metres when abutting side lot line coincides with a common wall between two Dwelling Units;
 - (8) Maximum Building Height: 12.0 metres
 - (9) Minimum Dwelling Unit Width: 5.0 metres
 - (10) The following provisions shall apply to garages:

- a) the maximum cumulative garage door width shall be 3.0 metres;
- b) the maximum interior garage width, of an attached garage, shall be 0.9 metres wider than the maximum permitted cumulative garage door width;

(11) For lands designated R3E-5.5-2972, Section 10.13.2 shall not apply.

2972.3 Shall also be subject to the requirements and restrictions relating to the R3E-x zone and all the general provisions of this by-law, which are not in conflict with those set out in Section 2972.

2973 The lands designated R3C - 2973 on Schedule A to this by-law:

2973.1 Shall only be used for the following purposes:

- a) Townhouse Dwelling;
- b) Back to Back Townhouse Dwelling;
- c) Rear Lane Townhouse Dwelling;

2973.2 For land designated R3C-2973, Section 10.13.2 shall not apply.

2973.3 For the purposes of this by-law, a Townhouse Dwelling shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area:
Interior Lot – 135.0 square metres;
Corner Lot – 210.0 square metres;
End Lot – 165.0 square metres;
- (2) Minimum Lot Width:
Interior Lot – 5.5 metres;
Corner Lot – 7.0 metres;
End Lot – 6.7 metres;
- (3) Minimum Lot Depth: 25.0 metres
- (4) Minimum Front Yard Depth:
 - a) 3.0 metres;
 - b) 5.5 metres to garage door facing the front lot line;
- (5) Minimum Exterior Side Yard Width:
 - a) 1.2 metres;
 - b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metres of a daylight rounding/triangle;
- (6) Minimum Rear Yard Depth:
 - a) 5.0 metres for an interior lot;
 - b) 3.0 metres for a corner lot provided that not less than 50% of the unit width is setback 5.0 metres from the rear lot line;
 - c) 3.5 metres to a deck off the main floor;

- d) 4.5 metres for open roofed porches and/or uncovered terraces on second floor;
 - e) 0.6 metres to the side wall of a garage, where access to the garage is from the exterior side yard;
- (7) Minimum Interior Side Yard Width:
 - a) 1.2 metres; for a total separation of a minimum of 2.4 metres between townhouse blocks;
 - b) 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
- (8) Maximum Building Height: 12.0 metres
- (9) Minimum Dwelling Unit Width: 5.0 metres
- (10) Minimum Landscape Open Space: No requirement
- (11) The following provisions shall apply to garages:
 - a) the maximum cumulative garage door width shall be 3.0 metres;
 - b) the maximum interior garage width, of an attached garage, shall be 0.9 metres wider than the maximum permitted cumulative garage door width;

2973.4 For the purposes of this by-law a Back to Back Townhouse Dwelling shall be subject to the following requirements and restrictions:

- (1) Minimum Lot Area:
 - Interior Lot – 72 square metres;
 - Corner Lot – 108 square metres;
 - End Lot – 95 square metres;
- (2) Minimum Lot Width:
 - Interior Lot – 6.0 metres;
 - Corner Lot – 9.0 metres;
 - End Lot – 7.2 metres;
- (3) Minimum Front Yard Depth:
 - a) 3.0 metres;
 - b) 5.5 metres to a garage door facing the front lot line;
- (4) Minimum Exterior Side Yard Width:
 - a) 1.2 metres to a public road;
 - b) 1.2 metres where a side yard abuts a common amenity area;
- (5) Minimum Rear Yard Depth: 0.0 metres
- (6) Minimum Interior Side Yard Width:
 - a) 1.2 metres;
 - b) 0.0 metres when abutting a side lot line that coincides with the shared common wall between two dwellings;

- (7) Maximum Building Height: 12.0 metres, except that a mechanical penthouse, access to a roof terrace and parapet may project beyond the permitted building height by a maximum of 3.5 metres;
- (8) For Back to Back Townhouses, a maximum of 16 Dwelling Units may be attached in a contiguous structure, provided the structure is only 8 units wide and 2 units deep;
- (9) Minimum Amenity Area:
 - a) 3.5 square metres shall be provided either on a balcony/uncovered terrace on the second floor or third floor or in the front yard at ground level;
- (10) Minimum Landscape Open Space: No requirement
- (11) Air conditioning units may be located on a balcony or uncovered terrace.
- (12) The following provisions shall apply to garages:
 - a) the maximum cumulative garage door width shall be 3.0 metres;
 - b) the maximum interior garage width, of an attached garage, shall be 0.9 metres wider than the maximum permitted cumulative garage door width;

2973.5 For the purposes of this by-law a Rear Lane Townhouse Dwelling shall be subject to the following requirements and restrictions:

- (1) For the purpose of this by-law, the front lot line for a Rear Lane Townhouse shall be deemed to be Queen Street West.
- (2) Minimum Lot Area:
Interior Lot – 84 square metres;
Corner Lot – 120 square metres;
End Lot – 90 square metres;
- (3) Minimum Lot Width:
Interior Lot – 5.5 metres;
Corner Lot – 8.0 metres;
End Lot – 6.2 metres;
- (4) Minimum Front Yard Depth:
 - a) 1.40 metres;
 - b) the main wall of a dwelling may encroach into the front yard within 1.0 metre of a daylight rounding/triangle;
- (5) Minimum Exterior Side Yard Width:
 - a) 1.2 metres;
 - b) the main wall of a dwelling may encroach into the exterior side yard to within 1.0 metre of a daylight rounding/triangle

- (6) Minimum Rear Yard Depth:
 - a) 1.0 metres;
 - b) 5.5 metres to garage door facing the rear lot line;
 - c) the main wall of a dwelling may encroach into the rear yard to within 1.0 metre of a daylight rounding/triangle;
- (7) Minimum Interior Side Yard Width:
 - a) 1.2 metres; for a total separation of a minimum of 2.4 metres between townhouse blocks;
 - b) 0.0 metres when abutting side lot line coincides with a common wall between two dwellings;
 - c) 0.0 metres when abutting side lot line coincides with a common wall between two garages;
- (8) Maximum Building Height: 12.0 metres
- (9) Minimum Dwelling Unit Width: 5.5 metres
- (10) Minimum Amenity Area:
 - a) 3.5 square metres shall be provided either on a balcony/uncovered terrace on the second floor or third floor or in the front yard at ground level;
- (11) Minimum Landscape Open Space: No requirement.
- (12) The following shall apply to garages:
 - a) the maximum cumulative garage door width shall be 3.0 metres;
 - b) the interior garage width, as calculated 3.0 metres from the garage opening shall be a maximum 0.9 metres greater than the maximum garage door width permitted on the lot;
- (13) Air conditioning units may be located on a balcony or uncovered terrace or rear yard.
- (14) Maximum fence height permitted within the front yard: 1.2 metres.

- 2973.6 Notwithstanding Section 6.13, the following encroachments shall be permitted:
- a) a porch and/or balcony with or without a foundation or cold cellar may encroach 1.4 metres into the minimum front yard;
 - b) a bay window, bow window or box window with or without a foundation or cold cellar may encroach 1.0 metre into the minimum front yard;
 - c) a bay window, bow window or box window with or without a foundation or cold cellar may encroach a maximum of 0.7 metres into a 1.2 metre interior side yard;

- 2973.7

Notwithstanding Section 6.13, Table 6.13.A, the following shall apply:
- a)

the maximum width of a bay, bow or box window with or without foundation shall be 4.5 metres;
- b)

the maximum depth of a bay, bow or box window with or without foundation shall be 1.0 metre;
- c)

a bay, bow or box window with a maximum depth of 0.6metres is not required to include side windows;
- d)

a bay, bow or box window with a depth greater than 0.6m up to a maximum depth of 1.0 metres shall include side windows;
- 2973.8

Shall also be subject to the requirements and restrictions to the R3C zone and all the general provisions of this by-law, which are not in conflict with those set out in Section 2973.”

READ a FIRST, SECOND AND THIRD TIME, AND PASSED IN OPEN COUNCIL,
this day of 2020.

Patrick Brown, Mayor

Peter Fay, City Clerk

Approved as to Content:

Richard Forward, MCIP, RPP
Commissioner

EXPLANATORY NOTE

THE PURPOSE OF BY-LAW - 20

The purpose of By-law -20 is to amend comprehensive Zoning By-law 270-2004, as amended pursuant to an application by Glen Schnarr & Associates Inc. for 1951 Queen Street Holdings (File No. 21T-16010B / C04W05.012).

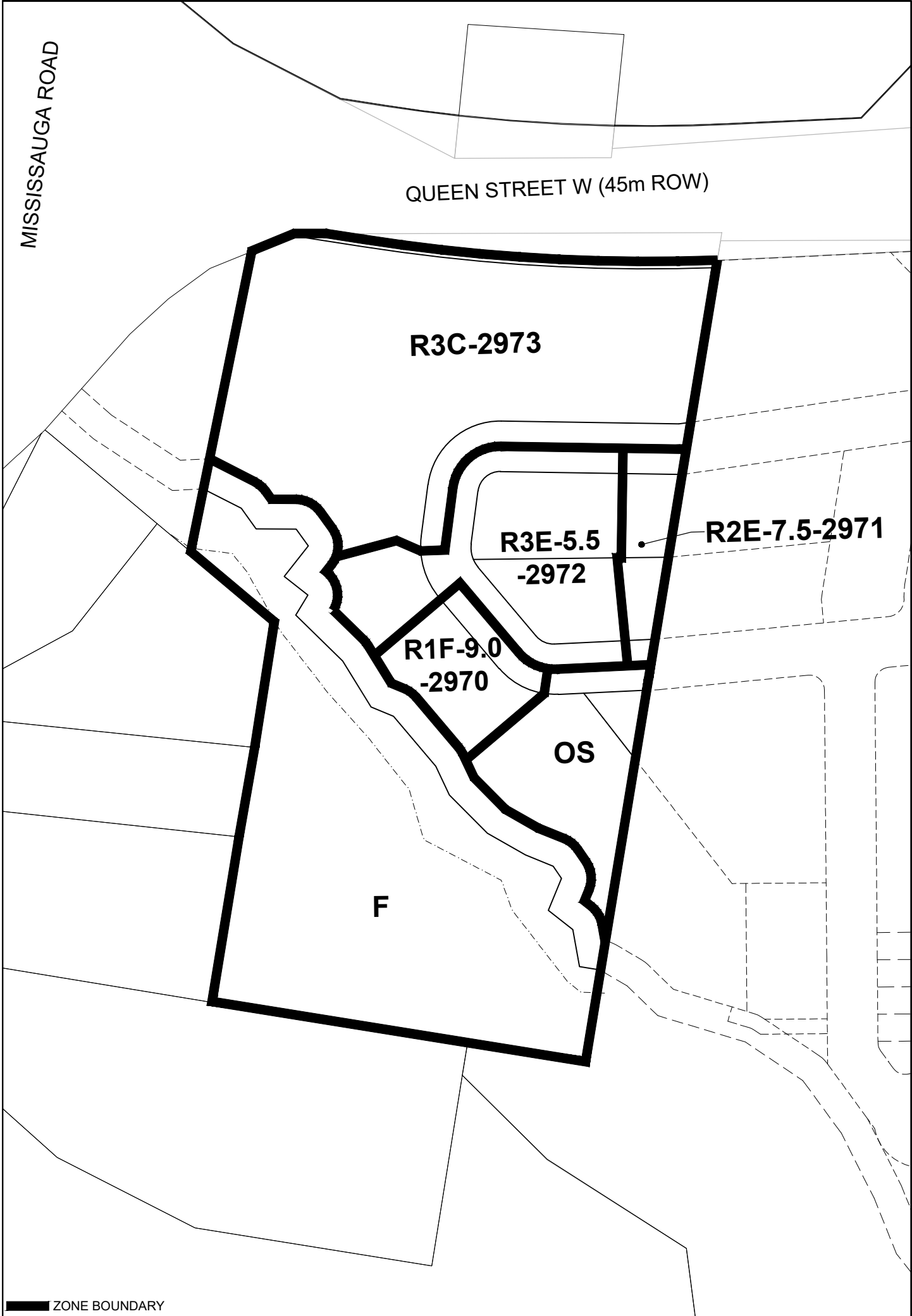
EFFECT OF THE BY-LAW


The effect of By-law -20 is to permit 5 single detached dwellings, 2 semi-detached dwellings, 14 street townhouse dwellings, 59 condominium townhouse dwellings with a condominium road as well as, 2 residential reserve blocks, part of a stormwater management block and part of a park block.

LOCATION OF LANDS AFFECTED

The lands affected by By-law -20 are located at 1951 Queen Street West, Part of Lot 5, Concession 4, West of Hurontario Street in the Geographic Township of Chinguacousy in the City of Brampton.

Any further inquiries or questions should be directed to Krista Walkey City of Brampton Planning and Infrastructure Services Department, 905-874-2089.



PART OF LOT 5, CONCESSION 4, W.H.S.	 1:1500	CITY OF BRAMPTON PLANNING, DESIGN, AND DEVELOPMENT	
BY-LAW _____ SCHEDULE A		DATE: FEBRUARY, 2020	DRAWN BY:

Attachment 3

MISSISSAUGA ROAD

EXISTING RESIDENTIAL (POTENTIALLY REDEVELOPED INTO CONDO TOWNHOUSES WITH BLOCK 7)

EXISTING RESIDENTIAL

EXISTING CONCRETE BUS BAY

EXISTING BUS STOP

EXISTING SWM POND

ROYAL WEST DRIVE

EXISTING RESIDENTIAL

BLOCK 18
ROAD WIDENING
0.03ha (0.07ac)

QUEEN STREET WEST (50.5m ROW)

BLOCK 19
0.3m RESERVE

BLOCK 10
CONDOMINIUM TOWNHOUSES
(STREET TOWNHOUSES,
BACK TO BACK TOWNHOUSES,
DUAL FRONTAGE TOWNHOUSES)
59 UNITS
1.11ha (2.74ac)

PROPOSED 17m TEMPORARY
RIGHT-IN / RIGHT-OUT ACCESS*
FUTURE
RESIDENTIAL
(POTENTIALLY
REDEVELOPED INTO
CONDO TOWNHOUSES
WITH BLOCK 10)

FUTURE
RESIDENTIAL

BLOCK 20
0.3m RESERVE

PROPOSED 11m
TEMPORARY
ACCESS*

BLOCK 11
RESIDENTIAL
RESERVE
0.01ha (0.02ac)

FUTURE
RESIDENTIAL

BLOCK 12
RESIDENTIAL
RESERVE
0.007ha (0.02ac)

BLOCK 13
RESIDENTIAL
RESERVE
0.04ha (0.10ac)

