



Brampton

Q5-1

REPORT

Planning, Design & Development Committee

Standing Committee of the Council
of the Corporation of the City of Brampton

Date: September 20, 2005

File: P26 S50

Subject: **RECOMMENDATION REPORT**
Vales of Humber Secondary Plan
City of Brampton Official Plan Amendment

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

DATE: October 3, 2005

Contact: Tara Buonpensiero (874-2071)
David Waters (874-2074)

OVERVIEW

- The subject area comprises about 516 acres and is located within the Toronto Gore Rural Estate Area in Northeast Brampton, bounded by Mayfield Road to the north, The Gore Road to the east, Countryside Drive to the south and Carberry Park on the west.
- Since the May 2004 Status Report to Planning, Design and Development Committee, a third public residents meeting was held on June 14, 2004, the City received the final Traffic Impact Study in support of the City's official plan amendment and a fourth residents meeting was held on August 30, 2005.
- Planning for the Vales of Humber will be in accordance with the City's Official Plan Executive Housing policies, except that the minimum lot frontage for transition lots will be 15.25 meters (50 feet.)
- Although the subject lands are proposed to be designated Residential, the City's official plan amendment includes specific policies outlining criteria to guide secondary planning related to lot sizes.
- Staff have also proposed a new policy to the official plan amendment to reinforce that the minimum lot size for lands designated Estate Residential in the Official Plan shall be two acres.
- Upon adoption of the official plan amendment, the secondary planning process will begin in accordance with the timing set out by the City's Growth Management Program.

RECOMMENDATIONS

1. THAT the staff report dated September 20, 2005 and entitled "Recommendation Report, Vales of Humber Secondary Plan, City of Brampton Official Plan Amendment" and attachments (File: P26 S50) be received;

