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Amendment Number 26
to the Official Plan for
the City of Brampton Planning Area

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THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 311-83

To adopt Amendment Number 26 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 Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

1. Amendment Number 26 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 26 to the Official Plan of the City of Brampton Planning Area.

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

this 12th day of December, 1983.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

1. PURPOSE

The purpose of this amendment is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 2.10.1 of the Official Plan, specific land use designations and related policies to guide the future development for residential, institutional, commercial, industrial and open space purposes of certain lands which are part of the area known as the Snelgrove-Mayfield Study Area.

2. LOCATION

The lands subject to this amendment are generally bounded by 15th Side-road to the south, McLaughlin Road and the Canadian Pacific Railway Lines to the west, the City of Brampton limits to the north, and Kennedy Road to the east, comprising Lots 16, 17 and 18 in Concession 1, E.H.S. and Concession 1, W.H.S. in the City of Brampton, and being part of the area identified as "New Development Area 1" (except for east half of Lot 16, Concession 1, E.H.S.) and "Secondary Plan Area 1", respectively, as shown on Schedules D and K to the Official Plan for the City of Brampton Planning Area. The lands subject to this amendment are more particularly shown as the "Snelgrove Secondary Plan Area" on Schedules A and B.

3. DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Official Plan for the City of Brampton Planning Area is hereby amended:

- (1) by changing, on Schedule A thereto, the designation of the lands shown on Schedule A to this amendment as "Snelgrove Secondary Plan Area" from "Special Study Area" to "Residential", "Open Space", "Industrial", "Commercial" and "Institutional", as shown on Schedule A to this amendment.
- (2) by deleting therefrom Schedule F and substituting therefor Schedule C to this amendment.
- (3) by deleting subsection 2.10.1 in its entirety and substituting therefor the following:

"2.10.1 SNELGROVE

2.10.1.1 Definition

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

2.10.1.2 Policy

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The appropriate specific land use designations for this area will be established and implemented by an 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.

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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."

- (4) by deleting therefrom Schedule K (Secondary Plan Areas), and substituting therefor Schedule D to this amendment;
- (5) by deleting therefrom Schedule I, and substituting therefor Schedule E to this amendment;
- (6) by deleting subsection 7.2.7.1, and substituting therefor the following:

"7.2.7.1 Area 1: Snelgrove

Part 1A: Chapter 1A of Part IV of this Official Plan shall constitute the Snelgrove Secondary Plan - Part 1A.

Part 1B: Chapters C1, C14, C32 and C35 of Consolidated Official Plan, as they apply to Part 1B of the Secondary Plan Area Number 1, and Amendment Number 101 to the Consolidated Official Plan, are combined and shall constitute the Snelgrove Secondary Plan - Part 1B."

- (7) by adding thereto, as Schedule SP1(A), Schedule B to this amendment.
- (8) by adding thereto the following text to Part IV - SECONDARY PLANS, as Chapter 1A:

"CHAPTER 1A: THE SNELGROVE SECONDARY PLAN - PART 1A

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP1(A), is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing detailed guidelines for the industrial, residential, commercial, institutional and public open space development of the lands outlined on Schedule SP1(A), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified on Schedule SP1(A). This chapter will form part of the Snelgrove Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 344 hectares (850 acres), and are generally bounded by 15th Sideroad to the south, McLaughlin Road and the Canadian Pacific Railway Lines to the west, the City of Brampton limit to the north, and Kennedy Road to the east, comprising part of Lots 16, 17 and 18 in Concession 1, E.H.S. and in Concession 1, W.H.S. in the City of Brampton, as outlined on Schedule SP1(A).

DEVELOPMENT PRINCIPLES

3.0 HAZARD LANDS

The lands designated Hazard Lands on Schedule SP1(A) are intended primarily for the preservation of and conservation of the natural landscape. Permitted uses may include agriculture, conservation, horticultural nurseries, forestry, wild life refuge and public or private parks. With respect to Hazard Lands, the provisions and policies of Chapter 1, subsection 1.2, of the Official Plan shall apply.

4.0 PUBLIC OPEN SPACE

The lands designated Public Open Space on Schedule SP1(A) are intended to be used for public and related private non-profit outdoor and indoor recreation areas and facilities. With respect to lands so designated on Schedule SP1(A), the policies of Chapter 2, subsection 2.5.1, of the Official Plan shall apply.

5.0 INDUSTRIAL POLICIES

5.1 General Industrial

5.1.1 Definition

The lands designated General Industrial on Schedule SP1(A) are intended for uses such as manufacturing, cleaning, packaging, processing or assembly of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods, transportation terminals, a public works yard, and accessory uses.

5.1.2 Outside storage areas may be permitted subject to detailed design considerations.

5.1.3 Development must be of high quality. The following criteria will be used to evaluate the design of the development:

- (i) provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors,
- (ii) provision of adequate yard requirements to ensure the general amenity of the area,
- (iii) provision of detailed servicing and landscaping plans prior to construction,
- (iv) shall maintain a high standard of building design, signs, yard and landscaping, and, in accordance with section 40 of the Planning Act, the City shall give regard to such elements as:
 - (a) the siting and conceptual design of buildings,
 - (b) vehicular access points, parking layout, internal circulation system and location of loading docks,
 - (c) location, lighting and screening of parking areas,
 - (d) landscaping and fencing, and
 - (e) location of garbage disposal facilities and areas for snow storage.
- (v) shall not generate air pollution, odour or excessive noise and vibration, and
- (vi) proponents of general industrial development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

5.2 Light Industrial

5.2.1 Definition

The lands designated Light Industrial on Schedule SP1(A) are intended for uses such as light manufacturing, assembling, warehousing and storage of goods and products, repair and servicing operations, and possibly a public works yard.

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.