BLOCK 21
0.3m RESERVE

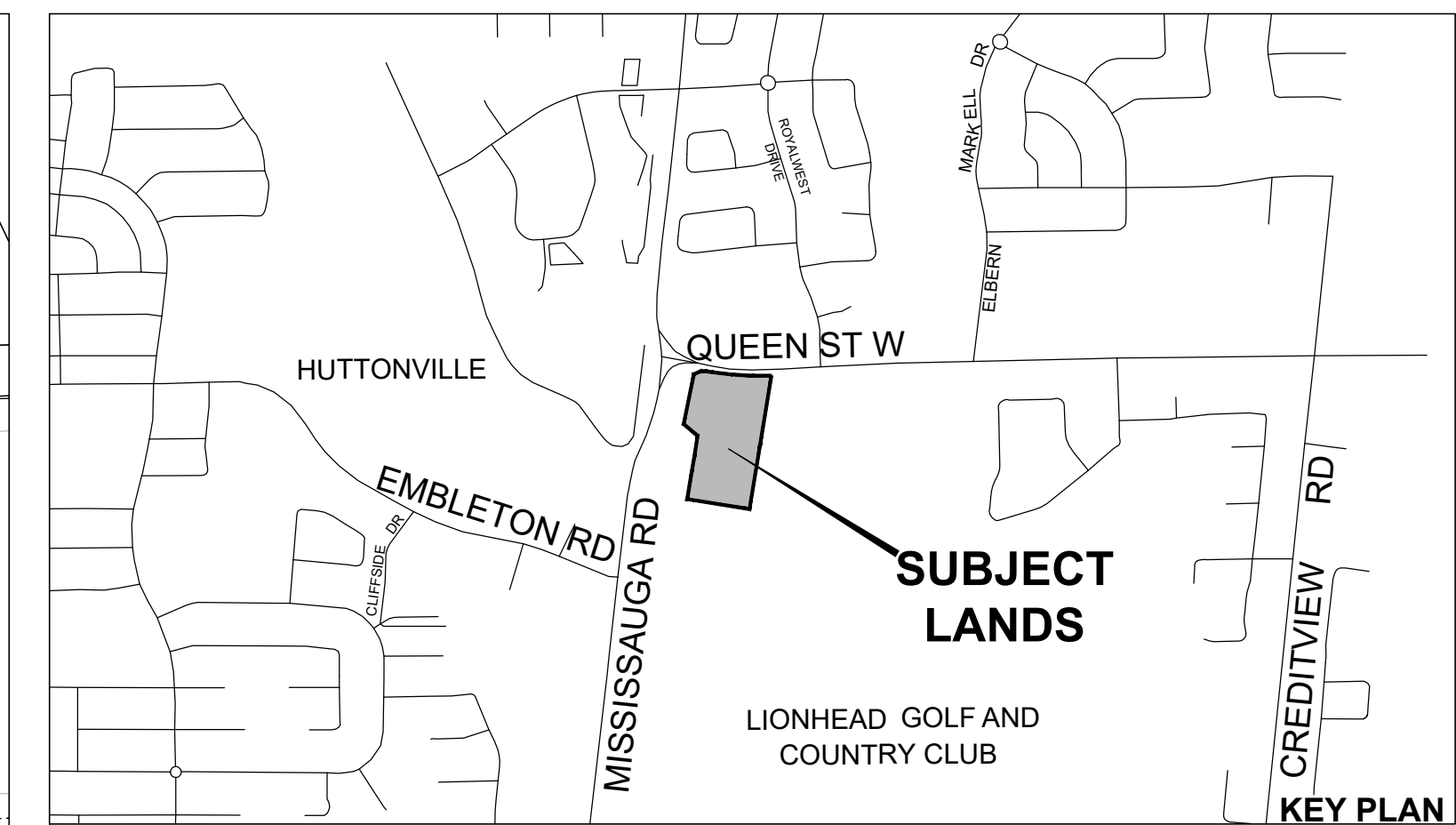
BLOCK 15
PARK
0.023ha (0.057ac)
TOTAL AREA:
0.383ha (0.946ac)

FUTURE
PARK

EXISTING
OPEN SPACE

EXISTING
LIONHEAD
GOLF COURSE

FUTURE
RESIDENTIAL



DRAFT PLAN OF SUBDIVISION
FILE # 21T-16010B & C04W05.012
1951 QUEEN STREET HOLDINGS INC.

1951 QUEEN STREET WEST,
BLOCK 45-4
PART OF LOT 5, CONCESSION 4, W.H.S.
CITY OF BRAMPTON
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF BRAMPTON FOR APPROVAL.

SIGNED

CARMINE CESTA
1951 QUEEN STREET HOLDINGS INC.

DATE APRIL 1, 2016

SURVEYORS CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED

DAVID HAWLEY O.L.S.
LAND SURVEY GROUP
777 THE QUEENSWAY, UNIT 1
TORONTO ON, M8Z 1N4
PHONE: (416) 252-2511
EMAIL: dave@landsurveygroup.com

DATE APRIL 4, 2016

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

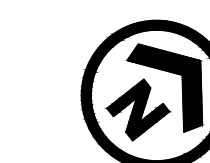
- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) SANDY LOAM AND CLAY LOAM
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE

LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
DETACHED - 9.15m (30')	2-6	0.14	0.35	5
SEMI-DETACHED - 15.20 (50')	1	0.04	0.10	2
STREET TOWNHOUSES - 6.1m (20')	7-9	0.34	0.84	14
CONDOMINIUM TOWNHOUSES	10	1.11	2.74	59
RESIDENTIAL RESERVE	11-13	0.05	0.12	
DRY SWM POND	14	0.22	0.54	
PARK	15	0.023	0.06	
10m BUFFER	16	0.24	0.59	
VALLEY	17	1.20	2.97	
ROAD WIDENING	18	0.03	0.07	
0.3m RESERVE	19-21	0.00	0.00	
17.0m ROW (195.9m)		0.34	0.84	
TOTAL	21	3.73	9.22	80

NOTES

- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
* DETAILED DESIGN OF TEMPORARY ACCESS* TO BE SHOWN ON R-PLAN



SCALE: 1:750
(24 x 36)
JUNE 19, 2020

GSAI
Glen Schnarr & Associates Inc.

**SCHEDULE A
CONDITIONS OF DRAFT APPROVAL****DRAFT APPROVAL DATE:** xxxxxx XX, 2020

SUBJECT: Draft Plan of Subdivision
GLEN SCHNARR & ASSOCIATES INC
1951 QUEEN STREET HOLDINGS INC (CESTA)
City of Brampton
City File: C04W05.012 & 21T-16010B
Planner: Toulia Theocharidis

In accordance with By-law 216-2017 the Commissioner of Planning and Development Services of the City of Brampton has made a decision to authorize the draft approval of the above noted draft plan of subdivision subject to the following conditions.

PRE-APPROVAL CONDITIONS

Prior to the issuance of the Tribunal's Order for draft approval, the following conditions shall be satisfied:

- a) Prior to draft plan approval and any site grading or servicing taking place as part of the first engineering submission, the Owner shall submit a Stormwater Management Report for the ultimate common pond on the Cesta and the Mocon lands (1957 Queen Street West) (the "Mocons" and/or "Mocon Lands"), which describes the existing and proposed stormwater drainage systems for the proposed development to the satisfaction of the City's Development Engineering Services.
- b) Prior to submission of the first engineering submission, the Owner shall submit a Functional Servicing Report for the ultimate common pond on the Cesta and Mocon lands, to address items including but not limited to the following to the satisfaction of the Commissioner of Public Works and Engineering.
 - i. Confirmation of the existing drainage pattern and outlet location of the site, to the satisfaction of the Credit Valley Conservation Authority (CVC) and the City's Development Engineering Services.
 - ii. The proposed servicing, grading and design of the Stormwater Management pond including its size, location and outlet configuration for the interim and ultimate development conditions, to the satisfaction of the CVC and the City's Development Engineering Services.

- iii. The proposed stormwater management strategy of the site shall not aggravate and/or create adverse effects on adjacent properties without the consent of all affected landowners.

Approved Plan and Redlines

1. The final plan shall conform to the draft plan (C04W05.012 & 21T-16010B) prepared by Glen Schnarr & Associates, dated June 19, 2020, subject to any revisions required in accordance with the conditions of Draft Plan of Subdivision approval.

Subdivision Agreement

2. The Owner covenants and agrees to enter into a Subdivision Agreement and any other agreements deemed necessary by the City of Brampton, Region or any other approval authority.

These agreements shall deal with any matter and include any term or condition which an approval authority may require, where such matters, terms, or conditions, are reasonable in the opinion of the approval authority, having regard to the nature of the development proposed for the subdivision, in accordance with s.51 of the *Planning Act*. These agreements may address matters including but not limited to the following:

- 2.1 Planning matters such as parkland/open space, valley land dedications and development, residential reserves, buffer blocks, tree preservation, trails, site development plan, utilities, architectural control, homebuyers information map, heritage conservation and landscape plan approvals, phasing/staging of development, cost-sharing, warning clauses and notices.
- 2.2 Engineering matters such as municipal services, road widening, construction and reconstruction, transit infrastructure, traffic signals, grading, fencing, well monitoring, septic systems, waste management, pressure testing/chlorination, noise mitigation and warning clauses.
- 2.3 Financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit;
- 2.4 Details regarding all matters and requirements referenced in these conditions of draft approval may be provided by way of Comments and Conditions Memos from approval authorities, or from agencies and departments of the City and/or Region, in response to the circulation of the draft plan of subdivision. The conditions expressly identified in the Comments and Conditions Memos as referenced in this draft approval and/or any such additional or amended Comments and Conditions Memos as may be provided to the Owner in accordance with this draft approval shall be deemed to be conditions for the purposes of this draft approval. General requirements of the City's Subdivision Manual, Development Design Guidelines, Region's Design Criteria and Material Specification Manual, and Landscape Guidelines, as applicable and as amended or replaced from time to time, shall be implemented through the terms and conditions of the Subdivision Agreement.

3. The Owner shall acknowledge and agree in the Subdivision Agreement that the underground and aboveground municipal services are to be constructed in accordance with the latest O.P.S. and/or City standards and requirements, as applicable. Development of the lands shall be staged to the satisfaction of the City. The owner shall to provide the City with comprehensive insurance coverage, a financial guarantee for the installation of municipal works and maintain the municipal works in accordance with Clauses 27 (Insurance), 24 (Financial) and 17 (Maintenance Periods) respectively, of the applicable standard Subdivision Agreement.

Fees

4. Prior to registration, all processing and administrative fees shall be paid. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

Zoning

5. The Zoning By-law implementing the subject plan shall be approved under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.

Easement and Land Dedication within the Plan

6. The Owner acknowledges and agrees in the Subdivision Agreement to shall gratuitously convey and/or dedicate any required road or highway widening, 0.3 m reserves (**Block 18, 19 and 20**), walkways, sight triangles, radius roundings, buffer blocks other land required for municipal purposes and utility or drainage easements to the satisfaction of the City, Region, or other authority.
7. The Owner acknowledges and agrees in the Subdivision Agreement to gratuitously convey land to the City/Region and/or convey easements to the affected property Owners as may be required, in general conformity with the Queen Street West Tertiary Plan approved by the of Brampton Council.
8. The Owner acknowledges and agrees in the Subdivision Agreement to gratuitously convey all Stormwater Management Blocks (**Block 14**), NHS Blocks (NHS) (**Block 17**) and Environmental Buffer Blocks (**Block 16**) and Park Block (**Block 15**) to the City, to the satisfaction of to the Director of Environment & Development Engineering.

External Easements and Land Dedications

9. The Owner acknowledges and agrees in the Subdivision Agreement to gratuitously convey all necessary external easements and lands for access, drainage, servicing, utility purposes and for any other municipal purposes, as may be required, to the appropriate municipality, agency or public authority. The Owner is advised that no servicing works shall be permitted until the detailed engineering drawings are approved and external easements and lands granted. All lands which are to be conveyed to the City shall be free and clear of any encumbrances, unless otherwise approved by the City.

10. The Owner acknowledges and agrees in the Subdivision Agreement to convey lands gratuitously to the City for municipal purposes, and where the lands have been so conveyed to the City, and where prior to assumption of the plan the City determines in its sole and absolute discretion that said lands (or any interest therein) are surplus to its requirements and are no longer required, then the City may re-convey said lands (or any interest therein) to the Owner, gratuitously, provided that the Owner shall be required to pay for any fees, taxes, and/or disbursements related to the re-conveyance, including but not limited to registration fees and the cost of preparing and filing a reference plan.
11. The Owner acknowledges and agrees in the Subdivision Agreement to satisfy the City with respect to any and all financial obligations for external municipal works that are necessary to facilitate the development of the draft plan lands prior to the execution of the Subdivision Agreement or other agreement for municipal works.

Studies

12. Prior to registration, the Owner shall provide any and all outstanding reports, plans or studies required by the City, agency or public authority, and shall update any and all plans, studies, and reports required to be updated in the discretion of the City, to the satisfaction of the applicable commissioner, and shall implement all recommendations of such updated plans, studies and reports, including but not limited to gratuitously conveying additional lands and easements to the City, all to the satisfaction of the applicable Commissioner, in consultation with any applicable agency and/or public authority.

Archaeological

13. The Owner acknowledges and agrees in the Subdivision Agreement that should any archaeological resources be discovered they may constitute a new archaeological site, and therefore be subject to Section 48 (1) of the Ontario Heritage Act. Upon the discovery of the archaeological resource(s) any alteration of the Lands must immediately be ceased, a licensed archaeologist shall be engaged to carry out the archaeological field work in compliance with Section 48 (1) of the Ontario Heritage Act, and the City's Policy Division (Heritage Section) of the City's Planning & Development Services Department shall be notified.
14. The Owner acknowledges and agrees in the Subdivision Agreement that the Funeral, Burial and Cremation Services Act, 2002 requires any persons discovering human remains to notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services. No further work will be permitted on the Lands until such permission, in the form of a written notice from the City is provided to the Owner. The Owner agrees that it releases and forever discharges the City, its elected officials, employees, agents and contractors, and any others for whom it is responsible at law, from any and all claims, demands, actions, cause of actions and other proceedings and any liability for damages, costs and expenses for or relating to any loss which the Owner may suffer arising out of, incidental to, or in connection with:
 - a) an archaeological assessment(s) and/or field work that is inaccurate, incomplete, misleading or fraudulent; or

- b) the issuance of any written notice from the City's Policy Division (Heritage Section) of the City's Planning & Development Services Department permitting the Owner to continue to work on the Lands; or
 - c) the period of time during which the Owner is not allowed to work on the Lands.
15. The Owner acknowledges and agrees in the Subdivision Agreement to indemnify and forever save harmless the City, its elected officials, employees, agents and contractors, and any others for whom it is responsible at law from and against any claim, suit, demand, causes of action, and proceedings by whomsoever made or brought, in respect of any costs, expenses, loss, damage or injury including death as well as legal fees arising out of, incidental to or in connection with items (a), (b), or (c) listed above.

Staging

16. Development of the plan shall be staged to the satisfaction of the City and the Region in accordance with the approved Growth Management Staging and Sequencing Strategy. In this regard provision shall be made in the Subdivision Agreement to allow for the registration of this plan in phases, only in accordance with the approved Growth Management Staging and Sequencing Strategy.

Where a Growth Management Staging and Sequencing Strategy has not been required by the City, staging shall be based on the timing of essential services that serve the plan including, but not limited to: servicing capacity, road improvements, school availability, etc. In this regard the Owner shall agree to enter into a phasing agreement, the provisions of which may be incorporated into the Subdivision Agreement to allow the registration of this plan in phases.

Drawings

17. Prior to registration the Owner agrees to submit drawings to the satisfaction of the City in consultation with the applicable agency and/or public authority for approval.

Cost Sharing

18. Prior to registration, the Owner shall enter into a Landowners Cost Sharing Agreement (and/or make other satisfactory arrangements to the Director of Policy Planning), and provide the City's Planning & Development Services Department with a written acknowledgment from the Trustee that the Owner has signed the agreement, or made other satisfactory arrangements, thereby confirming that the Owner has met all obligations for its proportionate share of shared infrastructure within the Tertiary Pan area that directly benefits the development of the Owner's Lands.

