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THE CORPORATION
OF THE
TOWN OF CALEDON

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December 14, 1983

Mr. Thomas Moy,
Planner,
Plans Administration Branch,
Ministry of Municipal Affairs
and Housing,
777 Bay Street,
14th Floor,
TORONTO, Ontario.
M5G 2E5

83.12.20 ✓

Dear Mr. Moy:

Subject: Response to Brampton's Snelgrove Secondary Plan (proposed Amendment No. 26 to the new Official Plan of the City of Brampton).

Caledon Council at its meeting held on Monday, December 12, 1983 considered Planning Report 83-70 with respect to Official Plan Amendment No. 26 for the City of Brampton, the recommendations contained in the Report being as follows:

The Planning Department recommends that Council for the Town of Caledon:

- (1) adopt the Planning Comments in this Report as the Town of Caledon's response to Brampton's Snelgrove Secondary Plan (proposed Amendment No. 26 to the new Official Plan of the City of Brampton);
- (2) forward this Report to the Ministry of Municipal Affairs and Housing requesting that Modifications pertinent to the Town's concerns be made to Amendment No. 26 to the new Official Plan of the City of Brampton, unless the City of Brampton has made appropriate alterations in adopting said amendment; and,
- (3) forward this Report to the City of Brampton, the Region of Peel, the Ministry of Transportation and Communications, the Peel Board of Education, the Dufferin-Peel Separate School Board, the Metropolitan Toronto and Region Conservation Authority, and the Credit Valley Conservation Authority.

In addressing the report Council resolved that the recommendations contained in Planning Report 83-70 - Response to Brampton's Snelgrove Secondary Plan (Proposed Amendment No. 26 to the new Official Plan of the City of Brampton) be approved. "Carried."

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Suggest need
Classification

TOWN OF CALEDON

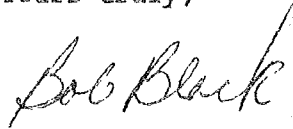
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Enclosed herewith is a certified copy of Council's resolution as well as a copy of the subject Planning Report.

Should you have any queries or comments in this regard, please do not hesitate to contact this office.

Yours truly,



Bob Black,
Town Planner,
TOWN OF CALEDON.

/bc

Encls. (2)

TOWN OF CALEDON

Planning Report 83-70
December 12, 1983

TO: The Mayor and Members of Council.

SUBJECT:

Response to Brampton's Snelgrove Secondary Plan (proposed Amendment No. 26 to the new Official Plan of the City of Brampton)

ORIGIN:

Official Plan Amendment No. 26 for the City of Brampton has been reviewed by Caledon Planning Staff with the purpose of notifying Caledon Council of our concerns. The document reviewed was received by Brampton City Council on November 21, 1983, and forwarded to Town Staff on November 29, 1983. Brampton City Council intends to deal with this amendment at their meeting of December 12, 1983, where it is expected that they will adopt same and subsequently forward the document to the Ministry of Municipal Affairs and Housing for circulation and final approval. Since it will be impossible for Brampton to receive Caledon Council's decision in time for them to consider changes, it will be necessary for the changes to their plan to be considered for Modification by the Minister. The proposed Secondary Plan is appended to this report.

BACKGROUND:

Brampton's proposed Secondary Plan for Snelgrove, like Caledon's proposed Snelgrove Settlement Plan (O.P.A. #38), is one result of extensive planning studies by the Town, the City, and the Region of Peel for the Snelgrove-Mayfield Study Area.

The Secondary Plan would amend the new Official Plan for the City of Brampton, which was adopted by the City in August of 1980, revised in July of 1982, and is being considered for approval by the Minister of Municipal Affairs and Housing. For the most part, the Secondary Plan is an addition of the first "chapter" of a new "Part IV-SECONDARY PLANS". Schedule A (General Land Use Designations), Schedule F (Commercial), Schedule K (Secondary Plan Areas), and Schedule I (Road Widths) would be amended; and a new Schedule SP1(A), which designates land uses and most roads for the Snelgrove area in a greater level of detail than Schedule A (though still somewhat conceptual), would be added as part of the new chapter.