5.2.2 The following criteria shall apply to Light Industrial development:

- (i) with the exception of a public works yard, light industrial uses shall be limited to industrial operations within wholly enclosed buildings,
- (ii) may be developed in conjunction with office and retail uses permitted under section 5.2.1,
- (iii) shall maintain a high standard of building design, signs, yard and landscaping, and, in accordance with section 40 of the Planning Act, the City shall give regard to such elements as:
 - (a) the siting and conceptual design of buildings,
 - (b) vehicular access points, parking layout, internal circulation system and location of loading docks,
 - (c) location, lighting and screening of parking areas,
 - (d) landscaping and fencing, and
 - (e) location of garbage disposal facilities and areas for snow storage.
- (iv) shall not generate air pollution, odour or excessive noise and vibration,
- (v) with exception of a public works yard, no outside storage of goods or materials shall be permitted, and
- (vi) proponents of light industrial development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

- 5.2.3 Light Industrial uses shall be buffered from residential areas and public highways by such means as berms or increased yard widths and depths. Fencing and screening will be required where deemed appropriate.
- 5.2.4 Building height and special setback requirements shall be imposed on light industrial buildings or lands abutting any residential area.
- 5.2.5 The minimum distance required between any light industrial building and a residential building shall be 60 metres.
- 5.3 Where residential uses are located in areas designated General Industrial or Light Industrial on Schedule SP1(A), lands abutting or adjacent to these residential uses shall not be approved for industrial development until those lands can be developed in conjunction with the residential lands for industrial purposes.

As a condition of subdivision or zoning approval, the City shall require an agreement to be signed by the owner of industrially designated lands which abut such residential properties, to purchase said properties at a price to be established in accordance with a procedure to be set down by the City.

6.0 COMMERCIAL POLICIES

6.1 Highway Commercial

6.1.1 Definition

The lands designated Highway Commercial are intended for such uses as automobile service stations, automobile repair facilities, farm equipment sales establishments and accessory uses.

6.2 Service Commercial

6.2.1 Definition

The lands designated Service Commercial are intended for such uses as service and office uses which are moderately space-intensive and are moderate generators of traffic, such as personal services, medical or specialized services catering to a City-wide area, or small offices.

6.3 Convenience Commercial

- 6.3.1 The convenience commercial facility on the west side of Highway 10, south of 17th Sideroad, shall consist of one or more retail or service establishments planned and

developed as a unit to serve the residential population of the Snelgrove Secondary Plan Area.

7.0 RESIDENTIAL POLICIES

7.1 Low Density Residential

7.1.1 Definition

Low Density Residential shall mean 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.

7.1.2 Policies

Wherever possible, newly created residential lots shall be oriented toward and have primary access from local and minor local road systems.

7.1.3 The City may require the development of service roads along Highway 10 and 17th Sideroad in order that new residential uses abutting these roadways be in keeping with and enhance the existing character of the Snelgrove area.

7.1.4 Residential uses shall be buffered from industrial areas and public highways by such means as berms or increased yard widths and depths. Fencing or screening will be required where deemed appropriate.

7.1.5 Direct access to residential lots from any roadway which acts as a boundary between areas designated for industrial and residential purposes shall not be permitted.

7.1.6 Newly created lots which abut existing large lot residential development shall be of a size compatible with the said existing development.

7.1.7 The City will endeavor to relocate the Snelgrove Public Works Yard from its existing location in the Low Density Residential area to an area designated for industrial purposes.

7.1.8 If the Peel Board of Education Field Office becomes surplus to the Board's needs, the low density residential designation shown on Schedule SP1(A) shall apply to the lands without any further amendment to this chapter.

7.1.9 A church shall be a permitted use in areas designated Low Density Residential on Schedule SP1(A). The number and

location of such church sites shall be determined prior to the approval of draft plans of subdivision.

8.0 INSTITUTIONAL POLICIES

8.1 The Institutional designation on the west side of Highway 10, south of 17th Sideroad is intended primarily for a community centre.

8.2 The population projected for the Snelgrove Secondary Plan area and the abutting area within the Town of Caledon supports the reservation of an approximately 3.25 hectare public school site. Such public school site, if required, shall be provided in the area bounded to the north by 17th Sideroad, to the east by Kennedy Road, to the south by Plan M-252 and to the west by the open space system associated with the Etobicoke Creek. The precise public school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no public school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning Area shall apply.

8.3 The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of an approximately 3.25 hectare junior separate school site. Such separate school site, if required, shall be provided within the general area designated on Schedule SP1(A) as low density residential west of Highway Number 10, north and south of 17th Sideroad. The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply.

9.0 TRANSPORTATION POLICIES

9.1 Roads

9.1.1 Road facilities in the Snelgrove Secondary Plan Area are intended to function in accordance with the general guidelines and classifications outlined under section 4.2 of Part II.

9.1.2 The right-of-way requirement for Highway 10 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for

17th Sideroad and McLaughlin Road within the Snelgrove Secondary Plan Area shall be 36 metres. The minimum right-of-way requirement for Kennedy Road and No. 15 Sideroad Road within the Snelgrove Secondary Plan Area shall be 30 metres. Right-of-way width requirements for the minor collector roads will typically be 23 metres. Local roads will be subject to approval as part of the subdivision approval process.

9.1.3 The required right-of-way widths specified in section 9.1.2 denote only the basic requirement for the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

9.1.4 To ensure the long term utility of roads such as Highway No. 10, 17th Sideroad, Kennedy Road, McLaughlin Road, and No. 15 Sideroad, it will be the policy of the City to discourage wherever practical and feasible, individual or direct access to these roadways. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto the said roads.

9.1.5 Appropriate road widenings as required by the appropriate authority at the time of the development, will serve as a prerequisite to development within the Snelgrove Secondary Plan Area.

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.

9.2 Public Transit

9.2.1 Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes.

- 9.2.2 A transit system in the Snelgrove Secondary Plan Area will primarily use the arterial road system with transfer points at clearly defined focal points. Transfer locations will be designed to minimize walking distances, and amenities such as sitting areas and climate protection may be provided.

9.3 Transportation Facility Impacts

- 9.3.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to ensure the amenity of the streetscape.

10.0 STORM WATER MANAGEMENT

- 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.

11.0 SANITARY SEWERAGE AND WATER SUPPLY

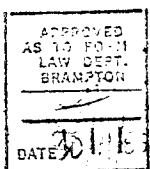
- 11.1 Industrial, residential, commercial or institutional development within the Snelgrove Secondary Plan area shall be subject to the provision of piped municipal water and sanitary sewers.

12.0 IMPLEMENTATION POLICIES

12.1 Interpretation

- 12.1.1 In order to provide for flexibility in the interpretation of the text and schedule of this chapter, it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor deviations may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.

12.1.2 Although this chapter establishes boundaries of land use designations, road alignments and service corridors, these elements may vary slightly provided that the intent of this chapter and the Official Plan is clearly respected."