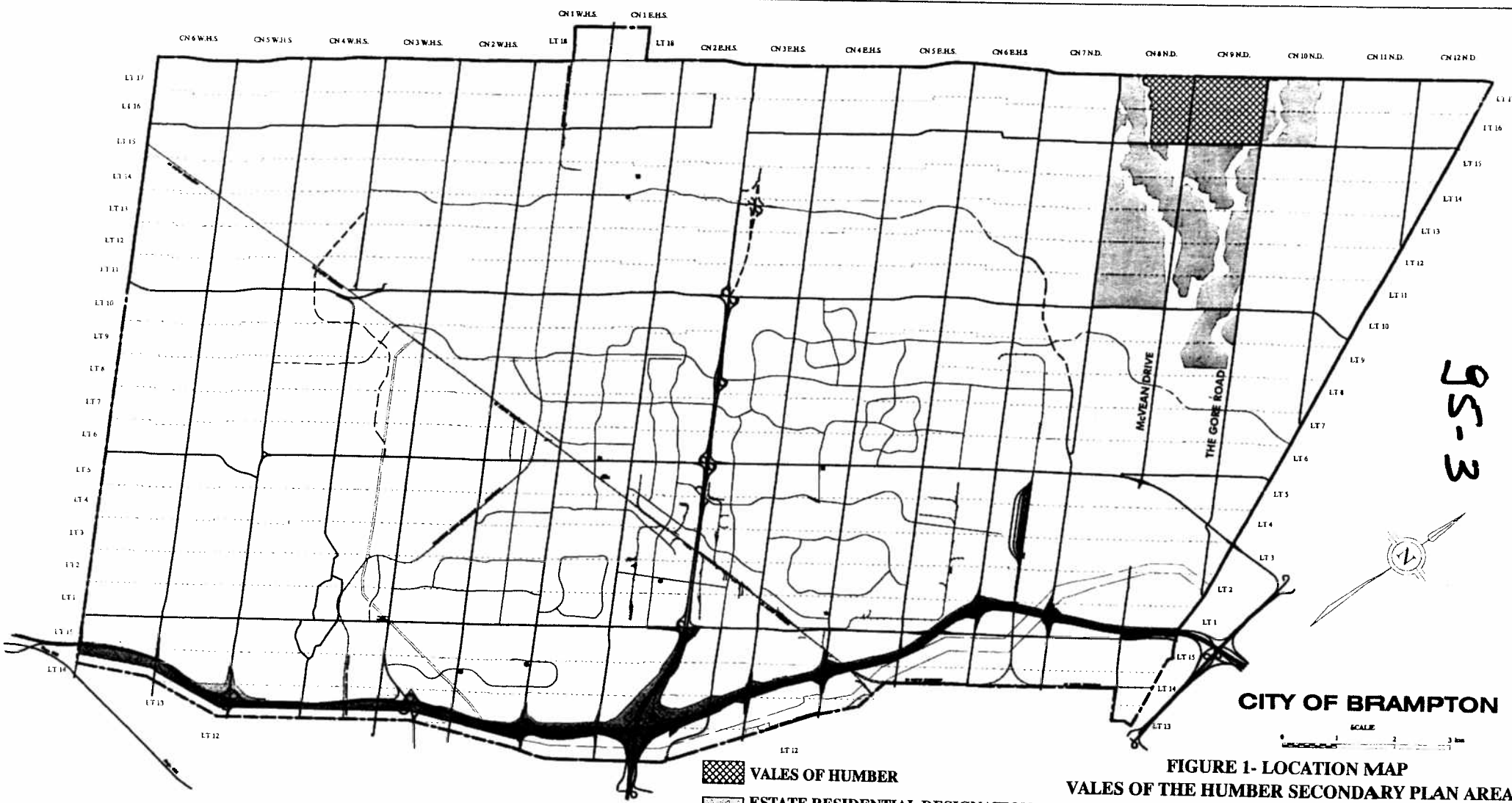
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2. THAT staff be directed revise the City's official plan amendment for the Vales of Humber Planning Area by:
 - a) Deleting Section 4.1.2.9.1 ii) maximum density, iii) minimum lot area, iv) minimum lot depth, v) minimum lot width as all of these specific policies are addressed within the Executive Housing Section of Brampton's Official Plan.
 - b) Adding a new Section 4.1.2.9.1 ii) which states that notwithstanding the executive housing policy 4.1.2.2 viii), the minimum lot frontage for single detached homes within the transition area shall be 15.2 metres (50 feet) and the maximum net residential density shall be 14.25 units/net hectare (6 units/net acre)
 - c) Adding a new Section 4.1.2.9.1 iii) to identify factors upon which appropriate lot frontages will be established during the secondary plan process.
 - d) Adding a new policy within Section 4.1.2.9.3, which states that growth management studies will specifically take into account the impact of development on the timing of necessary local and regional road improvements. Release of lands for development will be subject to the results of these studies and associated capital budget commitments.
 - e) Adding a new Section 4.2.1.9.5, which reviews the potential for community commercial uses in the lands adjacent to the southeast corner of Mayfield Road and McVean Drive.
 - f) Adding a new Section (7) to further protect the remaining lands designated Estate Residential in the Official Plan and to maintain a supply of undeveloped land for the future development of two acre building lots, by specifying that the minimum lot size is two acres.
3. THAT staff be directed to prepare the necessary documents in order for City Council to adopt the Vales of Humber official plan amendment at their meeting of October 12, 2005; and,
4. THAT the City Clerk be directed to forward a copy of this staff report and Council resolution to the Region of Peel, the Town of Caledon and the City of Vaughan.

BACKGROUND

The proposed Vales of Humber Secondary Plan Area is comprised of approximately 516 acres (209 hectares) and is located within the existing Toronto Gore Rural Estate Area in Northeast Brampton. The boundaries of the Vales of Humber are Mayfield Road to the north, The Gore Road to the east, Countryside Drive to the south and Carberry Park on the west (see Figure 1).



Beginning in 2001, a developer's group prepared a number of studies, which analyzed the development of the proposed Vales of Humber Secondary Planning Area for an executive housing community containing about 1,500 units, including sites for schools, parks, places of worship and commercial facilities. As part of their initial submission a number of component studies have been submitted. Considering that the studies completed to date are close to four years old, these studies may need to be updated when the secondary planning process begins.