Site Grading/Erosion and Sediment Control By-law

19. The Owner acknowledges and agrees in the Subdivision Agreement to be responsible for the proper drainage of all lands abutting the plan. An overall lot/block grading plan must be prepared by the Owner's Engineering Consultant to form part of the Subdivision Agreement in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan.

20. The Owner acknowledges and agrees in the Subdivision Agreement that Draft Plans which are within 30 metres of the watercourse and/or which are comprised of an area in excess of 1 hectare shall be subject to the provisions of the Fill By-law No.143-95, as amended. The owner will be required to apply for and obtain a Fill Permit prior to undertaking any land stripping or regrading activities within these lands. An irrevocable letter of credit is required to cover 100% of the estimated cost of site control measures plus 10% allowance for contingencies, as per Schedule 'A' to the By-law.

Storm Drainage

21. The Owner acknowledges and agrees in the Subdivision Agreement that Storm Drainage Storm sewer works including connections to each lot and building block shall be designed in such a manner and be of adequate size and depth to provide for the drainage of the weeping tiles, for the development of all lands lying upstream within the watershed and/or provide for the drainage of such areas as may be designated in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan to the satisfaction of the Commissioner of Public Works & Engineering.
22. Prior to registration, as a part of detailed processing of servicing submissions, the Owner's consultant shall submit a drawing outlining the proposed overland flow route on these lands. The internal route is to coincide with roadways as much as possible. Should this route direct drainage along a lot's side lot line, the size of the concerned lot(s) is to be increased in width to account for this route in addition to the usual lot sizes. All overland flow routes to be located on private lands shall be covered by a municipal easement to the satisfaction of the City and the appropriate Conservation Authority. All storm drainage shall be conducted to an outlet considered adequate in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan in the opinion of the Commissioner of Public Works & Engineering.

Sanitary and Water Service

23. Prior to registration or servicing, the Region shall confirm to the City that all portions of this Draft Plan will be provided with adequate water and sanitary servicing in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan.

Construction /Staging/Traffic Route

24. The Owner acknowledges and agrees in the Subdivision Agreement to submit plans for construction staging areas, staging and construction vehicle parking to the City's satisfaction. The construction access shall be provided only in a location approved by the City and Region.
25. The Owner acknowledges and agrees in the Subdivision Agreement to be responsible for maintaining City roadways within and in the vicinity of this development in a state satisfactory to the Commissioner of Public Works & Engineering until all construction and building activity is complete. Securities shall be included in the Security & Payment Statement section of the Subdivision Agreement.

26. Prior to registration, the Owner shall submit a construction access and the route for same will be finalized during processing of detailed engineering submissions to the satisfaction of the Commissioner of Public Works & Engineering.
27. The Owner acknowledges and agrees in the Subdivision Agreement that the construction access shall remain open at the discretion of the Commissioner of Public Works & Engineering.

Road Design

28. The Owner acknowledges and agrees in the Subdivision Agreement that all internal roads shall be constructed by the Owner and shall have asphalt pavement complete with concrete curbs and gutters designed and constructed in accordance with the latest Ontario Provincial Standards and/or City standards and requirements, as applicable. The horizontal and vertical alignments of all roads, including their relative intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern may be required to accommodate intersection alignments and locations specified for bus bays and loading platforms. All connecting roads shall be located such that they align precisely with their continuation beyond the limits of this Draft Plan in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan.
29. The Owner acknowledges and agrees in the Subdivision Agreement to sodding of the boulevards and private Lands/Maintenance of Undeveloped Lands.
30. The Owner acknowledges and agrees in the Subdivision Agreement that all portions of road allowance not covered by roads, sidewalks, splash pads, etc. shall be placed with 150 mm of topsoil and sodded with number 1 nursery sod.
31. Prior to registration, the Owner shall submit to the City securities to ensure that each of the lots will be sodded and topsoiled to City standards with driveways being provided. A security is to be established at time of detailed processing and is to be maintained with the City until substantial completion of the lots, and the securities reduced at the discretion of the Commissioner of Public Works & Engineering. Lots and blocks with which there are no immediate development proposals shall be graded, seeded and maintained to the satisfaction of the Commissioner of Public Works & Engineering, and securities shall be included in the Security & Payment Statement of the Agreement to guarantee this.

Community Postal Boxes

32. Prior to registration, the Owner shall submit servicing drawings identifying the Community Postal Delivery Box locations as approved by Canada Post and are to be installed to City and Canada Post requirements by the Owner when required by Canada Post or when constructing aboveground works, whichever is appropriate.

Preservicing

33. The Owner acknowledges and agrees in the Subdivision Agreement that preservicing will not be permitted until satisfactory arrangements have been made to the satisfaction of the Commissioner of Public Works & Engineering for the necessary outlets for the municipal services and adequate access roads to service

the lands. Preservicing will not be permitted until the zoning for the development of the lands is in effect or has been approved by the Local Planning Appeal Tribunal. Any external land dedications or easements required to service the property must be obtained by the owner and conveyed gratuitously to the City or the Region prior to the commencement of preservicing of the lands in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan.

Street Lighting

34. Prior to registration, the Owner shall submit a street lighting plan in accordance with the City's latest standards and requirements. In addition to streetlighting within the plan, the facilities at the intersections of the proposed road(s) with the boundary roads are to be examined and if necessary, upgraded.

Noise Attenuation

35. Prior to registration and first engineering submission and prior to the Owner entering into any Purchase and Sale Agreements, the Owner shall submit a final Noise Feasibility Study, prepared by HGC Engineering (dated May 2016, revised November 2019, as amended) to the satisfaction of the City and Region. The study shall address methods of dealing with acoustical aspects evolving from all noise sources. The report should also detail the type of noise attenuation to be implemented for all noise sources. A copy of this report shall be submitted to the City's Chief Building Official.
36. The Owner acknowledges and agrees in the Subdivision Agreement that the noise control measures and noise warnings recommended by the Noise Feasibility Study shall be implemented to the satisfaction of the City and Region, as required.
37. The Owner acknowledges and agrees in the Subdivision Agreement the following clause in the Noise Schedule of the Subdivision Agreement: "Prior to the issuance of any Building Permits, the Owner agrees to submit to the City's Chief Building Official with a certificate certifying that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved noise report and the approved plans".
38. Prior to registration, the Owner shall submit a Noise Attenuation Statement to the satisfaction of the City, a copy of which shall be submitted to the City's Chief Building Official.
39. Prior to the issuance of any building permits, the Owner shall submit to the City's Chief Building Official with a certificate indicating that the builder's plans for each dwelling unit to be constructed on the plan shows all of the noise attenuation works required by the approved Noise Feasibility Study and the approved plans.

Architectural Control

40. Prior to registration, the Owner shall submit final Community Design Guidelines, in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan, prepared by a John. G. Williams Limited (dated May 2016, as revised on September 3, 2019), to the satisfaction of the City and shall implement the Architectural Control Guidelines for Ground Related residential Development, the Development Design Guidelines (Chapter 7) and Architectural Control Protocol

Summary (Appendix 2 – Architectural Control report), as per the City's By-law 177-2008. The Owner agrees to the following:

- a) Select an approved Control Architect from the short list of firms established by the City;
 - b) The Control Architect shall organize information meeting with the builders. Designers, key stakeholders and City staff to identify the City's expectations, key issues and, the process and milestones of Architectural Control Compliance. Written confirmation of the participant's attendance and their understanding of the entire process will be provided to the City.
 - c) The Control Architect shall submit a Clearance Letter to the City, certifying their preliminary review and approval of models;
 - d) To pay all associated fees to the City, as per By-law 110-2010;
 - e) After registration, the Control Architect shall submit to the City during construction, Quarterly Site Monitoring reports; and
 - f) Upon completion of the Subdivision, the Control Architect shall submit to the City a final Completion Letter.
41. The Owner acknowledges and agrees in the Subdivision Agreement to implement the final Community Design Guidelines, including, but not limited to the provision of appropriate building architecture, landscape treatments and other arrangements to accommodate the consolidation of street accessories such as newspaper boxes, mail boxes, utility boxes, etc., to the satisfaction of the Commissioner of Planning & Development Services. In this regard, minor revisions to the plan may be necessary to provide sufficient space for such features.

Street Naming

42. Prior to registration, the Owner agrees that the name for streets shall be approved by the City's Street Naming Committee and included on the final draft plan.

Stormwater Management

43. Prior to registration and any site grading or servicing taking place as part of the first engineering submission, the Owner shall submit a Stormwater Management Report, in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan, which describes the existing and proposed stormwater drainage systems for the proposed development, which may accommodate stormwater drainage from the lands located to the west including 1879 Queen Street West and 1857 Queen Street West to the satisfaction of the City's Development Engineering Services.
44. Prior to registration and the first engineering submission, the Owner shall submit a Functional Servicing Report, for the Tertiary Plan, prepared by Crozier and Associates and a final Functional Servicing Report prepared by Skira & Associates to address items including but not limited to the accommodation of stormwater drainage from the lands located to the west including including 1879 Queen Street West and 1857 Queen Street West, as well as the following to the satisfaction of the Commissioner of Public Works and Engineering.

- i) Confirmation of the existing drainage pattern and outlet location of the site, to the satisfaction of the Credit Valley Conservation Authority (CVC) and the City's Development Engineering Services.
- ii) The proposed servicing, grading and design of the Stormwater Management pond including its size, location and outlet configuration for the interim and ultimate development conditions, to the satisfaction of the CVC and the City's Development Engineering Services.
- iii) The proposed stormwater management strategy of the site shall not aggravate and/or create adverse effects on adjacent properties without the consent of all affected landowners. If required, the Stormwater Management Strategy shall accommodate access for affected property owners to the Stormwater Management Pond and its outlets in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan. The necessary easements for Stormwater Works shall be provided gratuitously to affected property owners in accordance with Section 7 above.

Registration Timing

- 45. Prior to registration, the Owner shall demonstrate to the satisfaction of the Director of Environment & Development Engineering Division, and the Development Services Division how the plan will have temporary access to the greater public road network and municipal services.

Road Reconstruction/Cash Contributions

- 46. The Owner acknowledges and agrees in the Subdivision Agreement to provide cash-in-lieu for any infrastructure internal to the plan that cannot be feasibly constructed, to the subdivision limits, due to grading and/or other servicing constraints. The value of the cash-in-lieu shall be established by the City's Commissioner of Public Works & Engineering or designate prior to the registration of the subdivision.

Sidewalks

- 47. Prior to registration, in conjunction with the first submission the Owner shall submit a sidewalk and parking plan to the satisfaction of the City's Commissioner of Public Works & Engineering.

Access & Site Servicing

- 48. The Owner acknowledges and agrees in the Subdivision Agreement that the registration of this plan is dependent on the prior registration of the adjacent plan(s) to the East for access and/or servicing. In the event that the adjacent plan(s) to the East is unable to register prior to the registration of this plan, the Owner agrees to:
 - a) Provide a 17.0m public access and servicing easement, in favour of the City and the Region, for a temporary road constructed to the local road City standard drawing #200 from Street "A" to Queen Street West.
 - b) Provide a temporary 11.0m public access and servicing easement in favour of the City and the Region over **Lots 1** and **Blocks 11, 12 and 13**

between Street "A". **Lots 1** shall not be offered for sale as such time as the easement has been released.

- c) Not offer for sale to the public any Lots or Blocks in this plan until the owner has obtained an easement, in favour of the City, from the affected land owners to the east, for a storm water management facility, outlet, and overland flow route supporting the servicing of this plan.
- 49. The Owner acknowledges and agrees in the Subdivision Agreement that this plan shall not be assumed until the adjacent plan(s) to the East is registered and the roads and services in that plan(s) have been constructed and have been granted preliminary acceptance by the City and the Region of Peel. The Owner further agrees that all temporary infrastructure shall be removed and disturbed areas reinstated to the satisfaction of the City and the Region of Peel and shall be secured accordingly at the Owners sole cost.
- 50. Omitted
- 51. The Owner its successors and/or assignees shall provide an easement over **Block 10** for access and servicing in favour of the lands to the west should they ever be developed.
- 52. Prior to registration, in conjunction with the first submission of detailed engineering drawings, the Owner shall submit a final Transportation Impact Study and a Parking Justification Study, prepared by NextTrans Engineering (dated May 2016, revised August 2019, as amended) to the satisfaction of the City's Environment and Development Engineering Division. Designs are to adhere to the City standards and requirements and must include immediate adjacent right-of-way (Queen Street West), including lane configurations, sidewalks, curb radii, driveway locations, pavement markings, visitor parking and signage, in addition to interim and ultimate lane configurations subject to City standards or alternate satisfactory arrangements as determined by the City's Environment and Development Engineering Division.
- 53. The Owner acknowledges and agrees in the Subdivision Agreement to gratuitously convey 0.3m reserves (**Block 18 and Block 19**) at the easterly terminus points of Street 'A' as a temporary measure until the lands to the immediate east are developed and Street 'A' can be extended.
- 54. The Owner acknowledges and agrees in the Subdivision Agreement to provide temporary right in / right out access at the easterly limit of the subject lands to Queen Street West. A temporary right in/ right out municipal access to Queen Street shall be provided until a permanent access can be obtained through the lands to the east, opposing the Royal West Drive intersection. The design of the temporary access shall be a minimum of 11.0 metres and designed to the City's satisfaction and shall adhere to the City's right-of-way standards.
- 55. The Owner acknowledges and agrees in the Subdivision Agreement to provide temporary road elbows and all associated easements at the Owner's expense. The Owner also acknowledges and covenants in the Subdivision Agreement to remove the temporary road elbows and restore the streets to their normal condition at the Owner's expense when required by the City and to the satisfaction of the City.

56. The Owner acknowledges and agrees in the Subdivision Agreement to retain Ownership of all Residential Reserve Blocks (**Block 11, Block 12 & Block 13**) proposed to be developed in the future in conjunction with the adjacent lands to the east.
57. The Owner acknowledges and agrees in the Subdivision Agreement to provide for public vehicular/pedestrian access from Queen Street West to the lands municipally known as 1957 Queen Street West by conveying an access easement over the Cesta lands in favor of the City for public vehicular/pedestrian access from Queen Street West to the lands municipally known as 1957 Queen Street West.
58. Prior to registration, the Owner agrees to submit drawings satisfactory to the City's Environment and Development Engineering Division, to confirm that all driveways shall not encroach within intersection daylighting (rounded or triangles), and/or all driveway locations shall adhere to Section 10.12 of the residential zoning bylaw, which states "The minimum distance measured along a lot line between a driveway and the actual or projected point of intersection of two streets shall be 6.0 metres." Where intersection daylighting exceeds 6.0 metres, driveways locations will not be permitted to encroach within intersection daylighting.
59. Prior to registration, Owner agrees to submit detailed drawings, satisfactory to the City's Environment and Development Engineering Division to address the following City Standards:
- i. That grade changes in excess of 2% must be designed by means of a vertical curve for the design speed specified and depicted on the first engineering drawings to the satisfaction of the Commissioner of Public Works & Engineering.
 - ii. That horizontal and vertical alignments of all roads, including their intersection geometrics, shall be designed to the latest City standards and requirements. In this regard, minor revisions to the road pattern and intersection alignments may be required.
 - iii. That road elbows adhere to City standard drawing #215.
 - iv. That right-of-way widths adhere to City standard drawings (Minimum 17.0 metre, 20.0 metre, 23.0 metres);
 - v. That driveways width requirements are met (3.5m (single), 6.0m (double), 7.3m (shared)).
 - vi. That the minimum separation for driveways are met (from adjacent property lines unless coupled is 0.6 metres).
 - vii. That a utility clearance of 1.5 metres be met from all residential driveways.