BACKGROUND MATERIAL

TO

AMENDMENT NUMBER

26

Attached hereto is a copy of a staff report dated September 13, 1983 dealing with the proposed Snelgrove Secondary Plan. Also attached is a copy of the notes of a special meeting of Planning Committee held on October 26, 1983 subsequent to the publication of notices in the local newspapers and mailing of notices to property owners within Snelgrove and within 400 feet of the proposed amendment boundaries.

Furthermore, a copy of a staff report dated November 15, 1983 is enclosed which was considered at Council's meeting of November 21, 1983.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 15, 1983

TO: The Mayor and Members of Council
FROM: F.R. Dalzell, Commissioner of Planning
and Development
RE: Proposed Snelgrove Secondary Plan
Our File Number SP1

In accordance with Planning Committee's direction of November 14, 1983, the attached letter was hand delivered to property owners in the proposed Special Study Area designation (i.e. west half of Lot 18, Concession 1, E.H.S.)

Subsequent to the Planning Committee Meeting of November 14, 1983, Planning staff received a request by the Metropolitan Toronto and Region Conservation Authority to modify the proposed Secondary Plan to include a specific cross reference to the public open space and hazard lands policies contained in the new Official Plan. Staff has no objection to this requested change and recommends that the following sections be inserted after Section 2 of Chapter A1 on page 3 to the proposed Secondary Plan and that this change be reflected in the numbering of all subsequent clauses.

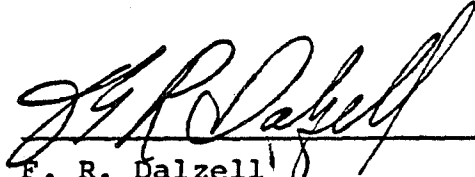
"3.0 Hazard Lands

The lands designated Hazard Lands on Schedule SP1(A) are intended primarily for the preservation of and conservation of the natural landscape. Permitted uses may include agriculture, conservation, horticultural nurseries, forestry, wild life refuge and public or private parks. With respect to Hazard Lands, the provisions and policies of Chapter 1,

Subsection 1.2 of the Official Plan shall apply.

4.0 Public Open Space

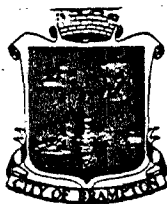
The lands designated Public Open Space on Schedule SP1(A) are intended to be used for public and related private non-profit outdoor and indoor recreation areas and facilities. With respect to lands so designated on Schedule SP1(A), the policies of Chapter 2, Subsection 2.5.1 of the Official Plan shall apply."


F. R. Dalzell
Commissioner of Planning
and Development

Attachment: 1. Copy of letter to owners of property in part of Lot 18, Concession 1, E.H.S., dated November 15, 1983.

FRD/FY/thk
c.c. J. Galway

F.R. Dalzell,
Commissioner.



150 Central Park Drive.
Brampton, Ont., L6T 2T9
793-4110

The Corporation Of The City Of Brampton

Planning & Development Department

November 15, 1983

Dear Property Owner:

Re: Proposed Snelgrove Secondary Plan
"Special Study Area" Designation
West Half of Lot 18, Concession 1, E.H.S.
Our File Number SP1

In October 26, 1983, a public meeting was held in the Snelgrove Community Hall with respect to the above referenced plan proposals.

At that time, concerns were raised with respect to the lands in the west half of Lot 18, Concession 1, E.H.S. For these lands, a "Special Study Area" designation was proposed where the identification of appropriate future land uses was to await determination by the Ministry of Transportation and Communications of the ultimate alignment of Highway Number 410 extension. Area residents' concerns related to the uncertainty of future land uses in the Special Study Area and that these lands would effectively be "frozen" for development for an unspecified time period.

At its meeting of November 14, 1983, Planning Committee considered the notes of the said public meeting and responded to the above concerns by recommending that the proposed Secondary Plan be modified to provide for the "Special Study Area" as follows:

"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 Communication's study area boundary for the ultimate alignment of the extension of Highway Number 410.

"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

. . . 2 /

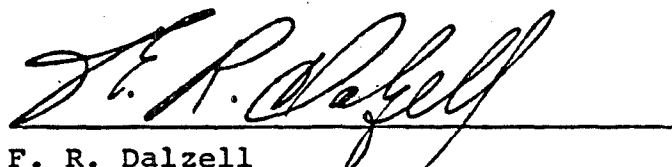
to the said ultimate alignment prior to July, 1985, the City will proceed, subsequent to that date, with an Official Plan Amendment to identify appropriate land use designations for the lands shown as "Special Study Area" on Schedule A.

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.

In the event that the final route for the extension of Provincial Highway Number 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."

City Council will meet again on Monday, November 21, 1983, at which time the proposed Snelgrove Plan, modified to include the above, will be considered for endorsement.

Accordingly, we would appreciate receiving in writing any concerns you may have with the above provisions for the "Special Study Area" before 4:30 p.m. on Thursday, the 17th of November, 1983.



F. R. Dalzell
Commissioner of Planning
and Development

FY/thk

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 7, 1983

TO: The Chairman and Members of Planning Committee
FROM: J.A. Marshall - Director, Planning Policy and Research
RE: Proposed Snelgrove Secondary Plan
Our File: SP-1

Attached are the notes of the public meeting held on October 26, 1983 with respect to the proposed Snelgrove Secondary Plan.

At the time, a number of concerns were raised by area residents which are discussed in the following:

1.0 Highway Number 410 Extension

As per the attached public meeting notes, concerns were raised with respect to the future alignment of Highway Number 410 extension and its affect on the Snelgrove Community.

It was noted at the meeting that Council, on September 26, 1983, resolved to support a route of Highway Number 410 with no bridge crossings of the Etobicoke Creek nor immediately adjacent to or through the hamlet of Snelgrove.

The area included by the Ministry of Transportation and Communications (MTC) as part of the study area for alternative Highway Number 410 alignments is the area east of Highway Number 10, north of 17th Sideroad. That area has, in accordance with MTC's request, been proposed as "Special Study Area" where development is only to proceed after establishment of the ultimate Highway Number 410 alignment.

In light of Council's above noted resolution, it is recommended that a clause be added to the provisions for the Special Study Area which speaks to Council's preference respecting the future Highway Number 410 alignment.

1.1 Recommendation

It is recommended that the proposed amendment be modified to add the following clause to subsection 2.10.1 of the Official Plan for the City of Brampton Planning Area:

"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 and is not adjacent to the area designated Special Study Area on Schedule A, and does not require bridge crossings over the Etobicoke Creek."

