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Brampton
OPA 26

The Regional Municipality of Peel

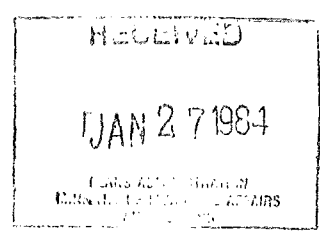
Office of the Clerk

OPA # 26

Snelgrove
Sec. Plan
City of Brampton

January 20, 1984

Mr. Z. Weing
Senior Planner
Operations and Development
Control Branch
Ministry of Municipal Affairs
and Housing
777 Bay Street
14th Floor
Toronto, Ontario
M5G 2E5



Dear Sir:

Subject: Proposed Amendment Number 26 to the New
City of Brampton Draft Official Plan
Our Reference: CW-13-84

This is to inform you that Regional Council on January 19, 1984 adopted the following resolution:

"That the Ministry of Municipal Affairs and Housing be advised that the Region of Peel has no objections to the approval of Amendment Number 26 to the new City of Brampton Draft Official Plan (Proposed Snelgrove Secondary Plan);

And further, that a copy of the Commissioner of Planning's report dated January 3rd, 1984 concerning Amendment Number 26 to the City of Brampton Draft Official Plan be forwarded to the City of Brampton, the Town of Caledon and the Ministry of Municipal Affairs and Housing for their information."

A copy of the report of the Commissioner of Planning is enclosed for your information.

A handwritten signature in cursive script, appearing to read "Larry E. Button".

Larry E. Button, M.A.
Regional Clerk

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cc: P. E. Allen, Commissioner of Planning

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The Regional Municipality of Peel

January 3, 1984

The Chairman and Members
of Planning Committee

SUBJECT

Proposed Amendment Number 26 to the new City of Brampton Draft Official Plan. (Proposed Snelgrove Secondary Plan.)

ORIGIN

The above noted Amendment was adopted by the City of Brampton on December 12, 1983 and forwarded to the Region of Peel for comment to the Ministry of Municipal Affairs and Housing.

LOCATION

The subject lands comprise an area of approximately 364 hectares (900 acres) generally bounded by Kennedy Road on the east, Sideroad No. 15 on the south, McLaughlin Road and the Canadian Pacific Railway on the west and the City of Brampton boundary on the north. The lands do not include the existing subdivision at the north-west corner of Kennedy Road and the 15th Sideroad or the area at the north-east corner of the Highway No. 10 and 17th Sideroad intersection which is to remain as a "Special Study Area". The area subject to the amendment is shown on Schedules 'A' and 'B' attached.

PROPOSAL

The Amendment proposes to designate the subject lands for Low Density Residential, Industrial, Commercial, Institutional, Hazard Lands, and Open Space uses and establishes development policies for the area to be developed on full municipal services.

BACKGROUND

In 1977, following a request from the City of Brampton and the Town of Caledon the Regional Planning staff was authorized by Regional Council to prepare a study of the Snelgrove-Mayfield Area. After some discussion among Brampton, Caledon and Regional Planning staffs, Regional Council on December 13, 1979 expanded the boundaries of the study area to include an area bounded by Airport Road on the east, 15th Sideroad in Brampton on the south, Mississauga Road on the west and 27th Sideroad in the Town of Caledon on the north.

The Regional Study and the resulting 'Concept Plan' were released in June of 1980 and Regional Council subsequently referred the document to the City of Brampton and the Town of Caledon for comments.

In October 1980, the City of Brampton Planning Staff responded to the Regional Snelgrove - Mayfield Concept Plan with a report which recommended among other matters that approximately 100 ha (250 acres) of proposed residential designation to the east of the Heart Lake Conservation Area be deleted and that

approximately 53 ha (130 acres) of proposed Industrial designation, west of Highway No. 10 be changed to a residential designation. The City of Brampton Planning Staff also reported on the Town of Caledon response to the Regional Snelgrove-Mayfield Concept Plan.

In March of 1983 the City of Brampton Planning Department, during the process of formulating a Secondary Plan for the Snelgrove Area in Brampton, circulated a preliminary land use schedule with an outline of their proposed land use categories and definitions. This basic land use pattern and policy framework was subsequently refined and incorporated in Amendment No. 26. A number of Public Meetings were held by the City of Brampton, pertaining to Snelgrove Area Planning Studies.