Streetscaping

60. The Owner acknowledges and agrees in the Subdivision Agreement to make satisfactory arrangements with the City, to provide street trees along all internal streets within the plan and immediately abutting boulevards of adjacent streets.

The Owner shall comply with the recommendations of the approved Community Design Guidelines to the satisfaction of the City.

61. The Owner acknowledges and agrees in the Subdivision Agreement to implement, at the Owner's expense, all works shown on the approved streetscape plans in accordance with the Subdivision Agreement and the approved Community Design Guidelines and shall include the implementation of all applicable boulevard and buffer planting, and entry features including all structures and planting to the satisfaction of the City
62. The Owner acknowledges and agrees in the Subdivision Agreement that prior to issuance of final acceptance of all landscape works the Owner shall submit as-built drawings in the form of digital files for all dedicated open space, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City.
63. The Owner acknowledges and agrees in the Subdivision Agreement that prior to assumption, any material identified in the Tree Evaluation Report as hazardous, or identified for removal for accessibility or safety reasons, and any deleterious materials and debris not normally found in NHS lands, as determined by the City, shall be removed at the Owner's expense.
64. Prior to registration, detailed landscaping plans are to be provided to the satisfaction of the Director of Environmental and Development Engineering to demonstrate that any dwelling units that have a front to rear yard access through non-habitable rooms, with more than two steps, are designed with a front yard that will require minimal maintenance and grass cutting.

Fencing

65. Prior registration, the Owner shall submit detailed engineering and landscape plans for the development of fencing on all lots and blocks to the satisfaction of the Director of Environment & Development Engineering. The Owner shall not be eligible for development charges credit against work performed, in accordance with City Standards and the current Development Charges By-Law.

Landscape Works

66. Prior registration, the Owner shall pay a maintenance fee for any landscape items deemed necessary by the Owner, but which exceeds the City standard. This may include, but not be limited to special entry features structures, irrigation systems, acoustical walls and architectural landscape elements located on public property.
67. The Owner acknowledges and agrees in the Subdivision Agreement that prior to issuance of final acceptance of all landscape works, and the Owner shall submit as-built drawings in the form of digital files for all dedicated park, open space, stormwater management, entry feature, landscape buffer blocks, etc. The submission of these drawings will meet the latest digital standards as prescribed by the City.

Building Permits

68. The Owner acknowledges and agrees in the Subdivision Agreement to comply with Condition 83.

Utilities

69. The Owner acknowledges and agrees in the Subdivision Agreement that prior to preservicing and/or execution of the Subdivision Agreement, the Owner shall name his/her telecommunication provider. As part of the first engineering submission, the City will also request telecommunications providers that have entered into a Letter of Understanding or a Municipal Access Agreement with the City whether they intend to install their plant within the streets of the proposed subdivision.
70. The Owner acknowledges and agrees in the Subdivision Agreement to permit the telecommunication providers named by the City to locate their plants within the streets of the proposed development. The Owner, under separate arrangements or agreement with the various utility companies, is to determine the precise extent of their requirements.
71. The Owner acknowledges and agrees in the Subdivision Agreement that to submit in writing evidence to the Commissioner of Public Works & Engineering that satisfactory arrangements have been made with the Telecommunications provider, Cable TV, Gas and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.

Signage

72. Prior to registration and in conjunction with the first engineering submission, the Owner shall erect and maintain signs in accordance with the provisions of the Subdivision Agreement by and at the expense of the Owner and in the following locations and in the following manner:
- a) On Buffer Block (**Block 16**) and NHS Block (**Block 17**) indicating it will be developed as part of a NHS containing important environmental features and systems. This Block is to be left in a naturalized state in order to preserve, protect, and enhance the NHS. This Block may receive minimal maintenance such as the periodic removal of paper and debris, vegetation removal and grass cutting. For more information, please contact the Manager of Environmental Planning, City of Brampton, Environment and Development Engineering Division at (905) 874-2050.

Open Space

73. Prior to registration, the Owner shall submit a final Sustainability Score and Summary in conjunction with the Community Design Guidelines to the satisfaction of the Director of Environment & Development Engineering. The Sustainability Score and Summary shall comply with the latest requirements set out by the City for the development of such documents.
74. Prior to registration, the Owner shall submit a final Tree Evaluation Report, prepared by Strybos Barron King dated, August 19, 2019, in accordance with the City's Tableland Tree Assessment Guidelines, to the satisfaction of the Director of Environment & Development Engineering. The Owner shall ensure that no trees are removed or damaged prior to any approval or during any phase of the servicing and construction of the site, if applicable, without the prior approval of the

City's Planning and Development Services and Public Works & Engineering Departments.

75. Prior to registration and in conjunction with the first engineering submission, the Owner agrees to erect and maintain in good condition, hoarding along the buffer of the NHS Block (**Block 17**), and/or along the drip line of any vegetation identified for preservation in the approved Tree Evaluation Report, to the satisfaction of the Director of Environment & Development Engineering.
76. Prior to registration and in conjunction with the first engineering submission, the Owner agrees to install and maintain notification signage, to City standards, advising future residents of the future uses of all identified park, open space and stormwater management blocks. The signs will be installed on the subject blocks, along all public road frontages, and will state the name of the City of Brampton, provide a schematic of the facilities (if any) to be included on the subject block, the telephone number where additional information can be obtained and the date the sign is installed.
77. The Owner acknowledges and agrees in the Subdivision Agreement to provide fencing, at the Owner's expense, in accordance with the City's Fencing Policy and the approved Community Design Guidelines, for incorporation into the landscape drawings' submission, to the satisfaction of the Director of Environment & Development Engineering.
78. The Owner acknowledges and agrees in the Subdivision Agreement to provide a cash contribution in accordance with Council Resolution 181-2014 towards the long-term management of all NHS lands conveyed to the City. The payment shall be calculated at a rate of \$5,000 / hectare of NHS lands conveyed (per the final Draft Plan) and shall be documented in Schedule 'G' of the Subdivision Agreement.
79. Prior to registration, the Owner shall provide detailed working drawings for all identified park blocks, NHS blocks, landscape buffer blocks, streetscape plantings, walkways and fencing to the satisfaction of the applicable approving departments and in accordance with the latest City standards. Fencing shall be included along any holdout properties where they abut the Draft Plan, subject to the approval of the existing property Owners. The Owner shall comply with both the Concept Plan Facility Fit Plan approved and/or the recommendations of the approved Community Design Guidelines.
80. The Owner agrees that proposed Park Block 15, which is shared between the subject plan and the adjacent plan to the East (i.e. Mocon), shall be designed and constructed in its entirety within 2 years from the registration of any phases of the plan to the East (i.e. Mocon). In the interim, the Owner agrees that proposed Park Block 15 be graded and sodded to the satisfaction of the Director, Environment & Development Engineering.
81. Prior to registration, and in conjunction with the final landscape submission, the Owner shall provide street trees along all internal streets within the subject plan and along immediately abutting streets, including the implementation of boulevard and buffer plantings, and entry features (where applicable). The Owner shall comply with the recommendations of the approved Community Design Guidelines (as amended and as applicable).

82. Prior to registration, and in conjunction with the final landscape submission, the Owner shall provide a detailed summary of all areas of parkland, open space, stormwater management ponds, valleylands and buffers including quantities or areas of boulevard and buffer sod, boulevard and buffer trees, shrub beds and irrigation systems that will be installed by the Owner to become the City's responsibility to maintain.
83. Prior to registration, the Owner shall submit restoration-planting drawings that detail compensation plantings for tableland trees to be removed to accommodate the development. Compensation plantings shall be in accordance with the City's compensation planting standards and provided by the Owner at no cost to the City.

Parkland Dedication

84. The Owner acknowledges and agrees in the Subdivision Agreement that Parkland Dedication requirements for the plan shall be in accordance with the Planning Act, R.S.O. 1990, c.P.13 as amended (the Planning Act) and the City's Parkland Dedication By-law, as amended. The current Plan yields a projected Parkland Dedication requirement of 0.2733 ha (0.6753 ac.), based on Section 51.1 of the Planning Act. The Owner is proposing to convey Block 15 totaling 0.023 ha (0.057 ac.) to the City, as partial fulfillment of the Parkland Dedication requirements. This results in a projected Parkland under-dedication of 0.1502 ha (0.3711 ac.). Prior to registration, the Owner shall be required to compensate the City in accordance with the Parkland Dedication By-law (as amended) and the City's current policies, for the projected under-dedication balance, in the form of a Cash In Lieu of Parkland Payment. *Note: Final calculations will be undertaken as part of the Subdivision Agreement review process and represented in Schedule 'D' of the Agreement.*

Building

85. Prior to registration, the Owner agrees to remove any existing buildings on the subject lands that will not conform to the requirements of the Zoning By-law after registration of the plan
86. Prior to registration and the initiation of any site grading or servicing, the Owner shall submit to the City's Environment and Development Engineering Division, a final detailed soils investigation prepared by a qualified geotechnical engineer. A copy of the soils report shall be submitted to the City's Chief Building Official.
87. Prior to registration and the initiation of any site works, the Owner shall submit for approval to the City's Chief Building Official:
 - i. A Phase 1 Environmental Site Assessment, in compliance with the most current regulations;
 - ii. A Phase 2 Environmental Site Assessment if required as a result of the Phase 1 Environmental Site Assessment, in compliance with the most current regulations; and,

- iii. A decommissioning report if contaminated material has been identified and is removed, or alternatively, a copy of the Certificate of Property Use approved by the Ministry of Environment and Climate Change.
- 88. Prior to registration, Owner shall submit confirmation to the City's Chief Building Official of the filing of the Record of Site Condition and the Environmental Site Registry in compliance with most current regulations. A copy of the Environmental Site Assessments shall be provided to the Director of Environment & Development Engineering Services.
- 89. Prior to registration, Owner shall submit confirmation to the City's Chief Building Official of the filing of the Record of Site Condition and the Environmental Site Registry in compliance with most current regulations. A copy of the Environmental Site Assessments shall be provided to the Director of Environment & Development Engineering.
- 90. The Owner acknowledges and agrees in the Subdivision Agreement that where a building still incorporating all exposed basement is proposed, the external treatment of the exposed basement shall be consistent with exterior treatment of the balance of the structure.
- 91. The Owner acknowledges and agrees in the Subdivision Agreement that for those lots designated as fire break lots by the City's Building Division in the direction of this superstructure shall be permitted only upon the approval of the City's Chief Building Official.
- 92. Prior to the issuance of any building permit, the Owner shall provide an engineering report to the satisfaction of the City's Chief Building Official indicating special foundation requirements if any to support structures that may be erected on disturbed ground or lots/blocks where filling has occurred.

Municipal Addressing

- 93. Prior to registration, the Owner shall forward the proposed plan of subdivision to be registered in digital format (Autocad) to the GIS Services in the City's Digital Innovation & Information Technology Department.

Credit Valley Conservation (CVC)

- 94. Prior to registration, the Owner shall submit a final Scoped Environmental Impact Study, prepared by Beacon Environmental, to the satisfaction of the City and CVC. If necessary, the plan shall be redline revised to implement the findings of the amended Environmental Impact Study.
- 95. Prior the first engineering submission, the Owner shall submit a complete Functional Servicing Report, prepared by Skira and Associates to the satisfaction of the City and the CVC. If necessary, the plan shall be redline revised to implement the findings of the amended Functional Servicing Report.
- 96. Prior to registration, the Owner shall submit a final Slope Stability Study, prepared by Terraprobe, to the satisfaction of the CVC.

97. Owner acknowledges and agrees in the Subdivision Agreement that the City's Restricted Area Zoning By-law shall contain provisions, which will place all lands within **Blocks 14, 16 and 17** in the appropriate public open space category.
98. Prior to the first engineering submission and any grading and servicing, the Owner shall submit the following information in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan, to the satisfaction of the CVC and City:
- a) Detailed engineering and grading plans for the overall draft plan;
 - b) Appropriate sediment and erosion control measures to be implemented, as approved by the CVC and City;
 - c) Plans/reports demonstrating the details of any proposed LID measures to be implemented, as per the approved Functional Servicing Report;
 - d) Plans/reports demonstrating the details of a storm outfall, including the fulfilling all requirements for the issuance of a permit, pursuant to Ontario Regulation 160/06;
99. Prior to the registration and site grading and servicing, in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan, the Owner shall submit the following information to the satisfaction of the CVC and City:
- a) That prior to the issuance of building permits, confirmation be received from a qualified professional that the Stormwater Management Facility has been constructed in accordance with the approved plans;
 - b) That buffer restoration and landscape plans are submitted to the satisfaction of the CVC and City, in accordance with the approved Environmental Impact Study;
 - c) That the Servicing Agreement between the Owner and the City contains provisions wherein the Owner acknowledges and agrees to:
 - i. Carry out the works noted and above noted conditions;
 - ii. A warning clause in the Agreement of Purchase and Sale advising future landowners of **Blocks 14, 16 and 17** that the adjacent public land (ie. NHS) will remain as a low maintenance environment; and
 - iii. That a Homeowners Fact sheet that describes the benefits of some landscape naturalization for lights backing onto the NHS, as an educational tool to promote enhancement, be completed and included as part of the purchase of sale agreement prior to closing.

Sales Office Home Information Map

100. The Owner acknowledges and agrees in the Subdivision Agreement to prepare a Preliminary Homebuyers Information Map of the subdivision which along with a copy of the City of Brampton Council approved Queen Street West Tertiary Plan shall be posted in a prominent location in each sales office where homes in the subdivision are being sold. The information on the map shall generally include but not be limited to the following:

- a) The proposed land uses within a subdivision based on the latest draft plan, including the location of the temporary access on Queen Street West;
- b) Where applicable, a statement indicating that place of worship and school sites may be used for residential uses if they are not acquired for their original purpose within the time specified in the Subdivision Agreement;
- c) The immediately surrounding existing and proposed land uses will be in general conformity with the City of Brampton Council approved Queen Street West Tertiary Plan;
- d) Those lots or blocks that have existing and potential noise environmental problems based on the Noise Feasibility Study, including all relevant warning clause is on the map;
- e) The approximate locations of noise attenuation walls and berms;
- f) The approximate locations and types of other fencing within the subdivision;
- g) Where parks and open space, stormwater management facilities and walkways or retaining walls are located;
- h) The types and locations of parks, valley lands and other open space passive or active and a general description of their proposed facilities and anticipated level of maintenance to be confirmed in each case with the City's Environment and Development Engineering Division;
- i) Potential locations of all Canada Post community mailboxes on corner lots except corner lots at the intersection of an arterial road;
- j) The locations of all Brampton Transit routes throughout the subdivision; and,
- k) The proposed standard notes, using capital letters where noted below:

“NOTICE AND ADVICE TO PURCHASERS:

- I. THIS MAP IS INTENDED TO PROVIDE HOMEBUYERS WITH GENERAL INFORMATION ABOUT THE SUBDIVISION AND THE SURROUNDING AREA. THE FOLLOWING IS A LIST OF POTENTIAL CONCERNS THAT HOMEBUYERS MAY HAVE AND THE TELEPHONE NUMBERS AT CITY HALL IF YOU NEED MORE INFORMATION. FOR THE BEST SERVICE YOU ARE ENCOURAGED TO CALL DURING NORMAL BUSINESS HOURS WHICH ARE 8:30 AM TO 4:30 PM, MONDAY TO FRIDAY.