2.0 Special Study Area Designation

Subsequent to the public meeting, Mr. Hansen, owner of property within the Special Study Area, had further discussions with staff and raised concerns about the uncertainty of future uses in the Special Study Area designation. Mr. Hansen requested that a clause be included under the policies for the Special Study Area to the effect that a low density residential and open space designation be considered for the Special Study Area by Council in the case where the future Highway No. 410 alignment does not affect this area.

Staff has no objection to including such clause under the Special Study Area provisions.

2.1 Recommendation

It is recommended that the proposed amendment be modified to add the following clause to subsection 2.10.1 of the Official Plan for the City of Brampton Planning Area:

"2.10.1.4 In the event that the final route for the extension of Provincial Highway Number 410 north of Bovaird Drive does not traverse nor is adjacent to the area designated Special Study Area on Schedule A, Council will consider low density residential and open space designations for the Special Study Area."

3.0 Separate School Site Location

Subsequent to the public meeting, staff had further discussions with the Dufferin Peel Roman Catholic Separate School Board in order to identify a satisfactory school site location.

Separate School Board staff have now indicated their preference for a site in the residential areas west of Highway Number 10 with the precise location of such site to be determined at the stage of draft plan of subdivision approval.

Accordingly, staff recommends as follows:

3.1 Recommendation

It is recommended that the proposed Snelgrove Secondary Plan be modified to delete on Schedule SP1(A) any reference to a separate school site, to delete subsections 5.1.9, 6.2 and 6.3 of Chapter 1A to the Official Plan for the City of Brampton Planning Area, to renumber subsection 6.4 of said Chapter 1A to subsection 6.2, and to add to said Chapter 1A the following as subsection 6.3:

"6.3 The population projected for the Snelgrove Secondary Plan area and the abutting areas within the City of Brampton and the Town of Caledon supports the reservation of an

approximately 3.25 hectares junior separate school site. Such separate school site, if required, shall be provided within the general area designated on Schedule SP1(A) as low density residential west of Highway Number 10, north and south of 17th Sideroad. The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply."

4.0 Church Sites

It was noted at the meeting that one or more church sites may be required to serve the future population of Snelgrove, but that it would be premature at this point in time to define the number and location of such sites on the land use schedule of the proposed Secondary Plan.

Staff has no objection to permitting church sites to locate in the low density residential area.

4.1 Recommendation

It is recommended that the proposed Snelgrove Secondary Plan be modified to include the following clause after subsection 5.1.8 of Chapter 1A to the Official Plan for the City of Brampton Planning Area:

"5.1.9 A church shall be a permitted use in the area designated Low Density Residential on Schedule SP1(A). The number and location of such church sites shall be determined prior to the approval of draft plans of subdivision."

5.0 Roads

Upon review of the proposed Snelgrove Secondary Plan (particularly section 7.1.2 of Chapter 1A) with the City's Public Works staff, it

was determined that the following right-of-way (r.o.w.) width requirements ought to be reflected in the proposed plan:

36 metres r.o.w. width for McLaughlin Road and 17th Sideroad;
30 metres r.o.w. width for Kennedy Road and No. 15 Sideroad; and
23 metres r.o.w. width for all minor collector roads.

It is recommended that the aforementioned section 7.1.2 be changed accordingly.

5.1 Recommendation

It is recommended that section 7.1.2 of Chapter 1A to the Official Plan for the Brampton Planning area be deleted entirely and replaced by the following:

"7.1.2 The right-of-way requirement for Highway Number 10 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for 17th Sideroad and McLaughlin Road within the Snelgrove Secondary Plan area shall be 36 metres. The minimum right-of-way requirement for Kennedy Road and No. 15 Sideroad within Snelgrove Secondary Plan area shall be 30 metres. Right-of-way width requirements for the minor collector roads will typically be 23 metres. Local roads will be subject to approval as part of the subdivision approval process."

It is further recommended that Schedule I to the Official Plan for the Brampton Planning area be modified to reflect the requirements of proposed clause 7.1.2 above.

6.0 Commercial Development

Subsequent to the Public Meeting of October 26, 1983, an application was received for amendments to the Official Plan and Zoning By-law to permit low density residential and commercial development on the lands owned by A. Franceschini. The said lands comprise approximately 20 hectares (50 acres) and are located in the south-west

corner of the intersection of 17th Sideroad and Kennedy Road.

The proposed commercial component of the plan consists of an approximately 1.98 hectare (4.91 acre) parcel in the south-west corner of 17th Sideroad and Kennedy Road. Given the size of the proposed commercial site, its function will be that of a neighbourhood commercial centre with a major supermarket and drug store as the main tenants.

It is noted that the retail/service commercial study undertaken for the municipality by Larry Smith and Associates Limited in 1977, identified a neighbourhood commercial centre in the Snelgrove/Mayfield Study area. However, at that time, the assumed population levels for that area were substantially higher than the population projections used as the basis for the new Official Plan. Accordingly, the overall need for commercial development, including centres with a major supermarket as an anchor, was reassessed by staff, the results of which are reflected on Schedule F to the new Official Plan (see attached). As shown on the attached Schedule F to the new Official Plan, two neighbourhood commercial centres will be required in the northern sector of the City, namely in the Bovaird/Kennedy area and on the Sandringham lands on Dixie Road, south of 15th Sideroad. One District Commercial Centre is designated and partially completed in the Heart Lake area (i.e. the Heart Lake Town Centre) with another District Commercial Centre in the Highway Number 10 - Voddan Street area (note: the latter was not anticipated in the Larry Smith Study). A Regional Commercial centre similar to the scale of the Bramalea City Centre is designated close by the Heart Lake Road - Bovaird Drive intersection.

These designated areas are expected to adequately serve the major retail and service commercial needs of the projected population in and around the Snelgrove Secondary Plan area. Accordingly, staff is of the opinion that the proposed plan should not be modified to provide for a 5 acre neighbourhood commercial centre.

With respect to the convenience commercial needs of the projected Snelgrove Secondary Plan population, staff has identified a maximum potential of 1.2 hectare (3 acres) for convenience commercial development in the Snelgrove Plan. This projection is based on the general methodology of the Larry Smith Study, utilizing its per capita space figures for convenience commercial development.