A major part of the lands subject to Amendment No. 26 are located within New Development Area #1 as identified on Schedule D of the new City of Brampton Draft Official Plan. This development area did not include approximately 80 acres of land at the south west corner of Kennedy Road and 17th Sideroad, (Franceshini & Hewson plans of subdivision) but did include about 100 acres at the northeast corner of Highway No. 10 and 17th Sideroad. It is understood that the "Appeal" group has requested the Minister to refer all of the New Development Area #1 to the Ontario Municipal Board which does not include the Franceshini & Hewson lands. Since Amendment No. 26 amends the new City of Brampton Draft Official Plan it is possible that the Minister will also refer all of Amendment No. 26 to the Board except for the lands subject to the Franceshini & Hewson subdivisions.

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One of the most crucial issues, which will greatly influence the detailed distribution of land uses and the road pattern for the Snelgrove area is the ultimate route selection for the proposed extension of Highway Number 410 from its Heart Lake Road corridor northerly from Bovaird Drive to Highway Number 10.

At the present time, the Ministry of Transportation and Communications has established study area limits for the Route location Study for Highway 410 north of Bovaird Drive. This area is bounded by the CP Rail Line in Concession 1 W.H.S. on the west, the northerly boundary of Lot 25 in Caledon on the north, the mid-concession boundary of concession 3 E.H.S. on the east and Bovaird Drive in Brampton on the south. The area excludes an area north of Snelgrove in the Town of Caledon proposed for residential development by the Town of Caledon. The current Town of Caledon and Region of Peel preferred route location is parallel to the 17th Sideroad (Regional Road No. 14) as described in the Town of Caledon Resolution of May 9, 1983 and the Region of Peel Resolution of July 5, 1983. The Town of Caledon Snelgrove District Plan and Amendment No. 38 adopted by the Town of Caledon on July 25, 1983 and considered by Regional Council on October 27, 1983 indicate this preferred routing favoured by both Councils. The Caledon Amendment is presently being considered by the Province for approval.

The Snelgrove Secondary Plan within the City of Brampton and the Brampton Official Plan Amendment does not show any specific alignment for the Highway 410 extension. However, approximately 40 ha (100 acres) of land located north of 17th Sideroad, east of Highway 10 is designated as a "Special Study Area". As this area lies within the Ministry of Transportation and Communication's study boundary the Snelgrove Secondary Plan stipulates that development in this area will await the completion of the Highway 410 study and be followed by a further

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amendment to the Official Plan. In the event that no decision on the final route for the extension of Highway 410 north of Bovaird Drive has been reached prior to July 1985, the City will proceed with an Official Plan Amendment to identify appropriate land use designations for the lands shown as "Special Study Area".

The City of Brampton preferred route for the Highway 410 extension, according to Council's resolution of September 26, 1983 is a route which does not traverse and is not adjacent to the area designated "Special Study Area" and does not require bridge crossings over the Etobicoke Creek.

Outline of the Amendment

The Amendment revises several sections and Schedules of the new City of Brampton Draft Official Plan and adds a new Chapter (Chapter 1A) to Part IV - Secondary Plans of the Official Plan Document.

Chapter 1A consists of twelve sections with the following titles: Purpose, Location, Hazard Lands, Public Open Space, Industrial, Commercial, Residential, Transportation Policies, Storm Water Management, Sanitary Sewerage and Water Supply and Implementation Policies.

Residential Policies The Amendment designates approximately 119 hectares (295 acres) for Low Density Residential purposes with a density of 7.4 units per gross residential hectare (3 units per gross residential acre) which is typically associated with the single family detached housing type. The anticipated total population within the amendment area is approximately 3,100 people. Newly created residential lots shall be oriented toward and have access from local or minor local road system. Residential uses shall be buffered from industrial areas and public highways by berms or increased yard widths and depths. In the event that the school sites described in the Secondary Plan are not required for school purposes, then the low density residential designation will apply to these lands without an amendment to the Official Plan. A church will be a permitted use in the Low Density Residential area.

Industrial Policies The proposed Plan designates approximately 130 hectares (approximately 320 acres) for general and Light Industrial uses. The light industrial designation is to be located at the fringe of the industrial area and is to act as a buffer between the general industrial use and the railway, and nearby residential designation. The general industrial land use which consists of manufacturing cleaning packaging, processing or assemble of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods, transportation terminals and a public works yard, will be located at the centre of the industrial area. Outside storage of goods and materials shall be permitted only in the general industrial area.