PLEASE NOTE:

THIS MAP IS BASED ON INFORMATION AVAILABLE ON (MONTH/2020) AND MAY BE REVISED WITHOUT NOTICE TO PURCHASERS. HOWEVER, ANY CHANGE IN PERMITTED LAND-USE INVOLVES THE PLANNING PROCESS, INCLUDING PUBLIC NOTIFICATION IN ACCORDANCE WITH THE PLANNING ACT.

- ii. Dwelling units within **Blocks 7, Block 8 and Block 9** may have front to rear yard access through non-habitable rooms, with more than the City's standard two step maximum. Prospective purchasers may have concerns with potential inconvenience of transporting yard maintenance equipment through the dwelling. This inconvenience may be reduced by the developer designing the front yard landscaping to require minimal maintenance and grass cutting
- iii. There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.
- iv. Some streets in the subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- v. There may be catch basins or utility easements located on some lots/blocks the subdivision. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- vi. Some lots/blocks will be affected by noise from adjacent roads, industries or aircraft and warning clauses will apply as well to purchasers. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- vii. The map shows that some of the lots/blocks affected by noise will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- viii. The final location of walkways or retaining walls may change without notice.
- ix. Door to door mail delivery will not be provided in the subdivision and community mailboxes will be directly beside some lots/blocks. If you have any questions please call 1-800-267-1177.
- x. Sidewalks on both sides of the street while others will have them on only one side or not at all. If you have any questions please call (905) 874-2050 or email planning.development@brampton.ca.
- xi. The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- xii. There may be Brampton Transit bus routes within the subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions please call (905)874-2750 or email transit@brampton.ca.

- xiii. Boulevard trees will be planted according to City requirements approximately 12 to 18 m apart and a tree will not necessarily be located in front of every home.
- xiv. The offer of Purchase and Sale Agreement may contain itemized charges for features covered in the City's Subdivision Agreement. These features may include street trees driveway paving, siding, fencing, noise barriers, or gateway features, etc., on the public right-of-way. They may be also described in general terms, such as "community aesthetics enhancements". Despite paying this charge, the purchaser may be left without a tree on the lots/blocks in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- xv. The City will not reimburse purchasers, nor assist in any recovery of monies paid, under any circumstance.
- xvi. The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton's Public Works & Engineering Department at (905) 874-2050.
- xvii. The Owner is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton's Environment and Development Engineering Division at (905) 874-2050.
- xviii. The Stormwater Management Block (**Block 14**), NHS Block (**Block 17**) and Park Block (**Block 15**) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton's Environment and Development Engineering Division at (905) 874-2050.
- xix. The City of Brampton's Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permit a driveway width for your lot.
- XX. FOR FURTHER INFORMATION, ON PROPOSED AN EXISTING LAND USE, PLEASE CALL (905)874-2050 OR EMAIL PLANNING.DEVELOPMENT@BRAMPTON.CA.
- XXI. FOR DETAILED BERMING AND GRADING INFORMATION, PLEASE CALL THE SUBDIVIDER'S ENGINEERING CONSULTANT.
- XXII. FOR DETAILED INFORMATION PERTAINING TO STREETScape, PARKS OR OPEN SPACE, PLEASE CALL THE SUBDIVIDER'S LANDSCAPE ARCHITECTURE CONSULTANT."

Digital Submission of Plans

- 101.** Prior to registration, the Owner shall submit a digital subdivision of the current draft plan, in accordance with the City's Planning & Development Services digital submission requirements.

Prior to the Sale of Units

- 102.** The Owner acknowledges and agrees in the Subdivision Agreement that prior to the sale of any units within the subdivision, to update any and all plans, studies, and reports required to be updated in the discretion of the City, to the satisfaction of the applicable commissioner, and shall implement all recommendations of such updated plans, studies and reports, including but not limited to gratuitously conveying additional lands and easements to the City, all to the satisfaction of the applicable Commissioner.

Final Homebuyers Information Map

- 103.** The Owner shall prepare a detailed final Homebuyers Information Map, based on the final plan, and approved by the City to replace the Preliminary Homebuyers Information Map in all affected sales offices. The City of Brampton Council approved Queen Street West Tertiary Plan shall continue to be posted in all affected sales offices. The Map shall contain the following information:
- a) All of the information required on the preliminary map;
 - b) The locations of all sidewalks and walkways;
 - c) The locations of all rear yard catch basins and utilities easements on private property where applicable;
 - d) The locations of all above ground utilities;
 - e) The locations of all bus stops if known;
 - f) The final locations of all Canada Post community mailboxes; and
 - g) The location of the temporary access on Queen Street West.
- 104.** The Owner acknowledges and agrees in the Subdivision Agreement to ensure that each builder selling homes within the subdivision:
- a) Provides prospective purchasers with a notice from the City in the prescribed format that includes all of the notes required on the Homebuyers Information Map; and,
 - b) Attached is a copy of the Preliminary Homebuyers Information Map to each offer of Purchase and Sale Agreement.
- 105.** The Owner agrees to include in all offers of purchase and sale warning clauses in bold type for all lots/blocks within the plan, generally including, but not limited to the following:
- a) The Owner shall include the following warnings in bold type in all offers of Purchase and Sale for **Blocks 7, Block 8 and Block 9** within the plan:
 - i) Dwelling units in the aforementioned blocks may have front to rear yard access through non-habitable rooms, with more than the City's standard two step maximum. Prospective purchasers may have concerns with potential inconvenience of transporting yard maintenance equipment through the

dwelling. This inconvenience may be reduced by the developer designing the front yard landscaping to require minimal maintenance and grass cutting

- b) There are a number of subdivision homes being constructed in the area. Purchasers are advised that residents may be disturbed by noise, traffic and dust due to construction in the area.
- c) Some streets in the subdivision will be extended in the future and temporary access roads will be closed. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- d) There may be catch basins or utility easements located on some lots in the subdivision. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- e) Some lots/blocks will be affected by noise from adjacent roads, industries or aircraft and warning clauses will apply as well to purchasers. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- f) Some lots/blocks will be fitted with noise barriers and some of the homes will be provided with central air conditioning to allow bedroom windows to be closed if necessary due to the noise. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- g) The final location of walkways or retaining walls may change without notice.
- h) Door to door mail delivery will not be provided in the subdivision and community mailboxes will be directly beside some lots/blocks. If you have any questions please call 1-800-267-1177.
- i) Some streets will have sidewalks on both sides while others will have them on only one side or not at all. If you have any questions please call (905)874-2050 or email planning.development@brampton.ca.
- j) The completion of some dwellings in this subdivision may be delayed until after the completion of exterior finishes on the adjacent buildings. If you have any questions, please call (905)874-2050 or email planning.development@brampton.ca.
- k) There may be Brampton Transit bus routes within the subdivision with stops beside some homes. The City reserves the right to introduce transit services and facilities such as bus stops, shelters, pads, benches and other associated amenities on any City right-of-way as determined by Brampton Transit to provide effective service coverage. If you have any questions please call (905)874-2750 or email transit@brampton.ca.
- l) Boulevard trees will be planted according to City requirements approximately 12 to 18 m apart and a tree will not necessarily be located in front of every home.
- m) The offer of Purchase and Sale Agreement may contain itemized charges for features covered in the City's Subdivision Agreement. These features may include street trees driveway paving, siding, fencing, noise barriers, or

gateway features, etc., on the public right of way. They may be also described in general terms, such as “community aesthetics enhancements”. Despite paying this charge, the purchaser may be left without a tree on the lot/block in question. The City does not encourage this type of extra billing and has no control over vendors charging for street trees. If you have any questions, please call (905)874–2050 or email planning.development@brampton.ca.

- n) The City will not reimburse purchasers, nor assist in any recovery of monies paid, under any circumstance.
- o) The design of features on public lands may change. Features shown in the Community Design Guidelines may be constructed as shown or altered, at the City’s discretion, without notification to purchasers. Builders’ sales brochures may depict these features differently from what is showing on the Community Design Guidelines or the as-built drawings. This City has no control over builder’s sales brochures.
- p) The City of Brampton’s Zoning By-law regulates the width of driveways. Please do not have your driveway widened before inquiring about the permit a driveway width for your lot.
- q) The Owner/developer is required to provide street trees at regular intervals on all public boulevards within this subdivision. Local site conditions may not allow a tree to be planted in front of some homes. For more information, please call the City of Brampton’s Environment and Development Engineering Division at (905) 874-2050.
- r) The Stormwater Management Block (**Block 14**) and NHS Block (**Block 17**) and Park Block (**Block 15**) may contain active recreational facilities. Purchasers are advised that residents close to these blocks may be disturbed by users and/or facilities within the subject blocks. For more information, please call the City of Brampton’s Environment and Development Engineering Division at (905) 874-2050.

Dufferin-Peel Catholic District School Board

106. Prior to registration, the Owner shall undertake the following to the satisfaction of the Dufferin-Peel Catholic District School Board:

- a) The Owner shall agree in the servicing and/or Subdivision Agreement to erect and maintain information signs at all major entrances to the proposed development advising of the following:

“Notice: Please be advised that students may be accommodated elsewhere on a temporary basis until suitable permanent pupil places, funded by the Government of Ontario, are available.”

These signs shall be to the Dufferin-Peel Catholic District School Board’s specifications, at locations determined by the Board and erected prior to registration.

- b) The Owner shall agree in the Servicing and/or Subdivision Agreement to include the following warning clauses in all offers of Purchase and Sale of residential lots:
 - i). “Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.”
 - ii). “That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.”

Peel District School Board

107. Prior to registration, the Owner shall undertake the following to the satisfaction of the Peel District School Board:

- a) The Owner shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Board’s Transportation Policy.
- b) The Board requires that the following clauses be placed into any agreements of sale and purchase entered into with regard to any units in this plan to the satisfaction of the Peel District School Board for a period of five (5) years from the date of registration of the Plan:
 - i). “Whereas despite the best efforts of the Peel District School Board, 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 bussed to schools outside of the area, according to the Board’s Transportation Policy. You are advised to contact the School Accommodation Department of the Peel District School Board to determine the exact schools.”
 - ii). “The purchaser agrees that for the purposes of transportation to school, the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board.”

Canada Post

- 108.** Prior to registration, the Owner shall undertake the following to the satisfaction of Canada Post:
- a) Make satisfactory arrangements with Canada Post and the Director of Environment & Development Engineering Division, for the provision of suitable sites for the installation of Canada Post Community Mailboxes, which are not in conflict with any other utility (including hydro transformers, bell pedestals, cable pedestals, flush to grade communication vaults, landscaping enhancements and bus pads), and shall indicate these locations on the appropriate servicing plans, including the granting of any easements as deemed applicable that may be required in order to locate the Canada Post Community Mailboxes with a safe setback from the travelled portion of roadways.
 - b) Prior to offering any of the residential units for sale, the Owner agrees to place a 'Display Map' on the wall of the sales office in a place readily available to the public which indicates the location of all Canada Post Community Mailbox site locations, as approved by Canada Post and the City of Brampton.
 - c) Provide the following for each Community Mailbox site, as per Canada Post and City of Brampton standards:
 - i) an appropriately sized sidewalk section (concrete pad), per municipal standards, to place the Community Mailbox on;
 - ii) any required walkway across the boulevard, as per municipal standards; and
 - iii) any required curb depressions for wheelchair access.
 - d) Determine, provide and maintain a suitable and safe temporary Community Mailbox location(s) to Canada Post's satisfaction. This temporary site will be utilized by Canada Post until the above mentioned criteria is completed at the permanent Community Mailbox site locations. This area will be required to be prepared a minimum of 30 days prior to the date of first occupancy.
 - e) Include in all offers of Purchase and Sale a statement advising the prospective new home purchasers that mail delivery will be from a designated community mail box, include exact locations of each of these community mailbox locations, and advise any affected homeowners of any established easements granted to Canada Post.

Enbridge Gas Distribution

109. Prior to registration, the Owner shall undertake the following to the satisfaction of Enbridge Gas Distribution:

- a) The Owner shall contact Enbridge Gas Distribution's Customer Connections department by emailing SalesArea20@enbridge.com for service and meter installation details and to ensure all gas piping is installed prior to the commencement of site landscaping (including, but not limited to: tree planting, silva cells, and/or soil trenches) and/or asphalt paving.
- b) If the gas main needs to be relocated as a result of changes in the alignment or grade of the future road allowances or for temporary gas pipe installations pertaining to phase construction, all costs are the responsibility of the Owner.
- c) In the event that easement(s) are required to service this development and any future adjacent developments, the Owner will provide all easement(s) to Enbridge Gas Distribution at no cost.
- d) In the event a pressure reducing regulator station is required, the Owner is to provide a 3 metre by 3 metre exclusive use location that cannot project into the municipal road allowance. The final size and location of the regulator station will be confirmed by Enbridge Gas Distribution's Customer Connections department. For more details contact SalesArea20@enbridge.com.
- e) The Owner will grade all road allowances to as close to final elevation as possible, provide necessary field survey information and all approved municipal road cross sections, identifying all utility locations prior to the installation of the gas piping.

Rogers Telecommunications

110. Prior to registration, the Owner shall undertake the following to the satisfaction of Rogers Communications:

- a) At its own cost, grant all necessary easements and maintenance agreements required by those CRTC-licensed telephone companies and broadcasting distribution companies intending to serve the Subdivision (collectively the "Communications Service Providers").
- b) In consultation with the applicable utilities and Communications Service Providers, prepare an overall utility distribution plan that shows the locations of all utility infrastructure for the Subdivision, as well as the timing and phasing of installation.

Bell Canada

111. Prior to registration, the Owner shall undertake the following to the satisfaction of Bell Canada:

- a) The Owner shall indicate in the Agreement, in words satisfactory to Bell Canada, that it will grant to Bell Canada any easements that may be required, which may include a blanket easement, for communication / telecommunication infrastructure. In the event of any conflict with existing Bell Canada facilities or easements, the Owner shall be responsible for the relocation of such facilities or easements.
- b) That Bell Canada requires one or more conduit or conduits of sufficient size from each unit to the room(s) in which the telecommunication facilities are located to the street line.
- c) Prior to commencing any work, the Owner shall confirm that sufficient wire-line communication/telecommunication infrastructure is available. In the event that such infrastructure is unavailable, the Owner shall be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure.

Alectra Utilities

112. The following conditions shall be included in the Subdivision Agreement to the satisfaction of Alectra Utilities:

- a) The Owner shall grant all necessary aerial or underground easements, as may be required to service this development, at no cost to Alectra Utilities. These will be confirmed during the final design of the roads and subdivision.
- b) The Owner shall enter to a Servicing Agreement (offer-to-connect) and will be responsible for the cost sharing as detailed in the offer-to-connect.
- c) The Owner shall be responsible for the costs of the relocation of existing plant to accommodate the new road(s).
- d) The Owner shall contact Alectra Utilities Subdivisions Department for the availability of adjacent plant capable of servicing this site and to discuss the electrical service installation requirements and schedule.
- e) The Owner shall be responsible for the costs associated with the hydro plant expansion to supply the development.
- f) The Owner or their representative shall consult Alectra Utilities' Conditions of Service, as they must adhere to all conditions.