Accordingly, the proposed Secondary Plan provides for an approximately 0.6 hectare (1.5 acre) convenience commercial site west of Highway Number 10, south of 17th Sideroad. This together with the existing 0.4 hectare (1 acre) convenience commercial development at the north-east corner of Highway Number 10 and 17th Sideroad provides for a total 1 hectare (2.5 acres) of convenience commercial in Snelgrove. Staff recognize that this is slightly less than the projected 1.2 hectare (3 acre) maximum convenience commercial potential. However, staff noted in the report dated September 13, 1983 that the need for any additional convenience commercial facilities would be reassessed at the time of an Official Plan Amendment to permit development in the area proposed for the "Special Study Area" designation.

In light of the foregoing and in view of the fact that the applicant, Mr. A. Franceschini, has not substantiated his request by way of a market study, it is recommended that the proposed Snelgrove Secondary Plan not be modified at this time and that Council give further consideration to convenience commercial uses on the Franceschini lands subject only to the submission by the applicant of a market study examining the need for a convenience commercial facility in the south-west corner of the 17th Sideroad - Kennedy Road intersection.

6.1 Recommendation

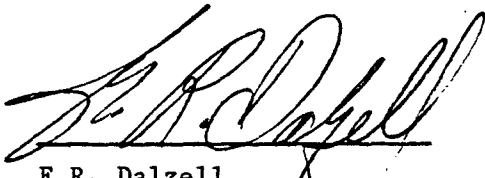
It is recommended that the proposed Snelgrove Secondary Plan not be changed to accommodate any additional commercial facilities at this time.

7.0 RECOMMENDATION

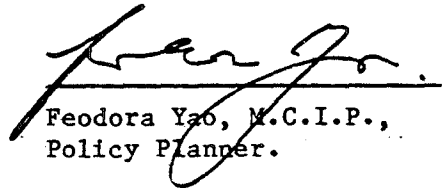
It is recommended that Planning Committee recommend to Council:

1. That recommendations 1.1, 2.1, 3.1, 4.1, 5.1 and 6.1 of this report be approved, and;
2. That the attached proposed Amendment to the Official Plan for the City of Brampton Planning Area (Snelgrove Secondary Plan), which has been changed to reflect recommendation 1 above, be recommended to City Council for approval.

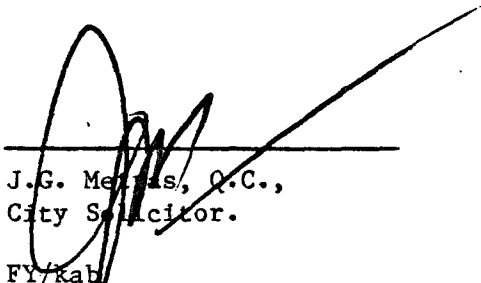
AGREED:



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



Feodora Yao, M.C.I.P.,
Policy Planner.



J.G. Morris, Q.C.,
City Solicitor.

FI/kab

- Attachments:
1. Schedule F to the new Official Plan
 2. Notes of the Public Meeting of October 26, 1983
 3. Proposed Snelgrove Secondary Plan

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, October 26, 1983 in the Snelgrove Community Hall, Brampton, Ontario, commencing at 7:35 p.m. with respect to the proposed Official Plan Amendment for the Snelgrove Secondary Plan Area.

Members Present: Councillor D. Sutter - Chairman
 Councillor P. Robertson
 Alderman M. Anecchini
 Alderman T. Piane

Staff Present: F. R. Dalzell, Commissioner of Planning
 and Development
 F. Yao, Policy Planner

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

Mr. Dalzell replied in the affirmative.

There were approximately 90 members of the public in attendance.

The Snelgrove plan was outlined by Mrs. Yao.

The Chairman opened the meeting for questions.

Mr. King of Snelgrove had a question about the density.

Mrs. Yao replied that it was three units per gross acre, resulting in about 880 single units.

Mr. Davis of Snelgrove asked about soccer and baseball fields.

Mrs. Yao replied that the parks were 2 to 3 acres in size, large enough to accommodate these kinds of uses.

Chairman Sutter also commented that occasionally these uses are also put in portions of the valleylands.

A number of residents had enquiries about the alignment of Highway No. 410 and when it would be decided.

Mr. Dalzell spoke of the recent meetings with Caledon and the

- cont'd. -

agreement to delete the alignment from the schedules to their plan. Both Brampton and Caledon would refer to their preferences in the text of the amendments. As to timing there was no definitive answer.

Mrs. Sanchez complained about the problem of a proper address on 17 Sideroad.

Councillor Robertson detailed the steps that were underway to correct the situation.

Mr. Makela asked about provisions for protection of residential properties surrounded by Industrial.

Mr. Dalzell explained the policy of City Council.

Mr. Christianson enquired about parks, walkways and bicycle paths.

It was noted that continuous paths are put through all valley-lands.

Mr. Brown questioned the location of the Separate School site.

Mrs. Yao noted that it should be moved to correspond with the line of the M.T.R.C.A. property.

Mr. Amos requested that provision be made for future church site requirements in the proposed residential area.

Mrs. Yao responded that such provision may be included under the low density residential area requirements.

A number of questions were asked about recreation facilities.

The Chairman stated that these facilities would be considered in greater detail as the plans of subdivision progressed.

The Chairman thanked everyone for coming and stated that further enquiries could be made to the Planning Department.

The meeting adjourned at 9:45 p.m.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 13, 1983

TO: The Chairman and Members of Planning Committee
FROM: J.A. Marshall - Director, Planning Policy and Research
RE: Proposed Snelgrove Secondary Plan
Our File: SP-1

1.0 BACKGROUND:

On February 21, 1983, Council confirmed the Concept Plan for the Snelgrove-Mayfield Study Area as presented in June 1981 (see Attachment 1) and directed that a public meeting be held in Snelgrove area in conjunction with Caledon staff as soon as possible.

On March 9, 1983 a public meeting was held as directed by Council.

At its meeting of April 25, 1983, City Council resolved:

"THAT the 1983 04 05 Snelgrove Concept Plan Report be received and staff be directed to prepared an amendment to the Official Plan and a Secondary Plan for the Snelgrove Area."

Accordingly, Staff has prepared the attached proposed document, the purpose of which is twofold, namely:

1. to amend Schedule A (Land Use Plan) of the new Official Plan to reflect the concept plan previously endorsed by Council, and
2. to amend the new Official Plan to incorporate a Secondary Plan for the Snelgrove Planning Area.

It is the purpose of this report to discuss the contents and rationale for the attached proposed Snelgrove Secondary Plan.