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CITY OF BRAMPTON

**FIGURE 1- LOCATION MAP
VALES OF THE HUMBER SECONDARY PLAN AREA**

-  **VALES OF HUMBER**
-  **ESTATE RESIDENTIAL DESIGNATION
FROM SCHEDULE A OF THE OFFICIAL PLAN**

Planning, Design & Development

Prior to proceeding with a secondary plan program for the area, the City decided to deal with an amendment to the official plan to redesignate the Vales of Humber from Estate Residential to a Residential designation within an Upscale Executive Housing Area and to implement the appropriate principles and policies.

In response to the City's approach, the developer's group retained Bousefield, Dale-Harris, Cutler and Smith to prepare a Planning Justification Report. In July 2003 the Planning Justification Report was submitted to the City, which estimated that in addition to the allocated executive housing units within the City of Brampton, there was additional demand for about 1,100 executive housing units in the east Brampton area.

In September 2003, Council directed staff to hold a statutory public meeting on December 8, 2003 to receive input and comment on the City's proposed amendment to the Official Plan. The City's draft amendment proposed to:

- change the designation of the lands within the Vales of Humber from Estate Residential to Urban Residential designation in the Official Plan and to identify the subject lands as a new secondary plan area and as a new Upscale Executive Housing Special Policy Area;
- revise relevant sections and tables of the Official Plan to add specific policy language to provide for the development of 1,000 Executive Housing Units for the Vales of Humber community;
- define a desirable housing mix (including minimum lot sizes and lot depths) in the Vales of Humber in order to protect the adjacent estate community, including the hamlet of Wildfield and to implement the City's Strategic Plan and Official Plan with respect to upscale executive housing; and,
- ensure that development of the area is guided by the City's Growth Management Program, its related policies and implementation procedures and the City of Brampton Development Design Guidelines.

It is the opinion of City staff that given the current planning context of the Vales of Humber, specifically that these lands are surrounded on three sides by existing estate housing on two acre lots, it is not appropriate to aggressively implement all of the new Provincial planning initiatives regarding intensification. City staff feel that the official plan amendment being proposed is appropriate as it strikes a balance between the objectives of the area residents and the landowners, while still implementing the new Provincial planning initiatives to the extent appropriate for the area.

CURRENT SITUATION

At the December 8, 2003 statutory public meeting and the January 28, 2004 resident's meeting, residents expressed their views on the following areas:

- preserving the character of the Toronto Gore;
- Wildfield as a Heritage Conservation District;
- traffic congestion;
- high nitrate levels;
- environmental protection; and,
- preventing the severance of two-acre estate lots.

A Status Report was forwarded to the May 17, 2004 Planning Design and Development Committee, which summarized the results of the December 8, 2003 statutory public meeting and the January 28, 2004 Public Information Meeting and provided City staff's response to the residents' concerns identified above. The resolution from the May 17, 2004 Planning Design and Development Committee meeting directed staff to finalize the City's draft official plan amendment and schedule another meeting with the local area residents before the end of June 2004 to present a revised official plan amendment before reporting back to Council with a final recommendation. The second resident's meeting was held on June 14, 2004 at St. Patrick School in the Toronto Gore.

It should be noted that since 2003, the City has received approximately 300 written submissions from the public on this matter. The main items of concern expressed in the correspondence was related to the proposed lot size, urban design in the area, traffic congestion, maintaining the rural identity and protection of the remaining two acre estate lots. City staff have addressed these concerns in previous reports and later on in this report where the concerns from the two most recent resident meetings are summarized. These written submissions are available for viewing in the Planning Design and Development Department.

Summary of the June 14, 2004 Resident's Meeting

The opinions and comments that were raised at the June 14th public meeting were very similar to the input received by the City at the December 8, 2003 public meeting and the January 28, 2004 resident's meeting. New issues raised at the June 14th resident's meeting were related to traffic capacity and the protection of the existing 2 acre rural estate community.

The notes from the public meeting are attached hereto as Appendix A.

Traffic Capacity Study

In correspondence from the Region of Peel dated November 29, 2003, Regional staff requested that a transportation study be prepared prior to the adoption of an official plan amendment. The residents were in agreement with the Region of Peel, that a transportation study should be completed prior to the adoption of an official plan amendment for the Vales of Humber.