Hydro/Telecommunications

- 113.** Prior to registration, the Owner must submit in writing, evidence to the Commissioner of Planning & Development Services that satisfactory arrangements have been made with the telecommunications and hydro providers for the installation of their plants in the common trench, within the prescribed location in the road allowances.

Region of Peel

- 114.** Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
- a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
- 115.** Provision shall be made in the Subdivision Agreement with respect to:
- a. Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b. Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);

Pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

- 116.** In respect of the water meter fees:
- a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;
 - b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance

of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and

- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

117. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:

- a. A road widening pursuant to the Region's Official Plan along Regional Road #6 (Queen Street West). The Region's Official Plan road widening requirement for mid-block along Queen Street West is 45.0 metres right-of-way (22.5 metres from the centerline). Additional property pursuant to the Region's Official Plan will be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of Queen Street West). The Developer must submit supporting surveys acceptable to the Region to confirm the Region's land dedication requirements.
- b. A 0.3 metre reserve along the frontage of Queen Street behind the property line, except at the approved location of the temporary access.

118. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:

- a. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.

All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

Access

119. In respect of the water meter fees:

- a. Prior to the Registration of the Plan of Subdivision the Developer shall remove any existing driveway/accesses, along the frontage of Queen Street West that do not conform to the approved plans at its sole cost.

- b. The Developer acknowledges and agrees that at such time as the owner of the adjacent lands to the west, municipally known as 1957 Queen Street, submits an application for development, the Developer will provide access to the Tertiary Plan road network pursuant to a shared access agreement, or other such arrangements as approved by the Region.
- c. No lots or blocks shall have direct access to Queen Street West.

Clauses shall be included in the Subdivision Agreement in respect of same.

120.

- a. The Developer hereby acknowledges and agrees that a temporary access is needed and it consists of a single interim restricted right in/right out access to be equipped with a right turn lane with storage and a taper to facilitate this development. A functional design is required to be provided to the Region for our review and approval. The Developer acknowledges and agrees that all costs associated with design and construction the interim road and access works is 100% the Developer's responsibility. Prior to construction within the Region's right of way a detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer and a detail cost estimate of the proposed road and access works will be required to be submitted to the Region for review and approvals. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement marking and signage drawings, as well as plan and profile drawings.
- b. The Developer shall include warning clauses reflecting the aforementioned access restriction in all Purchase and Sale and Lease Agreements.
- c. The Region will accept in principle, the Ultimate Access as one full movement access aligned with Royal West Drive. Any ultimate improvements at the proposed access to facilitate the development will be determined at the engineering design stage: Including but not limited to auxiliary lanes, centre medians, pavement marking and signage.
- d. The Developer hereby acknowledges and agrees that ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" to facilitate properties within the approved Queen Street Tertiary Plan will be at the sole cost of the Developers. The Developers will be responsible for the design and construction of the access and any required road works including but not limited to traffic control signals, auxiliary lanes etc., required to service this development, and all costs shall be 100% at the expense of the Developers. All costs associated with the ultimate the road works shall be shared between the lands benefitting from the ultimate access as shown on the approved Queen Street Tertiary Plan. Prior to construction within the Region's right-of-way a detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer and a detail cost estimate of the

proposed road and access works will be required to be submitted to the Region for review and approvals. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement marking and signage drawings, as well as plan and profile drawings.

- e. At such time the lands to the east develop, the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" is to be constructed. Conditions pertaining to the timing of the required construction will be outlined within Subdivision Agreement.
- f. At such time the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" is constructed, the Interim Access and associated road works constructed to facilitate the Interim Access are to be removed and restoration completed to the satisfaction of the Region. All costs associated with the removal are to be borne by the Developer. Conditions pertaining to the timing of the required removal works will be outlined within Subdivision Agreement.
- g. Prior to registration engineering drawings related to the removal and restoration works are to be provided to the Region for review and approval. An approved cost estimate and securities related to the removal and restoration works are to be provided to the Region.
- h. The Developer and Region acknowledge and agree that, due to the shared nature of the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" between all lands contained within the Queen Street Tertiary Plan, there will be a need for the Developer to execute an agreement with the neighboring land Owners regarding the construction and sharing of costs for the Ultimate Access ("Shared Access Agreement and "Cost Sharing Agreement", if applicable).
- i. Prior to registration the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" indicated on the approved Queen Street Tertiary Plan will benefit the applicant as well as the adjacent property owners to provide full movement access across from Royal West Drive, as such, the Region requires a cost sharing agreement between the benefitting land owners. The Region will require proof and copies of such shared access agreement.

121. Prior to the registration of this Plan, or any phase thereof;

- a. The Developer shall provide to the Region's Public Works Department a Letter of Credit for its proportionate share of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A". All actual costs associated with the traffic control signals at the Regional road intersections shall be 100% the Tertiary Plan Landowners' expense. Any costs associated with future traffic control signals at the intersection of Queen Street West and Royal

West Drive/Street "A" as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access as shown on the approved Queen Street Tertiary Plan. A clause shall be included in the Subdivision Agreement in respect of same.

- b. The Developer shall provide to the Region, Public Works Department, a certified cheque for its proportionate share of maintenance of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A". Any costs associated with maintenance of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A" as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access. A clause shall be included in the Subdivision Agreement in respect of same.
- c. The Developer shall provide to the Region's Public Works Department a Letter of Credit for its proportionate share of \$10,000.00 for pavement markings on Queen Street West and for the intersection of Queen Street West and Royal West Drive/Street "A" along the frontage of proposed development. The Developer shall also be responsible for pavement markings maintenance. The Letter of Credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings along Regional roads shall be in accordance with the Region's specifications and standards, as amended from time to time. Any costs associated with for pavement markings on Queen Street West and for the intersection of Queen Street West and Royal West Drive/Street "A" along the frontage of proposed development as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access. A clause shall be included in the Subdivision Agreement in respect of same.

Clauses shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

122.

- a. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way;
- b. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer.
- c. The Region will not permit any alteration to grading within the Queen Street West right-of-way along the frontage of the Lands.

- d. The Developer shall be responsible for the design and construction of the mutual access. The Developer shall make necessary arrangements in respect of the design and/or construction of the mutual access, at the sole cost and expense of the Developer.
- e. A detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer shall be submitted to the Region for review and approval prior to construction. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement and signage drawings, and shall include plan and profile drawings.
- f. The Developer shall be responsible for 100% of the boulevard works. Prior to the commencement of such works within the Region's right-of-way, the Developer shall submit to the Region the following:
 - i. A Letter of Credit in the amount of 100% of the estimated cost to construct the required road and access works within the Region's right-of-way; and
 - ii. Engineering and inspection fees in the amount of 7% of the estimated cost of road and access works.
- g. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect.
- h. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

- 123.** Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
- 124.** Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all

watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region "Development Procedure Manual". A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

- 125.** Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
- 126.** Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a) Revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development; and
 - b) Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along Queen Street West.
- 127.** Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.
- 128.** The subject lands are part of a Tertiary Plan. The Developer will be proceeding with its development prior to the lands to the east (1879 Queen Street West) and intends to provide temporary servicing through its temporary access, wholly contained within its lands. The ultimate servicing will be through Street A as identified on the Tertiary plan approved by the Council of the City of Brampton at the time that the property to the east is developed. Temporary servicing easements are not the preferred option and will only be considered where there is no other alternative available. Should subject development proceed with the temporary servicing option, the Developer will be required to provide a Letter of Credit for future abandonment of temporary water and wastewater services within Queen Street West right of way and within the external easements. Letter of Credit amount will be determined during development engineering review stage and it will need to be submitted prior to development engineering approval of the Development. All costs associated with the permanent/temporary servicing works shall be at the sole expense of the Developer.
- 129.** Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.

130. Prior to registration of the plan of subdivision, the Developer shall ensure that:

- a) All lots and blocks must be serviced via an internal road network;

Clauses shall be included in the Subdivision Agreement in respect of same.

131. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.

132. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

133. The Developer will maintain adequate chlorine residuals in the watermain within the plan from the time the watermain is connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.

134.

- a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;
- b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including

deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.

- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
- d. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
- e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

Clauses shall be included in the Subdivision Agreement in respect of same.

- 135.** Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Queen Street West.
- 136.** Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
- 137.** The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and
 - c. The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

Waste Management

- 138.** Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual. The Waste Collection Plan must take into consideration the interim and ultimate road network for the subject lands based on the approved Tertiary Plan.

Administrative – Clearance of Conditions

- 139.** Prior to the signing of the final plan by the Commissioner of Planning & Development Services, or his designate, they shall be advised that the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

NOTE 1:

In accordance with City Council resolution C003-97, draft approval granted under Section 51 of the *Planning Act*, R.S.O., 1990, c.P.13 is valid until draft approval is either withdrawn, or the plan is registered. The conditions of draft approval will, however, be reviewed initially 3 years after draft approval is granted and subsequently every 2 years to determine if the conditions are appropriate or whether draft approval should be withdrawn.

NOTE 2:

In order to expedite the clearance of conditions, we suggest that a copy of the signed Subdivision Agreement be forwarded to the following agencies upon execution:

Mr. Chris Fearon
Delivery Planning
Canada Post Corporation
5210 Bradco Blvd, Suite 200
Mississauga, Ontario L4W 1G7

Ms. Stephanie Cox
The Dufferin-Peel Catholic District School Board
40 Matheson Boulevard West
Mississauga, Ontario L5R 1C5

Ms. Bianca Bielski
Manager of Planning
Peel District School Board
5650 Hurontario Street
Mississauga, Ontario L5R 1C6

Ms. Nikki DeGroot
Enbridge Gas Distribution Inc.
500 Consumers Road

North York, Ontario M2J 1P8

Mr. Henry Gamboa
Alectra Utilities
175 Sandalwood Parkway West
Brampton, Ontario L7A 1E8

Ms. Meghan Palynchuk
Bell Canada
Floor 5, 100 Borough Drive
Scarborough, Ontario M1P 4W2

Mr. Andrew Leung
Rogers Cable Communications Inc.
3573 Wolfedale Road
Mississauga, Ontario L5C 3T6

Mr. John Hardcastle
Region of Peel
10 Peel Centre Drive
Brampton, Ontario L6T 4B9

Dorothy DiBerto
Credit Valley Conservation
1255 Old Derry Road
Mississauga Ontario L5N 6R4

NOTE 4:

The costs of any relocations or revisions to Alectra Utilities facilities which are necessary to accommodate this subdivision will be borne by the Owner, and further any easement rights of Alectra Utilities are to be respected. The Owner should contact the local Alectra Utilities Area office to verify if any low voltage distribution lines may be affected by the proposal.

NOTE 5:

It is recommended that the Owner or their consultant contact the CVC to clarify specific requirements prior to preparation of detailed engineering reports.

The Regional Municipality of Peel

CONDITIONS OF DRAFT APPROVAL

**Plan of Subdivision
1951 Queen Street West
1951 Queen Street Holdings Inc. (Cesta Homes)
City File: C04W05.012
Regional File: 21T-16010B**

As per the Conditions of Draft Approval for Draft Plan of Subdivision 21T-16004B, the developer is required to fulfill the above Conditions to the satisfaction of the Region. Release for Registration will not be provided by the Region until such time as all Regional requirements have been satisfactorily addressed.

Conditions of Draft Approval for Draft Plan of Subdivision

Development Charges

1. Prior to execution of the Subdivision Agreement by the Region, the Developer shall:
 - a. Obtain and submit to the Region a Residential Development Charges Payment Form completed to the best of the Developer's knowledge at the time of the submission and to the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan; and
 - b. Pay to the Region the appropriate hard service residential development charges (water, wastewater and road service components), pursuant to the Region's Development Charges By-law, as amended from time to time, calculated based on the information provided in the Residential Development Charges Payment Form.
2. Provision shall be made in the Subdivision Agreement with respect to:
 - a) Payment to the Region of appropriate soft service development charges and any outstanding hard service development charges; and
 - b) Collection of development charges for future residential development blocks (non-freehold townhouses or apartment blocks);

pursuant to the Region's Development Charges By-law, as amended from time to time.

Water Meter Fees

3. In respect of the water meter fees:
 - a. Prior to registration of the plan of subdivision, the Developer shall pay to the Region the appropriate water meter fees, in accordance with the Region's Fees By-law, as amended from time to time for residential building lots (singles, semi-detached and freehold townhomes) to

the satisfaction of the Region in accordance with the engineering drawings and final draft M-plan for the Lands;

- b. A clause shall be included in the Subdivision Agreement that water meter fees for future residential development (non-freehold townhouses or apartment blocks) and commercial blocks shall be payable to the Region prior to issuance of building permits, in accordance with the Region's Fees By-law, as amended from time to time; and
- c. A clause shall be included in the Subdivision Agreement that in the event of an underpayment of water meter fees, the Developer shall be responsible for payment thereof forthwith upon request.

Land Dedications

- 4. As a condition of registration of this Plan or any phase thereof, the Developer shall gratuitously dedicate, free and clear of all encumbrances and to the satisfaction of the Region:
 - a. A road widening pursuant to the Region's Official Plan along Regional Road #6 (Queen Street West). The Region's Official Plan road widening requirement for mid-block along Queen Street West is 45.0 metres right-of-way (22.5 metres from the centerline). Additional property pursuant to the Region's Official Plan will be required within 245 metres of intersections as a result of design necessities to protect for the provision of but not limited to; utilities, sidewalks, multiuse pathways and transit bay/shelters: 50.5 metres for a single left turn lane intersection configuration (25.25 metres from the centerline of Queen Street West). The Developer must submit supporting surveys acceptable to the Region to confirm the Region's land dedication requirements.
 - b. A 0.3 metre reserve along the frontage of Queen Street behind the property line, except at the approved location of the temporary access.
- 5.
 - a. The Developer shall gratuitously transfer to the Region free and clear of all encumbrances and to the satisfaction of the Region:
 - i. All necessary easements for proposed and existing Regional infrastructures as required by the Region to service the proposed plan and external lands.
 - ii. All costs associated with land transfers and easements shall be 100% the responsibility of the Developer.

Clauses shall be included in the Subdivision Agreement in respect of same.

Access

- 6.

- a. Prior to the Registration of the Plan of Subdivision the Developer shall remove any existing driveway/accesses, along the frontage of Queen Street West that do not conform to the approved plans at its sole cost.
- b. The Developer acknowledges and agrees that at such time as the owner of the adjacent lands to the west, municipally known as 1957 Queen Street, submits an application for development, the Developer will provide access to the Tertiary Plan road network pursuant to a shared access agreement, or other such arrangements as approved by the Region.
- c. No lots or blocks shall have direct access to Queen Street West.

Clauses shall be included in the Subdivision Agreement in respect of same.

7.

- a. The Developer hereby acknowledges and agrees that a temporary access is needed and it consists of a single interim restricted right in/right out access to be equipped with a right turn lane with storage and a taper to facilitate this development. A functional design is required to be provided to the Region for our review and approval. The Developer acknowledges and agrees that all costs associated with design and construction the interim road and access works is 100% the Developer's responsibility. Prior to construction within the Region's right of way a detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer and a detail cost estimate of the proposed road and access works will be required to be submitted to the Region for review and approvals. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement marking and signage drawings, as well as plan and profile drawings.
- b. The Developer shall include warning clauses reflecting the aforementioned access restriction in all Purchase and Sale and Lease Agreements.
- c. The Region will accept in principle, the Ultimate Access as one full movement access aligned with Royal West Drive. Any ultimate improvements at the proposed access to facilitate the development will be determined at the engineering design stage: Including but not limited to auxiliary lanes, centre medians, pavement marking and signage.
- d. The Developer hereby acknowledges and agrees that ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" to facilitate properties within the approved Queen Street Tertiary Plan will be at the sole cost of the Developers. The Developers will be responsible for the design and construction of the access and any required road works including but not limited to traffic control signals, auxiliary lanes etc., required to service this development, and all costs shall be 100% at the expense of the Developers. All costs associated with the ultimate the road works shall be shared between the lands benefitting from the ultimate access as shown on the approved Queen Street Tertiary Plan. Prior to construction within the Region's right-of-way a detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer and a detail cost estimate of the proposed road and access works will be required to be submitted to the Region for review and approvals. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement marking and signage drawings, as well as plan and profile drawings.