2.0 THE SNELGROVE SECONDARY PLAN: CONTENTS

The plan covers a total area of about 385 ha (950 acres), bounded by 15th Sideroad to the south, McLaughlin Road and the Canadian Pacific Railway to the west, the City boundary to the north and Kennedy Road to the east, being lots 16, 17 and 18 in Concessions 1 E.H.S. and 1 W.H.S.

The proposed designations are low density residential, industrial, commercial, institutional, open space and special study area. The relative location of these designations is shown on Attachment 2 to this report as well as on Schedules A and B to the attached proposed amendment. A detailed description of each designation follows below.

2.1 Residential Development

The proposed plan designates approximately 119 hectares (295 acres) for low density residential purposes. Low density residential development permits single family detached residences at a density of 7.4 units per gross residential hectare (3 units per gross residential acre). This translates into an ultimately anticipated total of about 885 residential units or a population of around 3,098 people, given a 3.5 persons per unit occupancy factor.

The residential portion of the plan is mainly clustered around the existing development in the Snelgrove area and is therefore concentrated around the intersection of Highway No. 10 and 17th Sideroad.

The Hewson and Franceschini lands (see attachment 3) east of the Etobicoke Creek, south of 17th Sideroad, are designated for low density residential purposes as well.

The plan contains the following special provisions for low density residential development:

- . new lots which abut existing large lot residential development will have to be of compatible size and area dimensions.

- residential lots may not have frontage on industrial collector roads; instead, lots abutting any industrial area designation will have to have reversed frontage and unusually deep rear yards and buffer treatment.
- for newly created lots, direct access onto Highway 10, 17th Sideroad or Kennedy Road shall be discouraged; new residential lots are to be oriented toward an internal local road system.
- with a view to preserving the existing character of Snelgrove, the City may consider the feasibility of service roads rather than reversed frontage along such major roadways as Highway 10 and 17th Sideroad.

Furthermore, the plan states that the City will endeavour to relocate the existing public works yard (see attachment 6 for location) to an industrially designated area.

2.2 Industrial Development

A total of approximately 130 hectares (approximately 320 acres) have been designated for General and Light Industrial development, with the latter located at the fringe of the industrial area and the former at the centre of it.

The Light Industrial uses are restricted to predominantly light manufacturing, assembling, warehousing, repair and service operations. Limited commercial uses and a public works yard are also permitted. For uses other than a public works yard, outside storage will not be permitted. Adequate buffering from abutting roads and residential areas is required in the form of increased yard depths, as well as fencing, berming or screening.

The light industrial designation east of the Canadian Pacific railroad is to act as a buffer between the railway and nearby residential uses. The depth of this light industrial strip of land is at minimum 125 metres (410 feet) which, together with the adjacent road width of 23 metres and a minimum residential rear yard of 15 metres, should provide for sufficient distance between the tracks and the

nearest residential buildings to avoid the need for vibration proof foundations of such residences.

Furthermore, site design criteria for light industrial uses require unusually deep yards with buffer treatment where they abut a residential designation. This, together with the industrial collector road (minimum width 23 metres), and the requirement for reversed frontage as well as unusually deep rear yards for residential lots abutting such industrial collector road, is designed to provide for a minimum distance of no less than 60 metres (196 feet) between light industrial and residential buildings. This is in keeping with the guidelines of the Ministry of the Environment with respect to their minimum distance criteria between light industrial and residential structures.

General Industrial uses are defined as including manufacturing, cleaning, packaging, processing or assembly of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods, transportation terminals, and a public works yard.

Permitted non-industrial uses are limited to those accessory to the main industrial use.

Outside storage of goods and materials shall be permitted.

The plan also provides that where residential uses are at the date of adoption of the Secondary Plan, located in an area designated General Industrial or Light Industrial, lands abutting or adjacent to such residential uses shall not be approved for industrial development until those lands can be developed in conjunction with the residential lands for industrial purposes. Toward this end, the owner of such industrial land will be required to enter into an agreement with the City as a condition for subdivision or zoning approval, to purchase such residential properties at a price to be established in accordance with a procedure to be set out by Council.

2.3 Commercial Development

2.3.1 Convenience Commercial

An approximately 0.6 hectare (1.5 acre) site north of the Ontario Provincial Police site has been designated for convenience commercial purpose to permit a retail commercial facility with a jug milk or grocery store as the main tenant. This site was selected because it abuts a proposed service commercial site to the south and a proposed local road to the north. As such, a cluster of commercial uses will be created in a location which is central to the surrounding residential neighbourhood, and is easily accessible and highly visible.

It is noted that this proposed 0.6 hectare (1.5 acre) convenience commercial site may in itself not be sufficient to meet the demand once Snelgrove has been fully developed. A maximum potential of 1.2 hectares (3 acres) of convenience commercial development is expected in Snelgrove.

However, in addition to the proposed convenience commercial site, there presently exists a convenience shopping facility within the area to be designated "Special Study Area" (see Section 2.8 for further detail). This existing facility occupies 0.4 hectares (1 acre) in the north-east corner of the intersection of Highway 10 and 17th Sideroad.

This existing commercial facility, together with the proposed convenience commercial site, will likely be adequate to serve future development in Snelgrove.

In any event, there will be an opportunity in future to re-evaluate the need for additional commercial facilities when an Official Plan amendment is prepared to permit development of the area now proposed for a "Special Study Area" designation.

2.3.2 Service Commercial

One service commercial area has been designated on the west side of Highway 10 immediately north of the Bell Canada building. This designation includes the lands presently used by the Ontario Provincial Police and a lot immediately to the south which is presently zoned M1-Industrial by By-law 861, as amended. Staff has been advised that the Ontario Provincial Police (OPP) is planning to relocate their offices to the Caledon area. The existing building on that site is relatively new, in excellent condition and may quite easily be adapted to service commercial type uses. Such low intensity commercial use would be compatible with the low density residential designation to the west, the proposed convenience commercial use to the north and the utility (Bell Canada) use to the south.

For the presently industrially zoned parcel between the Bell Canada and OPP sites, the proposed service commercial designation would be appropriate in order to ensure compatibility with surrounding uses in the long term.

2.3.3 Highway Commercial

Two highway commercial sites have been designated along the east side of Highway No. 10. These designations recognize the already existing service station near 17th Sideroad and the existing Highway Commercial zoning of the parcel in the north-east corner of the Highway 10 and 15th Sideroad intersection.

2.4 Institutional Development

The institutional designation on the west side of Highway 10 south of 17th Sideroad is intended primarily to recognize the existing community centre.