Staff Response:

In response to the concerns raised by the Region of Peel and the local area residents, the developer's groups, under direction from the City, directed their transportation consultant to undertake a high-level transportation study prior to the adoption of the official plan amendment.

The results of the transportation study are discussed later on in this report. A more detailed transportation study will be completed as part of secondary planning for the Vales of Humber, should the official plan amendment be approved.

Protection of the Existing 2 Acre Estate Community

The residents expressed concern regarding protection of the existing 2 acre estate community, should the proposed official plan amendment be approved. This comment was specifically related to noise from increased traffic, the necessity for noise walls and related implications to existing lots fronting roads like Countryside Drive and McVean Drive.

Staff Response:

Staff propose additional protection of the existing 2 acre estate community be implemented in the City's official plan amendment and that this protection be further refined at the secondary planning stage. A major objective of the Vales of Humber planning process is to introduce executive housing on full municipal services into this part of the Toronto Gore while protecting the established estate residential community. This will be accomplished by implementing the appropriate transition policies in the City's official plan amendment for the Vales of Humber Secondary Plan Area through the use of clear boundary lines (such as arterial roads, valley corridors) to avoid any land use compatibility concerns. Staff prefer this planning approach for the Vales of Humber, while strengthening the City's Official Plan policy of prohibiting residential lots under two acres for the remainder of the Toronto Gore estate residential area.

Summary of the August 30, 2005 Resident's Meeting

Prior to proceeding to Planning, Design and Development Committee with a Recommendation Report, the local and regional Councillors for the area requested that an additional meeting be held with the residents. This meeting was held on August 30, 2005 at Ebenezer Hall, and about 30 people were in attendance. The notes from the public meeting are attached hereto as Appendix B.

At the meeting, City staff summarized the findings of the high level traffic capacity study and presented a revised official plan amendment which proposed the following:

- Reducing the density from 17.29 units/net residential hectare (7 units/acre) to 14.25 units/net residential hectare (6 units/acre);
- Increasing in the minimum lot size from 12 metres (40 feet) to 15.2 metres (50 feet);
- Shifting the emphasis on the minimum lot areas and depths to establishing appropriate lot frontages and the location of larger lots (60-80 foot frontages) at the secondary planning stage;
- Adding a policy to indicate that the secondary plan will establish transition and buffer areas which will be implemented through the block planning process;
- Adding a policy to examine the potential for higher density, transit supportive forms of housing and local serving retail uses for the lands fronting the west side of The Gore Road as an extension of the Hamlet of Wildfield;
- Adding a policy to examine the potential for neighbourhood commercial uses, provided that such uses are restricted to the lands adjacent to the southeast corner of Mayfield Road and McVean Drive; and,

- Adding a policy to state that the remaining lands designated Estate Residential in the area generally bounded by Castlemore Road to the south, Goreway Drive to the west, Countryside Drive to the north and The Gore Road to the east, the minimum lot size will be 2 acres in size.

At the August 30th meeting, the residents expressed a number of concerns related to:

- the density and minimum lot frontage being proposed;
- the proposal by the City to examine higher density, transit supportive forms of housing along the west side of The Gore Road;
- a lack of community services in the area;
- the degree of resident's input into the secondary planning process; and,
- the lack of detail in the revised official plan amendment and specifically that there was no concept plan available for viewing.

Density and Minimum Lot Frontages

Generally, residents continued to express concern with the minimum lot size, and were hoping that a plan outlining the layout of the area would be provided to them at the meeting. Although the City's revised official plan amendment increased the minimum lot size from 40 feet (as was proposed in the previous December 2003 draft) to a minimum of 50 feet, as well the density was lowered from 17.29 units/net residential hectare (7 units/acre) to 14.25 units/net residential hectare (6 units/acre), residents still stated that the lot size was still of concern to them. Also, residents wanted some assurance that although the official plan amendment provided for a range of lot sizes ranging from 50-80 feet that the final land use plan would not be comprised of only 50 foot lots.