- e. At such time the lands to the east develop, the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" is to be constructed. Conditions pertaining to the timing of the required construction will be outlined within Subdivision Agreement.
 - f. At such time the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" is constructed, the Interim Access and associated road works constructed to facilitate the Interim Access are to be removed and restoration completed to the satisfaction of the Region. All costs associated with the removal are to be borne by the Developer. Conditions pertaining to the timing of the required removal works will be outlined within Subdivision Agreement.
 - g. Prior to registration engineering drawings related to the removal and restoration works are to be provided to the Region for review and approval. An approved cost estimate and securities related to the removal and restoration works are to be provided to the Region.
 - h. The Developer and Region acknowledge and agree that, due to the shared nature of the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" between all lands contained within the Queen Street Tertiary Plan, there will be a need for the Developer to execute an agreement with the neighboring land Owners regarding the construction and sharing of costs for the Ultimate Access ("Shared Access Agreement and "Cost Sharing Agreement", if applicable).
 - i. Prior to registration the ultimate road works required at the intersection of Queen Street West and Royal West Drive/Street "A" indicated on the approved Queen Street Tertiary Plan will benefit the applicant as well as the adjacent property owners to provide full movement access across from Royal West Drive, as such, the Region requires a cost sharing agreement between the benefitting land owners. The Region will require proof and copies of such shared access agreement.
8. Prior to the registration of this Plan, or any phase thereof;
- a. The Developer shall provide to the Region's Public Works Department a Letter of Credit for its proportionate share of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A". All actual costs associated with the traffic control signals at the Regional road intersections shall be 100% the Tertiary Plan Landowners' expense. Any costs associated with future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A" as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access as shown on the approved Queen Street Tertiary Plan. A clause shall be included in the Subdivision Agreement in respect of same.
 - b. The Developer shall provide to the Region, Public Works Department, a certified cheque for its proportionate share of maintenance of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A". Any costs associated with maintenance of future traffic control signals at the intersection of Queen Street West and Royal West Drive/Street "A"

as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access. A clause shall be included in the Subdivision Agreement in respect of same.

- c. The Developer shall provide to the Region's Public Works Department a Letter of Credit for its proportionate share of \$10,000.00 for pavement markings on Queen Street West and for the intersection of Queen Street West and Royal West Drive/Street "A" along the frontage of proposed development. The Developer shall also be responsible for pavement markings maintenance. The Letter of Credit will be released once all necessary pavement markings are completed and the intersection improvement works are assumed by the Region. Pavement markings along Regional roads shall be in accordance with the Region's specifications and standards, as amended from time to time. Any costs associated with for pavement markings on Queen Street West and for the intersection of Queen Street West and Royal West Drive/Street "A" along the frontage of proposed development as shown on the approved Queen Street Tertiary Plan shall be shared between the lands benefitting from the ultimate access.

Clauses shall be included in the Subdivision Agreement in respect of same.

Traffic/Development Engineering Conditions

9.
 - a. The Developer shall acknowledge and agree that landscaping, signs, fences, gateway features, and any other encroachments will not be permitted within the Region's easements and right-of-way;
 - b. The Developer shall acknowledge and agree that the Region's storm sewers are designed to convey run-offs from the right-of-way of regional roads only. All costs associated with the storm sewer conveyance shall be 100% the responsibility of the Developer.
 - c. The Region will not permit any alteration to grading within the Queen Street West right-of-way along the frontage of the Lands.
 - d. The Developer shall be responsible for the design and construction of the mutual access. The Developer shall make necessary arrangements in respect of the design and/or construction of the mutual access, at the sole cost and expense of the Developer.
 - e. A detailed engineering submission designed, stamped, and dated by a Professional Licensed Ontario Engineer shall be submitted to the Region for review and approval prior to construction. The engineering submission MUST include removals, new construction and grading, typical sections, and pavement and signage drawings, and shall include plan and profile drawings.
 - f. The Developer shall be responsible for 100% of the boulevard works. Prior to the commencement of such works within the Region's right-of-way, the Developer shall submit to the Region the following:
 - i. A Letter of Credit in the amount of 100% of the estimated cost to construct the required road and access works within the Region's right-of-way; and

- ii. Engineering and inspection fees in the amount of 7% of the estimated cost of road and access works.
- g. The location, design and implementation of the construction access for the subdivision work must be acceptable to the Region and interim road works may be required to that effect.
- h. Prior to any grading, servicing and construction, the Developer shall obtain from the Region's Public Works Department a road occupancy permit and construction access permit for all works within the Region's road right-of-way, including access works, and obtains such permit at least 48 hours prior to the commencement of work. Additional documentation, fees and securities shall be required with respect to the works for which the permit was obtained. All costs associated with the access and road works within the Region's right-of-way shall be borne entirely by the Developer. The location, design and implementation of the construction access must be acceptable to the Region. A clause shall be included in the Subdivision Agreement in respect of same.

Drawings – Servicing and “As Constructed”

- 10. Prior to servicing, the Developer's engineer shall submit all engineering drawings in the digital format to the latest Region's Digital Format Guidelines.
- 11. Within (60) days of preliminary acceptance of the underground services, the Developer's engineer shall submit “As Constructed” drawings in digital format, pursuant to the latest Region's Digital Format Guidelines. The Developer's engineer shall also provide ties to all main line valves, ties to individual water service boxes, linear ties to sanitary sewer services and GPS coordinates of all watermain and sanitary sewer appurtenances in accordance with the latest requirements of the Region “Development Procedure Manual”. A clause shall be included in the Subdivision Agreement in respect of same.

General Conditions

- 12. Prior to registration of the subdivision, the Developer shall execute a Subdivision Agreement with the local municipality and Region for the construction of municipal sanitary sewer, water, and regional roads associated with the lands. The Developer shall construct and design these services in accordance with the latest Region standards and requirements.
- 13. Prior to a satisfactory engineering submission, the Developer shall submit to the Region for review and approval:
 - a. Revised Functional Servicing Report showing the proposed sanitary sewer, storm sewer and water servicing plans for the development;
 - b. Storm Drainage Study Report to determine and demonstrate, to the satisfaction of the Region, that there is no adverse effect of the proposal on the existing structures and drainage along Queen Street West;
- 14. Prior to servicing, the Developer shall submit a satisfactory engineering submission to the Region to review and approval.

15. The subject lands are part of a Tertiary Plan. The Developer will be proceeding with its development prior to the lands to the east (1879 Queen Street West) and intends to provide temporary servicing through its temporary access, wholly contained within its lands. The ultimate servicing will be through Street A as identified on the Tertiary plan approved by the Council of the City of Brampton at the time that the property to the east is developed. Temporary servicing easements are not the preferred option and will only be considered where there is no other alternative available. Should subject development proceed with the temporary servicing option, the Developer will be required to provide a Letter of Credit for future abandonment of temporary water and wastewater services within Queen Street West right of way and within the external easements. Letter of Credit amount will be determined during development engineering review stage and it will need to be submitted prior to development engineering approval of the Development. All costs associated with the permanent/temporary servicing works shall be at the sole expense of the Developer.
16. Prior to registration of the plan of subdivision, the Developer shall pay the Region's costs for updating its electronic "As Constructed" information for the infrastructure installed by the Developer. The cost shall be based on a "per kilometre" basis for combined watermains and sanitary sewers installed pursuant to the Region's latest User Fees By-law.
17. Prior to registration of the plan of subdivision, the Developer shall ensure that:
 - a. All lots and blocks must be serviced via an internal road network;Clauses shall be included in the Subdivision Agreement in respect of same.
18. Prior to servicing the Region may require the Developer to construct a sampling hydrant (at the Developers cost) within the proposed plan. Location and the requirement for sampling hydrant will be determined at the engineering review stage.
19. The Developer agrees that the Region shall hold back a portion of the Letter of Credit to cover the costs of services completed by the Region on a time and material basis pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
20. The Developer will maintain adequate chlorine residuals in the watermains within the plan from the time the watermains are connected to the municipal system until such time as the Region issues Final Acceptance. To maintain adequate chlorine residuals, the Developer shall either install automatic flushing devices or retain Regional staff to carry out manual flushing. Regional staff shall conduct the monitoring and testing for chlorine residuals. All costs associated with the monitoring and flushing shall be the responsibility of the Developer pursuant to the current Region's User Fee By-Law. A clause shall be included in the Subdivision Agreement in respect of same.
21.
 - a. In respect of servicing existing properties within the zone of influence in the event that existing private services (wells) deteriorate due to the servicing of the proposed plan of subdivision;

- b. Until the issuance of Final Acceptance a portion of the Letter of Credit shall be held back to serve as protection for the private wells in the zone of influence of the plan of subdivision. This amount shall be based on the anticipated cost of replacing water supplies within the zone of influence as shown in the schedules of the agreement. The minimum amount shall be \$20,000.00. If the private well systems in the zone of influence deteriorate due to the servicing of the plan of subdivision the Developer shall provide temporary water supply to the residents upon notice by the Region and the Developer shall continue supplying the water to the effected residents until the issue is resolved to the satisfaction of involved parties. If the quantity of water in the existing wells is not restored to its original condition within a month after first identification of the problem, the Developer shall engage the services of a recognized hydrogeologist to evaluate the wells and recommend solutions including deepening the wells or providing a permanent water service connection from the watermain to the dwelling unit.
- c. The Developer shall inspect, evaluate and monitor all wells within the zone of influence prior to, during and after the construction has been completed. Progress Reports should be submitted to the Region as follows:
 - i. Base line well condition and monitoring report shall be submitted to the Region prior to the pre-servicing or registration of the plan (whichever occurs first) and shall include as a minimum requirement the following tests:
 - a) Bacteriological Analysis - Total coliform and E-coli counts
 - b) Chemical Analysis - Nitrate Test
 - c) Water level measurement below existing grade
 - d. In the event that the test results are not within the Ontario Drinking Water Standards, the Developer shall notify in writing the Homeowner, the Region of Peel's Health Department (Manager - Environmental Health) and Public Works Department (Development Supervisor) within 24 Hours of the test results.
 - e. Well monitoring shall continue during construction and an interim report shall be submitted to the Region for records. Well monitoring shall continue for one year after the completion of construction and a summary report shall be submitted to the Region prior to Final Acceptance.

Clauses shall be included in the Subdivision Agreement in respect of same.

- 22. Prior to registration of the plan of subdivision a noise abatement report is required for lots adjacent to Queen Street West.
- 23. Prior to registration of the plan of subdivision, the Developer shall submit draft reference plan(s) for the Region's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer
- 24. The Developer agrees that prior to the Region granting clearance of the draft plan conditions of subdivision approval, the following shall require to be forwarded to the Region's Legal Services Division:
 - a. A copy of the final signed M-Plan
 - b. A copy of the final draft R-Plan(s); and

- c. The documents required pursuant to Schedule B of the Subdivision Agreement and all associated documents.

A clause shall be included in the Subdivision Agreement in respect of same.

Waste Management

- 25. Prior to Registration of the Subdivision, the Region will require a satisfactory Waste Collection Plan demonstrating all the collection requirements outlined in the most current version of the Region's Waste Collection Design Standards Manual. The Waste Collection Plan must take into consideration the interim and ultimate road network for the subject lands based on the approved Tertiary Plan.

November 16, 2023

Chair and Members of the Planning and Development Committee
City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Sent via email to: cityclerksoffice@brampton.ca

**RE: City of Brampton November 20th Planning and Development
Committee – City-Initiated Amendments to the Zoning By-law**

Dear Chair and members of the Planning and Development Committee,

The Building Industry and Land Development Association is in receipt of the City's Staff Presentation on the City-Initiated Amendments to the Zoning By-law that is to be presented at the November 20th Planning and Development Committee meeting and we would like to take this opportunity to provide you with some preliminary comments on the proposed amendments.

To begin, we acknowledge and thank staff for attending the October 3rd BILD Peel Forum meeting to make a preliminary presentation on the zoning by-law and urban design review. We anticipate further consultation and discussion with the launch of your public consultation and engagement in Q1 2024. We acknowledge that these zoning by-law housekeeping amendments are being brought forward to Council in advance of the Q1 2024 comprehensive review and as such, there are a number of comments that have been raised by our members that have triggered the need for this preliminary correspondence to you.

In terms of the parallel processes (with these housekeeping amendments and the comprehensive zoning by-law review), since the City has already initiated its comprehensive by-law review it would be more appropriate to fold all of these amendments into the full review and report back in 2024.

More specific to these amendments, BILD has heard concerns that expanding the garage dimensions for residential lots is very problematic, as it imposes new conditions on developments that have existing design work in place and permit applications in progress.

BILD recommends that the existing provision 10.5 (c) " the interior space of a garage shall have a rectangular area not less than 2.7 metres by 5.4m metres with no more than one step encroachment" be maintained – as is. This would ensure that these amendments do not create unintended consequences of having existing designs and approvals that no longer compliant with the City's by-law standards.

If the City proceeds with this proposal, despite our opposition, transition provisions must accompany any new standards (i.e. approved draft plans should be exempted).

We thank you for the opportunity to submit these comments. Please feel free to contact the undersigned with any questions.

Sincerely,



Danielle Binder, RPP MCIP

Director, Policy and Advocacy, BILD

November 16, 2023

Sent by Email: cityclerksoffice@brampton.ca

The Chair and Members of the Planning and Development Committee
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Re: TACC Developments (Gore Rd) Ltd.
Public Meeting November 20, 2023
Proposed City-initiated Housekeeping Amendments to Zoning Bylaw 270-2004

We are the owners of land in the City of Brampton currently being developed under files 21T-210114B and OZS-2021-0037 at 9459 The Gore Road. We are writing in respect to the proposed City-initiated amendments to Zoning By-law 270-2004 ("the Zoning By-law") to facilitate housekeeping amendments for Section 10 (General Provisions for Residential Zones). We note that the City has commenced a comprehensive review of the Zoning Bylaw which brings into question the need for this housekeeping matter. Specifically, the comprehensive review process is the proper forum to facilitate a fulsome review of the proposed amendments in this housekeeping exercise. The housekeeping process proposes to address many of the same zoning provisions that are being considered as part of the larger comprehensive zoning review.

Furthermore, as part of the comprehensive review, we have expressed concerns to City staff regarding the impact these zoning changes will have on projects that are approved and in various stages of design, marketing, and sales. Specifically, we have indicated the need for proper transition provisions for approved projects. The City responded with detailed transition policies as part of the recently issued first draft of the revised comprehensive Zoning Bylaw. Unfortunately, there is no reference to transition provisions as part of the proposed housekeeping amendments. Furthermore, the new by-law should preserve all existing site-specific zoning by-laws and minor variances for which building permits have not yet been issued.


We therefore hereby notify the City of our concerns in this regard and reserve the right to raise additional concerns in the future with respect to the proposed housekeeping amendments to the Zoning By-law.