PROPOSED POLICIES OF INTEREST TO CALEDON:

The major proposed amendments to the existing text of the adopted but unapproved Brampton Official Plan pertain to Section 2.10, which had declared the Snelgrove area to be a Special Study Area that would be the subject of a secondary plan based upon the Snelgrove-Mayfield Study. Schedule A now shows the entire secondary plan area, plus lands to the east, as the Special Study Area. The amended land use designations of the secondary plan do not include Lots 16 and 17 in the West Half of Concession 2 EHS, nor the West Half of Lot 18, Concession 1 EHS; these lands would therefore remain shown as Special Study Area and would eventually form "Part 1B" of the secondary plan.

The land use designation of the above-noted part of Lot 18 would remain as a Special Study Area in order to accommodate the extension of Highway 410 within the corridor preferred by the Town of Caledon, if that route is selected by the Ministry of Transportation and Communications. The explanation of this, and the related policy, comprises the amended text proposed for Subsection 2.10.1 of Brampton's Official Plan. For the benefit of Council, the new Subsection 2.10.1 reads as follows:

2.10.1 SNELGROVE

2.10.1.1 Definition

The Special Study Area designation on Schedule A bounded by 17th Sideroad, Highway Number 10 and the northern City limits, identifies an area which lies within the Ministry of Transportation and Communications study area boundary for the ultimate alignment of the extension of Highway 410.

2.10.1.2 Policy

The appropriate specific land use designations for this area will be established and implemented by Official Plan Amendment when the ultimate alignment of Highway Number 410 extension, north of Bovaird Drive, has been determined. In the event where no decision has been reached with respect to the said ultimate alignment prior to July, 1985, the City will proceed, subsequent to that date, with an Official Plan Amendment to identify appropriate land use designations for the lands shown as "Special Study Area" on Schedule A.

2.10.1.3 It is recognized that the final route for the extension of Provincial Highway Number 410 north of Bovaird Drive will be selected by the Ministry of Transportation and Communications from a number of alternative routes. However, the City prefers a route for the said highway extension which does not traverse or is not adjacent to the area designated Special Study Area on Schedule A, and does not require bridge crossings over the Etobicoke Creek.

2.10.1.4 In the event that the final route for the extension of Provincial Highway 410 north of Bovaird Drive does not traverse and is not adjacent to the area designated Special Study Area on Schedule A, Council will consider low density residential, limited commercial and open space designations for the Special Study Area.

The date of July, 1985, in the above Subsection 2.10.1.2 corresponds with the completion date expected for the current Highway 410 route feasibility study, and may urge the Ministry of Transportation and Communications to complete the route selection within the timetable now proposed. The above Subsection 2.10.1.3 is a statement declaring Brampton's route preference for the eventual extension of the freeway to Highway 10; though they prefer a different route, the policy is presented in a similar manner as Caledon's revised proposed statement of a route preference in the Snelgrove Settlement Plan.

Policies in the Secondary Plan pertaining to other roads would ensure the co-ordination of the internal street pattern on both sides of the municipal boundary. The relevant statements are as follows:

9.1.6 The final alignment of any minor collector or local roads shown on Schedule SP1(A) to terminate at the northern City boundaries shall be determined at the time of subdivision plan approval in consultation and co-operation with the Town of Caledon.

9.1.7 Minor changes may be required in the alignment of those roads affected by Section 9.1.6 without further amendment to this chapter.

Of further interest, is the policy (Subsection 7.1.5) that residential lots will not be permitted to have direct access to roads that serve as boundaries between industrial and residential designations. Also, (under Subsection 7.1.3)

the City may require service roads parallel to Highway 10 and 17 Sideroad in order to make it seem that new residences front on those two roads, thus retaining design compatability with the character of the existing village without adding more driveways to these main routes.

The provision of elementary school sites within Brampton's side of Snelgrove has been an important consideration in the planning of Caledon's Snelgrove Settlement; both the Peel Board of Education and the Dufferin-Peel Separate School Board prefer the geographic and demographic centrality of sites south of the border, but are concerned about the possibility of development occurring north of the border without an assurance that the area would have future school facilities.

Owing to the uncertainty of whether or not a future extension of Highway 410 would affect proposed draft plans of subdivision in Lot 17, Concession 1 EHS, the Peel Board of Education has requested that a school site not be designated, but that a policy statement be included to the effect that a 3.25 hectare (8 acre) public school site would be required somewhere on developable lands in Lot 17, Concession 1 EHS, east of the Etobicoke Creek. Section 8.2 of the secondary plan reflects this policy.