Staff Response:

City staff are of the opinion that the lot sizes and densities proposed in the revise draft official plan amendment strikes a fair balance between the existing residents, and the developers' groups desire for higher densities. If staff were to implement the new Provincial initiatives in the Vales of Humber, without any consideration for the unique attributes of the area, the densities in the Vales of Humber would be similar to that of Secondary Plan Area 28 (Springdale.) With respect to the concern of the resulting plan including only 50 foot lots, the guiding policies in the draft official plan amendment also state that the maximum density is 6 units/net acre. The maximum density would be exceeded with just 50 foot lots.

Higher Density Development Along the West Side of The Gore Road

In consideration of the future characteristics of The Gore Road (ultimately a 4 lane arterial road with transit service), City staff were proposing to add a policy to the official plan amendment that would examine the potential for higher density, transit supportive development fronting on the west side of The Gore Road. The residents expressed concern with this proposal and were concerned that the City was not listening to their concerns over the past two years by adding a

policy to examine the potential for this type of development through the secondary planning process.

Staff Response:

After hearing the concerns of the residents, City staff are in agreement that given the current planning context of the Vales of Humber, there are more appropriate locations for this type of development, outside of the Vales of Humber planning area. As a result, staff have agreed to remove this policy from the revised official plan amendment and have subsequently circulated a revised amendment to the residents that excludes this policy.

Lack of Community Services in the Area

Generally there was a concern regarding the addition of new residents to an area where there are no community services.

Staff Response:

The City of Brampton's Growth Management initiative requires that the necessary infrastructure and community services be in place to support new development. This would include such things as roads, transit, sewer water, schools, parks, natural features and emergency services. With the introduction of new residents to this area of the Toronto Gore, the secondary plan eventually prepared for the Vales of Humber will identify the appropriate type and level of soft and hard infrastructure.

Resident's Input into Secondary and Block Planning

A number of residents were looking for more detail than is currently being provided in the Official Plan, and were advised that these matters would be addressed during the secondary and block planning process. Specifically residents were anticipating that a plan showing the layout of the new community would be presented at the meeting. Residents expressed concern that upon adoption of the official plan amendment, there would be no further opportunity for public input.

Staff Response:

The official plan amendment provides the overarching policies that will guide development of the secondary plan and block plan. A number of component studies will be completed as part of secondary and block planning that will help staff, in conjunction with the residents, formulate policies regarding community design, location and quantity of parks, and transition to the adjacent estate residential community

A plan illustrating lot layouts, a road pattern and other features is premature at this time because a number of the component studies needed to provide input have not been initiated. For example, these studies will identify the extent of environmental features to be protected, historic properties to be preserved etc. as input into the preparation of a concept plan.

During preparation of the secondary plan/block plan steering committees will be established to provide input into each component study. Residents will have the option to participate as a member of a committee. Also, public information meetings and statutory meetings will be held as part of the planning process.

Written Submissions Following the August 30, 2005 Resident's Meeting

Following the August 30, 2005 resident's meeting, City staff circulated a revised official plan amendment to the resident's group. The only revision to the official plan amendment from the version presented at the August 30, 2005 residents meeting that staff are supporting is the removal of the policy that would have provided the opportunity for the secondary plan to investigate the opportunity for higher density transit supportive development fronting the west side of The Gore Road, as a possible extension of the Hamlet of Wildfield.

In response to the circulation of the revised official plan amendment, the City received two written submissions, which are attached hereto as Appendix C. The items of concern identified in the submissions are related to lack of communication with area residents, traffic congestion, noise pollution environment and interface studies, the success of upscale executive housing, compatibility with the adjacent estate community and a request for an increase in minimum frontage, specific lot sizes and setbacks to be included in the City's official plan amendment. All of these items have been addressed by staff at previous public meetings with the exception of the comments related to the inclusion of a policy that not only increases the minimum lot width, but also specifies a lot size and setbacks.

In addition, approximately 40 residents submitted correspondence to Mayor Fennell outlining their concern with the reduction in lot size and that a minimum of 50 foot lots is not in keeping with the aesthetic and character of the existing community. These items are available for viewing at the Planning Design and Development Department.