In accordance with the request by the Dufferin-Peel Roman Catholic Separate School Board, one 3.25 hectare (8 acre) junior separate

school site has been designated west of the open space system associated with the Etobicoke Creek south of 17th Sideroad.

In keeping with the Peel Board of Education request, no specific public school site has been identified on the Land Use Schedule, but reference has been made in the amendment text to the effect that one public school site may be required within the low density residential area east of the Etobicoke Creek valley but that the precise location of such site will be identified at the time of subdivision approval. This text reference is to provide some flexibility to the School Board and to allow for the uncertainty of the ultimate road alignments of Highway 410 extension north of this general area. (see section 2.8 'Special Study Area' for further detail).

Finally, the existing field office of the Peel Board of Education on the west side of Highway 10, south of 17th Sideroad, has been designated low density residential, as these offices may not be required by the Board in the long run. Should this be the case, then residential redevelopment of this site may proceed without further amendments to the Plan.

2.5 Open Space

The portion of the Etobicoke Creek Valley which is subject to the fill regulations of the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.) has been designated Hazard Lands and will be subject to the respective provisions of the new Official Plan.

Lands designated Public Open Space are adjacent to the Hazard Lands and have, for the most part, been acquired by M.T.R.C.A. under the Authority's 1959 land acquisition program for a Snelgrove Dam and Reservoir. Although such major dam construction does not appear necessary at this time, the Authority intends to retain these open space lands in the event that they may be required in future.

In light of the extensive lands available to the public for passive recreational uses along the Etobicoke Creek in this area, only three

neighbourhood parks have been designated to serve the new residential areas.

The former cemetery in the north-west corner of Highway 10 and 15th Sideroad has been designated as a Parkette, as has been an abandoned cemetery south of the 17th Sideroad, east of Highway 10 (see Amendment 6 for location).

2.6 Utilities

Two sites have been designated for this purpose to recognize the existing water tower south of 17th Sideroad and the Bell Canada building on the west side of Highway 10.

2.7 Municipal Services

The plan provides that development may proceed only on the basis of full municipal services i.e. piped water and sanitary sewers. The Region of Peel, in its "Snelgrove-Mayfield Concept Plan" of June, 1980 examined in great detail the feasibility of providing full municipal services to the Snelgrove Secondary Plan area. With respect to a municipal water supply, the Region's concept plan confirms that the Snelgrove Secondary Plan area lies within Pressure Zone #6 and can therefore be serviced without difficulty, although additional system security may be required through construction of an additional feedermain pumping station and reservoir in the vicinity of 17th Sideroad and Heart Lake Road. (Presently the Snelgrove area is serviced by the Brampton East Pumping Station and Reservoir site, on the west side of Dixie Road just north of the 10th Sideroad. Water from this reservoir is pumped to the elevated tower just west of Snelgrove on the south side of 17th Sideroad - see attachment 4).

With respect to sanitary sewers, the Region's concept plan states that development in the Snelgrove Area (including areas north of Brampton's boundary) would require the northerly extension of both the Etobicoke West and Etobicoke Central sanitary sewers from 15th Sideroad and 10th Sideroad respectively. The design and capacity of

the existing trunk sewer system permits such extension. (see attachment 5).

2.8 Special Study Area

This designation applies to approximately 100 acres of land located north of 17th Sideroad, east of Highway 10. This area lies within the Ministry of Transportation and Communication's (MTC) study boundary for the ultimate alignment of the Highway 410 extension. MTC has requested that development within this area not be permitted until the location of Highway 410 extension has been determined. Accordingly, the proposed attached plan provides that development in this area await the completion of the Highway 410 study and be preceded by a further amendment to the Official Plan.

2.9 Road Network

With respect to the roads proposed on the attached land use schedule (see attachment 2), the plan specifically provides that the final alignment of roads which terminate at the municipal boundary may be subject to minor changes and will be determined in consultation and co-operation with the Town of Caledon in order to ensure an overall efficient and co-ordinated transportation system in the Snelgrove area.

3.0 THE SNELGROVE SECONDARY PLAN: RATIONALE

The proposed Snelgrove Secondary Plan is discussed below with reference to a number of criteria which were considered in the course of developing the aforescribed plan.

1. AGRICULTURAL SOIL CAPABILITY AND TOPOGRAPHY

In terms of soil capability, the Snelgrove Area is classified by the Canada Land Inventory as prime agricultural land with exception of the Etobicoke Creek Valley where topographic limitations pose a significant constraint not only for farming, but also for any other type of intensive use; hence, the proposed designation

of the Etobicoke Creek Valley as public open space and hazard land.

However, the prime agricultural quality of lands can, in the context of Brampton, not be relied upon as a guiding or limiting factor to urban growth, because virtually all soils in the City of Brampton are within soil classifications 1 to 3 (prime agricultural land) of the Canada Land Inventory. As such, Snelgrove is no exception to the general case and, hence, soil capability becomes a "non- criterion" in guiding or limiting future urban growth to any particular sub area of the City.

Brampton is expected to continue to absorb Metropolitan Toronto's growth in the foreseeable future. It is therefore inevitable that additional land of good agricultural quality will be required for urban development. As such, the municipality's role becomes one of managing growth in a fashion which will not only result in a balanced and efficient urban development pattern, but will also preserve land for agricultural purposes for the longest period possible. The latter can be achieved through the effective phasing of development. This is provided for in the various sections of the new Official Plan, which constitutes the general context for the proposed Snelgrove Secondary Plan.

A major factor in developing a Secondary Plan for the Snelgrove area at this particular point in time, has been the future extension of Highway Number 410. A comprehensive impact analysis of alternative highway alignments will not be possible without knowledge of future land uses in the area.

As such, the Snelgrove Secondary Plan will provide a context for the Ministry of Transportation and Communications to evaluate alternative highway alignments.

2. OWNERSHIP PATTERN

Major land holdings are identified on Attachment 3, which shows that the majority of lands are large tracts of land held under

single ownership. It is noteworthy, particularly in light of the high agricultural capability of these lands, that they are, for the most part, not owned by farmers, but by land developers. It is also noteworthy, that some of these lands are vacant with the remainder being leased for farming purposes (see Attachment 6 - Existing Land Uses).