Commercial Policies include definitions for Highway Commercial, Service Commercial and Convenience Commercial uses and Schedule SPI (Schedule B of the Amendment) indicates all commercial uses as being located along Highway Number 10.

Institutional Policies refer to a parcel of lands on the west side of Highway Number 10, south of 17th Sideroad, intended primarily for a community centre. The text refers also to a junior separate school site to be located west of Highway Number 10 and a public school site to be located east of Highway Number 10.

Both sites represent the currently preferred locations which may be modified or shifted to another location or changed to residential use, if not required for school purposes, without an amendment to the Plan.

Transportation Policies set out the required right-of-way widths for major roads within the area of the amendment. The final alignment of any minor collector or local roads terminating at the northern City boundary will be determined at the time of subdivision plan approval in consultation and cooperation with the Town of Caledon.

The remainder of the Amendment's policies deal with the Storm Water Management, Sanitary Sewerage, Water Supply and Development Policies. The Open Space and Hazard Land designations follow the Etobicoke Creek Valley and the Open Space designation also includes three neighbourhood parks.

COMMENTS

The Snelgrove Secondary Plan and Amendment Number 26 were reviewed first in the preliminary draft form and now in the proposed final form by the Regional Public Works Department, and by the Socio-Economic Analysis, Planning Policy, Transportation Policy and Development Control Staff of the Regional Planning Department.

The Public Works Department had indicated that they have no concerns with respect to sanitary sewer and water servicing of the area. With respect to the road pattern the staff stressed that all roads proposed by Caledon and Brampton crossing the municipal boundary will have to coincide and be designed together by both municipalities. It is noted that a special provision (Sec. 7.1.6) has been incorporated to this effect in the Amendment.

The Transportation Policy staff noted that the proposed north-south collector road just east of the CP Rail should be located and designed so as to facilitate any possible future grade separation of Regional Road Number 14 (No. 17 Sideroad) with the Railway, if required. It is noted that a detailed review of intersecting roads with Regional Road No. 14 will be carried out during the subdivision approval process. Similarly it is noted that the north-south local street running south of Sideroad No. 17 west of Kennedy Road will ultimately be located further west as per revised Draft Plan 21T-78040B.

The Development Control Division noted that Regional Planning staff first addressed the issue of appropriate land use in the Snelgrove area of Brampton and Caledon in the Snelgrove-Mayfield Concept Plan dated June, 1980 and at that time, recommended that industrial use predominate in the Brampton area west of Highway No. 10. Brampton's Snelgrove Secondary Plan proposed new residential development mainly around the existing residential development in the Snelgrove area. The residential development therefore will be concentrated around the intersection of Highway No. 10 and 17th Sideroad and will include approximately 60 ha (150 acres) west of Highway Number 10. To prevent any land use conflicts between residential and industrial land uses, the Secondary Plan utilizes minor collector roads as separators between residential and light industrial uses, and it has been noted that Policy 3.2.3 provides for berms or increased yard widths and depths to buffer light industry from residential areas. A similar provision including a buffer strip is to be provided in the Caledon's "Snelgrove District Plan" along the municipal boundary where an east-west dual roadway adjoins the Brampton's designated residential area.

The Regional Planning Staff reviewed the proposed Amendment in conjunction with the recently reviewed Caledon's Amendment No. 38 and found the two Amendments compatible.

The Town of Caledon has reviewed and reported on the City of Brampton Amendment in December 1983 and a review of Council's Resolution indicates that the Town of Caledon has no major concerns with respect to Amendment No. 26 to the City of Brampton New Official Plan.

RECOMMENDATION

That the Ministry of Municipal Affairs and Housing be advised that the Region of Peel has no objections to the approval of Amendment No. 26 to the new City of Brampton Draft Official Plan (Proposed Snelgrove Secondary Plan) and that a copy of the Commissioner of Planning's report dated January 3rd, 1984 concerning Amendment No. 26 to the City of Brampton Draft Official Plan be forwarded to the City of Brampton, the Town of Caledon and the Ministry of Municipal Affairs and Housing for their information.

Peter E. Allen

Peter Allen
Commissioner of Planning

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