The submission dated September 16, 2005, specifically requests that Policy 4.1.2.9.1 be revised to increase the minimum lot footprint to 9,100 square feet, which is approximately 70 feet wide by 130 feet deep. The letter also requests that a new section be added to 4.1.2.9.1 which would specify a minimum front setback of $\frac{1}{4}$ the lot depth and a minimum side setback of $\frac{1}{8}$ of the lot width.

Staff Response:

Staff continue to support that a minimum lot size of 50 feet is appropriate for the Vales of Humber planning area. In the opinion of City staff, this strikes a balance between the desire of the residents to maintain lower densities and the proposal by the developer's group to develop the lands economically based on full municipal services, while still meeting the objectives of the new Provincial planning initiatives to intensify these lands to the degree appropriate based on good planning principles.

With respect to the request to include a section in the City's official plan amendment to specify setbacks, it continues to be the position of City staff that this level of detail is not appropriate for

inclusion in the Official Plan, but is more appropriately addressed through secondary and block planning.

Results of the Transportation Assessment

As a result of the request from the Region of Peel and the local area residents, the City of Brampton requested that the developer's group submit a high level transportation analysis of the potential traffic that would be generated by the Vales of Humber development and to determine if this additional traffic could be accommodated by the existing and proposed arterial road network.

In November 2004, Candevcon Limited submitted a Traffic Impact Study, which was circulated to the Region of Peel and City staff for review and comment. Based on comments received from both the Region of Peel and City staff, some minor modifications were required to the study. In May 2005, Candevcon submitted an addendum to the Traffic Impact Study, which addressed the concerns raised by City staff and the Region of Peel. A copy of the study is available in the Planning Design and Development Department for viewing.

The results of the Traffic Impact Study indicate that in order to accommodate the background traffic that is proposed to be in the vicinity of the Vales of Humber in the horizon years of 2011 and 2015, a number of road widenings will need to be completed earlier than currently forecasted in the City and the Region's capital improvement budgets.

Assuming that a number of road widenings in the immediate area of the Vales of Humber are advanced as required to accommodate the background traffic, the consultant's report concludes that accommodating the additional development in the Vales of Humber will not require any further improvements to the surrounding road network. Local intersection improvements may be required in the future, however, this level of detail will be determined as part of the comprehensive secondary plan transportation study.

As discussed above, the Traffic Impact Study makes recommendations for a number of road widenings along the surrounding road network, in advance of the City and the Region's current 10-year capital forecast. Based on the City of Brampton's Growth Management program, any future development in the Vales of Humber will be conditional on the completion of the necessary road widenings, and a policy has been added within the official plan amendment in this regard. In the event that the Vales of Humber development group is interested in proceeding in advance of the completion of the necessary road widenings, there may be a possibility of future discussions between the Region of Peel, the City of Brampton and the developer group, whereby the developer group could front end the funding for the necessary widenings.

To address the City of Brampton and the Region of Peels comments on the original traffic impact study, in May 2005, Candevcon submitted an addendum letter, which was subsequently forwarded to the Region of Peel. Further more detailed study will be required as part of the comprehensive secondary plan transportation study.

Commenting Agency Response

As reported to Planning Design and Development Committee in May 2004, the City of Brampton circulated the proposed official plan amendment to external agencies for comment on October 27, 2003. The following agencies did not have any comment or objection to the City's proposed official plan amendment:

- City of Mississauga;
- City of Vaughan;
- Peel Police;
- Enbridge;
- Ministry of Transportation; and,
- Ministry of the Environment.

The May 2004 Status Report briefly outlined the City of Brampton's response to comments received from the external agency circulation. The majority of the comments will be addressed during the secondary planning process, however, the following section discusses the comments submitted to the City by the Town of Caledon, Dufferin Peel Catholic School Board, Peel District School Board and the Region of Peel, followed by a staff response.

Town of Caledon

The Town of Caledon had no objection to the proposal, however reminded Brampton that the Town of Caledon has designated lands for industrial and highway commercial development to the north-west of the proposed secondary plan area.