A Separate School site had been designated on an earlier version of Schedule SP1(A), but was subsequently deleted and replaced with an open space designation. A policy statement (Section 8.3) similar to that for the public school is now being used, indicating that a 3.25 hectare separate school site will be required within the residentially designated area west of Highway 10. This particular area had been depicted as Industrial in the Region of Peel's Snelgrove-Mayfield Concept Plan. Staff of the Separate School Board have indicated that this apparent difference in land use preferences should be clarified, even prior to the approval of Caledon's Snelgrove Secondary Plan, since a new site would have to be found to the east of Highway 10 if the industrial concept prevailed on the west side.

Storm water management will also require future analysis which will involve the Town and other agencies. For Council's benefit, the applicable policy in the proposed Secondary Plan reads as follows:

- 10.1 A comprehensive storm water management study will be undertaken for the Snelgrove Secondary Plan area and be subject to approval by the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources prior to the registration of individual plans of

subdivision. This study would investigate the use of alternative storm water management devices, identify ways of co-ordinating effectively storm water management between the City of Brampton and the Town of Caledon, and recommend a storm water management plan for the study area.

It is noted that part of the CVCA watershed falls within the secondary plan area, yet no reference is made to that Authority. Of relevance to the MTRCA, is the significance of the Open Space within the Etobicoke Creek Valley; however, no reference is made to inter-municipal linkage of linear recreational use of the valley, as discussed in Caledon's Snelgrove Settlement Plan.

Certain policies for industrial development west of Highway 10 may have some impact upon land uses in Caledon's Snelgrove Settlement. The proposed Schedule SP1(A) identifies the perimeter of the designated industrial area (including the industrial lands along the municipal boundary) as being "Light Industrial", and identifies the central portion of the industrial designation as "General Industrial". In practice, there is usually a considerable difference in the quality of environment in each of these areas owing to the somewhat cleaner uses and more careful attention to design in the light industrial areas. The policies advocate the use of Site Plan Control in both "light" and "general" areas, which would include the requirement of extra screening and landscaping where considered appropriate by planning staff. Several policies are oriented to preventing conflicts between industrial and residential uses, including extensive separation between the designated industrial and residential areas, as well as forcing industrial developers to purchase residences which are within industrially-designated lands. However, the only policy which would appear to provide a distance buffer for existing residences on Caledon's side of the border is:

- 5.2.5 The minimum distance required between any light industrial building and a residential building shall be 60 metres.

No open storage will be permitted in "light" areas, but parking and loading activities could conceivably occur within the above-noted 60 metres.

Brampton is proposing to relocate the existing municipal public works yard from what would become a residential area. The industrial policies would permit this public works yard in either the "light" or the "general" areas and would exempt the yard from the prohibition of open storage in the light industrial area.

It is also possible that the future development in the perimeter of the industrial area could include a substantial amount of uses other than industry, based on the last part of the definition of "light industrial" (Subsection 5.2.1), which reads as follows:

Non-industrial uses may be permitted in a designated Light Industrial area provided they do not interfere with or are not detrimental to the development of the area for primarily light industrial uses. Such non-industrial uses may include public and commercial recreation facilities, community services, and retail and office uses ancillary to a light industrial use.

PLANNING COMMENTS:

The following comments by the Town Planning Department are addressed specifically to those policies of Brampton's Secondary Plan for the Snelgrove area which are summarized in the preceding section of this report. The comments are based on the document received by Town Staff on November 29, 1983. Since Brampton Council will likely adopt the secondary plan on the same day Caledon Council considers this report, the Town may be in a position of requesting notification of Modifications by the Minister of Municipal Affairs and Housing if Council wishes to pursue the matters herein, unless substantial alterations are made by Brampton prior to submitting the adopted secondary plan to the Minister.

It should also be noted that several components related to the Snelgrove area in Brampton's new Official Plan, which this secondary plan would amend, have been the subject of objections to the final approval of that Official Plan. The Town should therefore specifically request the Ministry of Municipal Affairs and Housing, as well as the Ontario Municipal Board if necessary, to inform the Town of all decisions pertaining to the Snelgrove area, and to include the Town as a party to any "referral" of any part of Brampton's new Official Plan which relate to the Snelgrove area.