We would be pleased to discuss these concerns with you at your convenience.

Yours sincerely,

TACC DEVELOPMENTS INC.

Per:



David Stewart, MES, MCIP, RPP
Vice-President

DS/sg

Copy to: *Simran Sandhu, City of Brampton Advisor, Special Projects*
Simran.sandhu@Brampton.ca

November 17, 2023

GSAI File: 601-001

City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Attention: Mayor and Members of Council

**RE: November 20, 2023 Planning and Development Committee
City-Initiated Amendment to the Zoning By-law
Item 5.1 - Report No. Planning, Bld & Growth Mgt-2023-904
City of Brampton**

Glen Schnarr & Associates Inc. (GSAI) are the Planning Consultants for 1212949 Ontario Inc. (Ashley Group of Companies). On their behalf, we are pleased to provide this Comment Letter in relation to Item 5.1 - 'City-Initiated Amendment to the Zoning By-law' on the November 20th Planning and Development Committee Agenda.

For context to this Comment Letter, GSAI and 1212949 Ontario Inc. are actively working on clearing the draft conditions of approval for Subdivision File 21T-10001B (Blocks 96 and 97) under City of Brampton File C05W01.005, which includes single detached dwellings of various sizes. This work will facilitate a complete community and represents Phase 2 of registered Plan 43M-2002.

We understand City staff are advancing a City-Initiated Amendment to the Zoning By-law to assist with the interpretation and application of the Zoning By-law and help reduce the number of minor variance applications submitted to the City. Included in the proposed amendments is an amendment to Section 5. (c) of the Zoning By-law to increase the minimum interior length and width of residential garages. More specifically, we understand City staff are proposing to increase the minimum interior space of a garage from 2.7 m by 5.4 m to 3.3 m by 7 m, on the basis that the *"increased garage size will accommodate a functional parking space and storage for waste bins while also enhancing residential streetscape"*.

On behalf of 1212949 Ontario Inc., we offer the following comments and observations regarding the 'City-Initiated Amendment to the Zoning By-law':

- We understand the City has satisfied themselves on alternative garage standards less than 3.3 m by 7 m elsewhere in the City. We appreciate Planning Act applications are reviewed on their own merits and that consistency is required on how minimum garage templates are applied throughout the City; however, the proposed minimum standards (3.3 m by 7 m) are in excess of what has been discussed with the development industry on Planning Act applications
- The City's presentation states the proposed increase in the garage dimension is to accommodate storage for waste bins. It is important to note that the Region of Peel's 'Waste Collection Design Standard Manual' (2020) states that garage storage can be provided in the garage, backyard or side yard for storage carts, with direct access to the collection point location. Increasing the garage length to 7 m assumes that an applicant must provide waste storage within a garage whereas the Region's standards allow for flexibility in where waste storage can be accommodated.
- The City of Brampton's Development Design Guidelines states that "*garage widths shall be a balance within the proportions of the house and lot width they serve. To advert negative impacts on the streetscape, large garages on narrow lots are to be avoided.*" It is our opinion that the proposed 3.3 m by 7.0 m minimum requirement could result in disproportionate streetscape design for residential units. The proposed amendments could create challenges with facilitating compact built forms and affordable housing since livable space will be taken up by larger garages to accommodate convenient storage and movement of garbage bins.

The current staff proposal to increase the interior garage space from a minimum of 2.7 m by 5.4 m (14.58 m² or 157 ft²) to 3.3 m by 7.0 m (23.1 m² or 248.6 ft²) would result in the removal of 8.52 m² or 91.7 sf of living space on every unit. **This is basically equivalent to a loss of a bedroom on each unit, which does not support larger, family sized dwelling units.**

With the current housing market conditions and the priority for delivering more affordable housing, we feel that the increased interior garage standard just to conveniently store and move the garbage bins is counter-intuitive to achieving these priorities. Furthermore, there is no assurance that increasing the garage space will result in occupants not putting garbage bins in the front yard – this is a zoning enforcement issue and could continue to be a zoning enforcement issue even if the minimum garage size is increased if the occupant uses the extra space for other storage needs. **As such, we ask that City Council maintain the current minimum interior garage standard of 2.7 m by 5.4 m and that staff be directed to assess the convenient storage and movement of waste bins in the garage on a site by site basis.**

Subdivision 21T-10001B is already Draft Approved with a site-specific Zoning By-law approved. It is one of the many approved projects, not yet at Building Permit stage, which could be negatively impacted by the proposed, broad sweeping changes to the minimum garage dimensions. Should Council decide to approve the increase in minimum garage dimensions, we strongly suggest transition provisions be included to appropriately transition projects which have been approved to date, but not yet at Building Permit stage. This will help prevent further delays in delivering much needed housing.

Thank you for the opportunity to provide these comments. We respectfully request that our comments be considered by City Staff in formulating any final recommendations to City Council on this matter. We would be happy to meet with City Staff and discuss our comments.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, MCIP, RPP
Managing Partner



Jennifer Staden, MCIP, RPP
Associate

November 17, 2023

GSAI File: 1490-004

City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Attention: Mayor and Members of Council

**RE: November 20, 2023 Planning and Development Committee
City-Initiated Amendment to the Zoning By-law
Item 5.1 - Report No. Planning, Bld & Growth Mgt-2023-904
City of Brampton**

Glen Schnarr & Associates Inc. (GSAI) are the Planning Consultants representing the Falco Group ("the Landowner"). On their behalf, we are pleased to provide this Comment Letter in relation to Item 5.1 - 'City-Initiated Amendment to the Zoning By-law' on the November 20th Planning and Development Committee Agenda.

For context to this Comment Letter, GSAI and the Landowner are actively working on an Official Plan and Zoning By-law Amendment application for lands municipally addressed 8799 Heritage Road Heritage Road, Brampton under City File # PRE-2022-0172. The proposal is for a medium density, mixed-use development, which includes a Draft Plan of Subdivision to complete the lotting fabric of the surrounding area for single detached dwellings.

We understand City staff are advancing a City-Initiated Amendment to the Zoning By-law to assist with the interpretation and application of the Zoning By-law and help reduce the number of minor variance applications submitted to the City. Included in the proposed amendments is an amendment to Section 5. (c) of the Zoning By-law to increase the minimum interior length and width of residential garages. More specifically, we understand City staff are proposing to increase the minimum interior space of a garage from 2.7 m by 5.4 m to 3.3 m by 7 m, on the basis that the *"increased garage size will accommodate a functional parking space and storage for waste bins while also enhancing residential streetscape"*.

On behalf of the Landowner Group, we offer the following comments and observations dealing with the 'City-Initiated Amendment to the Zoning By-law':

- We understand the City has satisfied themselves on alternative garage standards less than 3.3 m by 7 m elsewhere in the City. We appreciate Planning Act applications are reviewed on their own merits and that consistency is required on how minimum garage templates are applied throughout the City; however, the proposed minimum standards (3.3 m by 7 m) are in excess of what has been discussed with the development industry on Planning Act applications
- The City's presentation states the proposed increase in the garage dimension to accommodate storage for waste bins. It is important to note that the Region of Peel's 'Waste Collection Design Standard Manual' (2020) states that garage storage can be provided in the garage, backyard or side yard for storage carts, with direct access to the collection point location. Increasing the garage length to 7 m assumes that an applicant must provide waste storage within a garage whereas the Region's standards allow for flexibility in where waste storage can be accommodated.
- The City of Brampton's Development Design Guidelines states that "*garage widths shall be a balance within the proportions of the house and lot width they serve. To advert negative impacts on the streetscape, large garages on narrow lots are to be avoided.*" It is our opinion that the proposed 3.3 m by 7.0 m minimum requirement could result in disproportionate streetscape design for residential units. The proposed amendments could create challenges with facilitating compact built forms and affordable housing since livable space will be taken up by larger garages to accommodate convenient storage and movement of garbage bins.

The current staff proposal to increase the interior garage space from a minimum of 2.7 m by 5.4 m (14.58m² or 157sf) to 3.3 m by 7.0 m (23.1 m² or 248.6 sf) would result in the removal of 8.52 m² or 91.7 sf of living space on every unit. **This is basically equivalent to a loss of a bedroom on each unit, which does not support larger, family sized dwelling units.**

With the current housing market conditions and the priority for delivering more affordable housing, we feel that the increased interior garage standard just to conveniently store and move the garbage bins is counter-intuitive to achieving these priorities. Furthermore, there is no assurance that increasing the garage space will result in occupants not putting garbage bins in the front yard – this is a zoning enforcement issue and could continue to be a zoning enforcement issue even if the minimum garage size is increased if the occupant uses the extra space for other storage needs. **As such, we ask that City Council maintain the current minimum interior garage standard of 2.7 m by 5.4 m**

and that staff be directed to assess the convenient storage and movement of waste bins in the garage on a site by site basis.

Thank you for the opportunity to provide these comments. We respectfully request that our comments be considered by City Staff in formulating any final recommendations to City Council on this matter. We would be happy to meet with City Staff and discuss our comments.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, MCIP, RPP
Managing Partner



Jennifer Staden, MCIP, RPP
Associate

November 17, 2023

GSAI File: 1328-003

City of Brampton
2 Wellington Street West
Brampton, ON
L6Y 4R2

Attention: Mayor and Members of Council

RE: November 20, 2023 Planning and Development Committee
City-Initiated Amendment to the Zoning By-law
Item 5.1 - Report No. Planning, Bld & Growth Mgt-2023-904
City of Brampton

Glen Schnarr & Associates Inc. (GSAI) are the Planning Consultants 2769197 ONTARIO INC. (the 'Landowner'). On behalf of the Landowner, we are pleased to provide this Comment Letter in relation to Item 5.1 - 'City-Initiated Amendment to the Zoning By-law' on the November 20th Planning and Development Committee Agenda.

For context to this Comment Letter, GSAI and the Landowner are actively working on an Official Plan and Zoning By-law Amendment application for lands municipally addressed 8957 Heritage Road, Brampton under City File # PRE-2022-0109. The proposal is for a medium density, mixed-use development, which includes dual frontage townhouses and street townhouses. We anticipate filing formal planning applications in the upcoming weeks.

We understand City staff are advancing a City-Initiated Amendment to the Zoning By-law to assist with the interpretation and application of the Zoning By-law and help reduce the number of minor variance applications submitted to the City. Included in the proposed amendments is an amendment to Section 5. (c) of the Zoning By-law to increase the minimum interior length and width of residential garages. More specifically, we understand City staff are proposing to increase the minimum interior space of a garage from 2.7 m by 5.4 m to 3.3 m by 7 m, on the basis that the *"increased garage size will accommodate a functional parking space and storage for waste bins while also enhancing residential streetscape"*.

On behalf of the Landowner, we offer the following comments and observations dealing with the 'City-Initiated Amendment to the Zoning By-law':

- We understand the City has satisfied themselves on alternative garage standards less than 3.3 m by 7 m elsewhere in the City. We appreciate Planning Act applications are reviewed on their own merits and that consistency is required on how minimum garage templates are applied throughout the City; however, the proposed minimum standards (3.3 m by 7 m) are in excess of what has been discussed with the development industry on Planning Act applications
- The City's presentation states the proposed increase in the garage dimension to accommodate storage for waste bins. It is important to note that the Region of Peel's 'Waste Collection Design Standard Manual' (2020) states that garage storage can be provided in the garage, backyard or side yard for storage carts, with direct access to the collection point location. Increasing the garage length to 7 m assumes that an applicant must provide waste storage within a garage whereas the Region's standards allow for flexibility in where waste storage can be accommodated.
- The City of Brampton's Development Design Guidelines states that "*garage widths shall be a balance within the proportions of the house and lot width they serve. To advert negative impacts on the streetscape, large garages on narrow lots are to be avoided.*" It is our opinion that the proposed 3.3 m by 7.0 m minimum requirement could result in disproportionate streetscape design for residential units. The proposed amendments could create challenges with facilitating compact built forms and affordable housing since livable space will be taken up by larger garages to accommodate convenient storage and movement of garbage bins.

The current staff proposal to increase the interior garage space from a minimum of 2.7 m by 5.4 m (14.58m² or 157sf) to 3.3 m by 7.0 m (23.1 m² or 248.6 sf) would result in the removal of 8.52 m² or 91.7 sf of living space on every unit. **This is basically equivalent to a loss of a bedroom on each unit, which does not support larger, family sized dwelling units.**

With the current housing market conditions and the priority for delivering more affordable housing, we feel that the increased interior garage standard just to conveniently store and move the garbage bins is counter-intuitive to achieving these priorities. Furthermore, there is no assurance that increasing the garage space will result in occupants not putting garbage bins in the front yard – this is a zoning enforcement issue and could continue to be a zoning enforcement issue even if the minimum garage size is increased if the occupant uses the extra space for other storage needs. **As such, we ask that City Council maintain the current minimum interior garage standard of 2.7 m by 5.4 m**

and that staff be directed to assess the convenient storage and movement of waste bins in the garage on a site by site basis.

Thank you for the opportunity to provide these comments. We respectfully request that our comments be considered by City Staff in formulating any final recommendations to City Council on this matter. We would be happy to meet with City Staff and discuss our comments.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Colin Chung, MCIP, RPP
Managing Partner



Jennifer Staden, MCIP, RPP
Associate

November 17, 2023

The Corporation of the City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Simran Sandhu
Advisor, Special Projects

Dear Simran Sandhu

Re: Partacc Gate Kennedy Developments Inc., Paradise Homes NW Inc., Argo TFP Brampton Limited (including II, III, IV and V), TFP Mayching Developments Limited, Paradise Homes Mahogany Inc. and PD Commercial Lakelands Inc.
Public Meeting November 20, 2023
Proposed City-initiated Housekeeping Amendments to Zoning Bylaw 270-2004

We are the owners of lands in the City of Brampton known as Partacc Gate Kennedy Developments Inc., Paradise Homes NW Inc., Argo TFP Brampton Limited (including II, III, IV and V), TFP Mayching Developments Limited, Paradise Homes Mahogany Inc. and PD Commercial Lakelands Inc. We are writing in respect of the proposed City-initiated amendments to Zoning By-law 270-2004 ("the Zoning By-law") to facilitate housekeeping amendments for Section 10 (General Provisions for Residential Zones). We note that the City has commenced a comprehensive review of the Zoning Bylaw which brings into question the need for this housekeeping matter. Specifically, the comprehensive review process is the proper forum to facilitate a fulsome review of the proposed amendments in this housekeeping exercise and others. The housekeeping process proposes to address some of the same zoning provisions that are being considered as part of the larger comprehensive zoning review.

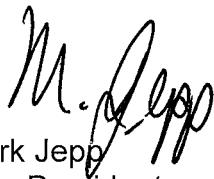
Furthermore, as part of the comprehensive review, we have expressed concerns to City staff regarding the impact these zoning changes will have on projects such as ours that are approved and in various stages of design, marketing and sales. Specifically, we have indicated the need for proper transition provisions for approved projects. The City responded with detailed transition policies as part of the recently issued first draft of the revised comprehensive Zoning Bylaw. Unfortunately, there is no reference to transition

provisions as part of the proposed housekeeping amendments, which we firmly believe are required, if this amendment is to be approved.

We therefore hereby notify the City of our concerns in this regard and reserve the right to raise additional concerns in the future with respect to the proposed housekeeping amendments to the Zoning By-law.

We would be pleased to discuss these concerns with you at your convenience.

Yours sincerely,



Mark Jepp
Vice-President