Staff Response:

The City of Brampton acknowledges the Town of Caledon's designated lands for industrial and highway commercial purposes proposed to the north west of the Vales of Humber and are in agreement with the Town of Caledon that these land uses are compatible

Dufferin-Peel Catholic District School Board

The Dufferin-Peel Catholic District School Board has no objection to the processing of the official plan amendment, however, the student accommodation situation will need to be addressed and will provide further comments on the need for future school sites during preparation of the Vales of Humber Secondary Plan.

Staff Response:

The City of Brampton will engage the Dufferin-Peel Catholic School Board early in the process of preparation of the Vales of Humber Secondary Plan, and any requirements for additional school sites will be identified at that time.

Peel District School Board

Peel District School Board will require one or more school sites to accommodate students from the Vales of Humber, and will determine their requirements during preparation of the Vales of Humber Secondary Plan.

Staff Response:

The City of Brampton will include also engage the Peel District School Board in the early stages of preparation of the Vales of Humber Secondary Plan, and any requirements for additional school sites will be identified at that time.

Region of Peel

One general comment raised by the Region of Peel is that development of the Vales of Humber was not contemplated within the City of Brampton's April 2003 Development Outlook Report. In addition the Consultant's Planning Justification Report of July 2003 does not address any of the anticipated need for human services to meet the needs of the future population of the Vales of Humber.

The Region's letter of November 28, 2003 states that infrastructure necessary to serve these lands is not presently available and these lands have not been included in the Region's current Development Charge calculation. Full servicing for the Vales of Humber is not scheduled for 10+ years, therefore from a servicing perspective development of these lands are about 10-15 years premature. It was also identified in the letter from the Region of Peel, that the Region's recently approved Front End Financing policies would not support the developer's funding the necessary infrastructure.

The Region of Peel identified a concern that the density proposed for the Vales of Humber is quite low and will present challenges in accommodating housing demands within the urban boundary, the justification report has not substantiated the demand for executive housing (as opposed to the rigorous demand for traditional housing), and further that the layout and proposed density of the secondary plan area do not appear to be pedestrian friendly or transit supportive.

The Region of Peel also identified that a transportation study be completed to assess the impacts of the proposed development on the immediate and surrounding lands.

Staff Response:

Although development of the Vales of Humber was not contemplated in the City of Brampton's April 2003 Development Outlook Report, it was subsequently included in the 2004 edition of the Growth Management Outlook Report. To implement the development cap, City staff have prepared a proposed implementation strategy, which proposes a Secondary Plan for the Vales of Humber to be initiated in early 2008 with an estimated completion before the end of 2009.

The majority of the comments provided by the Region of Peel are detailed comments that will be addressed through subsequent component studies that will be prepared as part of the secondary planning process, including the issue of front end financing.

It is the opinion of City staff that the only issues that need to be addressed at this stage is the Region's comments related to the proposed density being too low and the timing of servicing.

City staff are not in agreement that higher density development should be designated in the Vales of Humber given the unique characteristics of this area, including the current designation is Estate Residential, that the site is surrounded by Estate Residential on three sides and the views expressed by the local area residents. The ultimate development of executive housing on the subject lands (at a maximum of 6 units per net acre) will result in intensification of the subject lands, given the current designation of Estate Residential (with a minimum lot size of two acres on partial services.) Given all of the factors listed above, it is the opinion of City staff that an executive form of housing is appropriate for the subject lands at a maximum density of 6 units per net acre.

With respect to the timing of servicing, there is no commitment at the time from the Region to accelerate servicing to the Vales of Humber. As part of secondary planning, the developers group will complete a servicing study, and the Region of Peel will be an active participant of the steering committee.

A table is included as Appendix D, which outlines the City of Brampton's response to the comments from the external agency circulation. Copies of the written correspondence from the agencies are available for viewing in the Planning Design and Development Department.

Other Correspondence

On April 9, 2004, City staff received a letter from Mr. Di Filippo, representing 11361 Goreway Drive, which is located north of Countryside Drive and fronting the east of Goreway Drive. A copy of all correspondence related to this matter is attached hereto as Appendix e. The correspondence from Mr. Di Filippo requested that the subject property be included as part of the Vales of Humber Secondary Planning Area. In a letter dated May 10, 2004, City staff responded to Mr. Di Filippo's request as follows:

"Staff are of the opinion that your property's designation should remain "Estate Residential" in the Official Plan. Staff feel that subdividing the property for anything other than 2 acre estate lots is limited due to the abutting valley corridor (which accounts for about 50% of the site area) and the existing estate housing flanking both the north and south limits of the subject property."