With respect to the latest version of Subsection 2.10.1 for the new Official Plan, as it appears in the secondary plan, the proposed policy would have the City proceed with a further amendment to the Special Study Area designation of the West Half of Lot 18, Concession 1 EHS, in July of 1985. While we are supportive of the intent to encourage the expedient completion of the Highway 410 route feasibility study, the proposed policy should be able to accommodate reasonable delays in the final route selection. Therefore, we would suggest that the phrase 'will proceed with' in Subsection 2.10.1.2 should read 'will consider'. Further, with respect to the Ministry of Transportation and Communications' selection of a route for Highway 410, the

Town's position on a preferred route for the 410 is very clear and is contrary to the route preference of the City of Brampton, as stated in the proposed Subsection 2.10.1.3.

To facilitate the development of elementary schools to serve the entire Snelgrove area, Caledon should encourage the City of Brampton and the respective School Boards to ascertain the most desirable sites for both a separate school and a public school, and to finalize suitable arrangements for the acquisition of the respective school sites, as soon as possible.

The City of Brampton should be requested to include a policy within the secondary plan to the effect that development of a linear recreation network within the Etobicoke Creek Valley will be encouraged in concert with the Town of Caledon and the Metropolitan Toronto and Region Conservation Authority. The wording of such a policy could be similar to that for local streets or for storm water management. The City should also be advised that the Credit Valley Conservation Authority should be involved with storm water management plans for that part of the Snelgrove area within the Fletcher's Creek watershed, as it is included through general statements in Caledon's Snelgrove Settlement Plan.

The issue of compatibility of industrial uses abutting 17 Sideroad could be very important in achieving Caledon's industrial development objectives in this area. The Town's Snelgrove Settlement Plan includes all the land adjacent to the 17 Sideroad (west of the CPR tracks) within "Character District A". This policy area is for industries having "prestige design" characteristics. For the most part, the development of "light industry", as currently practised in Brampton, is not necessarily incompatible with the prestige character which the Town wishes to see along 17 Sideroad. However, attention must be drawn to the fact that the policies in Caledon's Snelgrove Settlement Plan would not permit loading areas on the sides of buildings facing this road (among others) unless the loading areas were fully enclosed within the subject buildings. Further, the Town's Snelgrove plan would locate a public works yard in the industrial area but "preferably away from" 17 Sideroad and only in Character Districts B, C or D. (Thus to achieve compatibility on these two items, the Town should request the City of Brampton to not establish a public works yard in the light industrial area adjacent to 17 Sideroad, and to not permit loading areas on the sides of buildings facing 17 Sideroad or to consider requiring such loading areas to be fully enclosed. Open loading areas in "side yards" (that is, on walls directly facing adjacent industrial buildings) along 17 Sideroad would conform with the Town's adopted policies.

The above suggestion would also contribute to the success of a buffering separation of 60 metres between an industrial "building" and the existing residences on the north side of

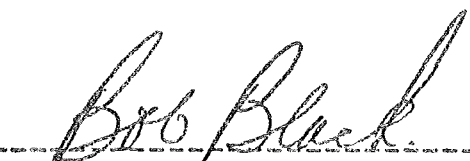
17 Sideroad. We would suggest, further, that this particular policy (Subsection 5.2.5) should be clarified to the effect that it applies to all residences in the vicinity, whether or not they are within the boundaries of the secondary plan area.

RECOMMENDATIONS:

The Planning Department recommends that Council for the Town of Caledon:

- (1) adopt the Planning Comments in this Report as the Town of Caledon's response to Brampton's Snelgrove Secondary Plan (proposed Amendment No. 26 to the new Official Plan of the City of Brampton);
- (2) forward this Report to the Ministry of Municipal Affairs and Housing requesting that Modifications pertinent to the Town's concerns be made to Amendment No. 26 to the new Official Plan of the City of Brampton, unless the City of Brampton has made appropriate alterations in adopting said amendment; and,
- (3) forward this Report to the City of Brampton, the Region of Peel, the Ministry of Transportation and Communications, the Peel Board of Education, the Dufferin-Peel Separate School Board, the Metropolitan Toronto Region and Conservation Authority, and the Credit Valley Conservation Authority.

BB:AT:bj


Bob Black, Town Planner