City staff also stated in their letter to Mr. Di Filippo that the request would be included in the Recommendation Report for the Vales of Humber and would be formally addressed at this time.

City staff recently met with Mr. Di Filippo to further explain the rationale outlined above, and based on the results of this meeting the landowner has withdrawn his request for his property to be included within the Vales of Humber Secondary

Planning Area, however Mr. Di Filippo is still examining the potential for the property to be developed with lots smaller than two acres through a private application.

PROPOSED CHANGES TO THE CITY'S OFFICIAL PLAN AMENDMENT

Based on a review of the new Provincial Planning initiatives, public input and the submissions received from the agency circulation, City staff are proposing to revise the official plan amendment as follows (a copy of the revised official plan amendment has been attached hereto as Appendix F):

- Deleting Section 4.1.2.9.1 ii) maximum density, iii) minimum lot area, iv) minimum lot depth, v) minimum lot width as all of these specific policies are addressed within the Executive Housing Section of Brampton's Official Plan.
- Adding a new Section 4.1.2.9.1 ii) which states that notwithstanding the executive housing policy 4.1.2.2 viii), the minimum lot frontage for single detached homes within the transition area shall be 15.2 metres (50 feet) and the maximum net residential density shall be 14.25 units/net hectare (6 units/net acre)
- Adding a new Section 4.1.2.9.1 iii) to identify factors upon which appropriate lot frontages will be established during the secondary plan process.
- Adding a new policy within Section 4.1.2.9.3 which states that growth management studies will specifically take into account the impact of development on the timing of necessary local and regional road improvements. Release of lands for development will be subject to the results of these studies and associated capital budget commitments.
- Adding a new Section 4.2.1.9.5, which reviews the potential for community commercial uses in the lands adjacent to the southeast corner of Mayfield Road and McVean Drive.
- Adding a new Section (7) to further protect the remaining lands designated Estate Residential in the Official Plan and to maintain a supply of undeveloped land for the future development of two acre building lots, by specifying that the minimum lot size is two acres.


CONCLUSION


It is the opinion of City staff that given the current planning context of the Vales of Humber, specifically that these lands are surrounded on three sides by existing estate housing on two acre lots, it is not appropriate to aggressively implement the new Provincial planning initiatives regarding intensification. City staff feel that the official plan amendment being proposed is appropriate as it strikes a balance between the objectives of the area residents and the landowners, while still implementing the new Provincial planning initiatives to the extent appropriate for the area.


To address the concerns of the residents regarding the protection of the remaining Estate Residential areas, staff are proposing to add a new policy to the Estate Residential Section of the Official Plan to reinforce that the minimum lot size in the designated estate residential community of the Toronto Gore is two acres.


Specific details related to density, phasing, buffer areas and growth management will be determined through the preparation of component studies to support the Vales of Humber secondary plan. In light of the foregoing, staff are seeking direction to prepare the necessary documentation in order for the City Council to adopt the Vales of Humber official plan amendment at their meeting of October 12, 2005.

Respectfully Submitted:


Tara Buonpensiero, MCIP, RPP
Policy Planner


David Waters, MCIP, RPP, PLE
Manager, Land Use Policy

AGREED,

Adrian Smith, MCIP, RPP
Director, Planning and
Land Development Services

John B. Corbett, MCIP, RPP
Commissioner,
Planning, Design
& Development Dept.


Attachments:

- Appendix A: Meeting minutes from the June 14, 2004 Resident's Meeting
- Appendix B: Meeting minutes from the August 30, 2005 Resident's Meeting
- Appendix C: Written Submissions Following August 30, 2005 Resident's Meeting
- Appendix D: Summary Table of Comments from External Agencies
- Appendix E: Correspondence Regarding 11361 Goreway Road Public
- Appendix F: Draft Official Plan Amendment (Tracks Changes Since the Dec. 2003 Draft)