Indicative of the nature of the existing ownership is the fact that the following proposed plans of subdivision were submitted to the City and Region:

Plans of Subdivision Submissions

Parcel Number (refer to attachment 3)	Owner	Acres	Proposal	Submission date
1	Vaughanwood Developments	92	502 Residential units	1978
3	Great L Developments	82	539 Residential units	1978
4	Bramsnell Limited	12	51 Residential units	1978
5	Hewson and Franceschini	118	259 Residential units	1978
6	Brampton West Limited	101	579 Residential units	1979
7	Torien Devt. Ltd.	93	Industrial	1977

The ownership pattern shown on Attachment 3 is not the result of recent land assemblies, but has been established for some time. The existing kind of ownership combined with such factors as the accessibility of the lands by way of roads and rail, service availability and proximity to developed urban areas or areas designated and zoned for such purposes, render as unrealistic any expectations that these lands will be returned to farm ownership and utilized for well-planned, long term agricultural production.

3. EXISTING OFFICIAL PLAN AND ZONING DESIGNATIONS

(a) The Consolidated Official Plan

Under the Consolidated Official Plan most of the study area is designated Agriculture with exception of the following:

- ✓ . the east half of Lot 16, Concession 1, W.H.S., (i.e. between the CP tracks and Highway 10 north of 15th Sideroad) is designated Industrial.
- ✓ . the area south of 17th Sideroad between the Etobicoke Creek and Kennedy Road north of the existing residential subdivision (Plan M-252) is designated for low density residential purposes.
- . The existing convenience commercial uses at the north-east corner of Highway 10 and 17th Sideroad are designated for mixed commercial-residential uses.

(b) The New Official Plan

The new Official Plan designates the study area as "Special Study Area" and provides that designation for appropriate land uses will await the City's review and acceptance of the Snelgrove-Mayfield study to be undertaken by the Region of Peel. This study was completed in June 1980, and, with revisions, was accepted by the City in June 1981. The land use concept resulting from the Region's study is attached hereto as Attachment 1.

(c) Existing Zoning (Chinguacousy By-law 861)

By-law 861, as amended, zones most of the study area as A-Agricultural Zone, which permits agricultural uses, single detached residences on large lots, institutional uses, home occupation uses, offices of a physician or veterinarian, and certain recreation uses. Exceptions to this are the following:

- ✓ . the east half of Lot 16, Concession 1, W.H.S. (i.e. between the CN tracks and Highway 10 north of 15th Sideroad) is zoned M2 and M1 both of which are industrial zone categories.
- ✓ . a small parcel in the north-east corner of Highway 10 and 15th Sideroad is zoned C2-Commercial.
- ✓ . the existing motor vehicle service establishment on the east side of Highway 10 and south of 17th Sideroad is zoned to permit the existing Highway Commercial use.
- ✓ . the existing convenience shopping facility in the north-east corner of Highway 10 and 17th Sideroad is zoned to permit the existing commercial uses.

4. EXISTING AND SURROUNDING LAND USES

Existing land uses within the plan area are identified on Attachment 6.

Surrounding land uses are as follows:

South of 15th Sideroad, east of Highway 10 to Kennedy Road:

- . the east half of this area is fully developed for residential purposes
- . the west half of this area is the subject of a residential plan of subdivision application to complete the development to the south

South of 15th Sideroad, west of Highway 10:

This area is vacant at present, but has been the subject of Amendment 4 to the Consolidated Official Plan and is designated

for industrial purposes in both the Consolidated and new Official Plans. Furthermore, the lands west of the C.P. tracts are presently zoned for industrial purposes and the respective industrial plans of subdivision have been approved. Lands east of the C.P. tracts between 15th Sideroad and Sandilewood Parkway are not only zoned but are also used for industrial purposes at the present time.

North of 15th Sideroad, east of the Etobicoke Creek:

- . occupied by an existing low density residential subdivision at a density of 3.2 + units per gross residential acre.

North of 17th Sideroad, east of the Etobicoke Creek:

- . mainly agricultural uses with some rural residences.

West of McLaughlin Road:

- . McLaughlin Road coincides in this location with the urban boundary of the new Official Plan. Lands remain in agricultural use.

North of the Municipal Boundary:

- . lands are in agricultural or agriculture-related use, with the exception of the Snelgrove Fleamarket on the east side of Highway 10 in Caledon.

In light of the above, the proposed industrial uses east and west of the CP line constitute an extension of approved industrial development to the south. The proposed low density residential uses south of 17th Sideroad between Kennedy Road and the Etobicoke Creek constitute a logical extension of similar existing uses abutting to the south. The proposed residential designations around the existing built-up area of the village of Snelgrove constitute in part "infilling" on presently unused or underutilized land, and attempt to improve the area by encouraging the relocation of the existing public works yard now located behind the residences of Highway 10, south of 17th Sideroad.

5. WATER SUPPLY AND SANITARY SEWER SERVICES

Reference is made to Section 2.7 and Attachments 4 and 5. In the context of section 2.7, it was pointed out that an adequate level of full municipal services can, without undue difficulty or cost, be extended to the Snelgrove area. Consequently, servicability cannot be regarded as a constraint to development.

6. ACCESSIBILITY

Although the Snelgrove area is located at the very northern extremity of the Brampton urban area, it is conveniently accessible via Highway No. 10 and No. 17 Sideroad. The proposed industrial area has the added locational advantage of the nearby Canadian Pacific Railway line.

The proximity of the future Highway 410 Extension will add further to the general accessibility of the area.

Therefore, accessibility does not constitute a development constraint. On the contrary, the accessibility and visibility already afforded by the presence of such a major roadway as Highway 10 has been a major factor in development pressures for highway commercial uses along that corridor.

Without a comprehensive planning concept for the Snelgrove area, such development pressures could potentially result in ad hoc decision making and scattered strip commercial development. Such development would likely diminish the efficient and safe function of the highway and intrude on existing or future surrounding residential development.

The proposed plan has been designed to limit commercial development in terms of location, intensity and type of uses, as well as provide design criteria to ensure that commercial development be concentrated around well defined nodes, will service and can be supported by the anticipated area population, will be buffered

from adjacent residential uses and will not diminish the efficient traffic flow and safety of the major road network.

7. HOUSING SUPPLY

With regard to the proposed low density residential designation, it is noted that both the Region of Peel and the City have stated their objective to provide a variety of housing types in their respective areas of jurisdiction. The proposed residential density provides for a type of housing which is in limited supply in the Region of Peel, namely low density residential development at 7.4 units per gross hectare (3 units per gross acre) on full municipal services.

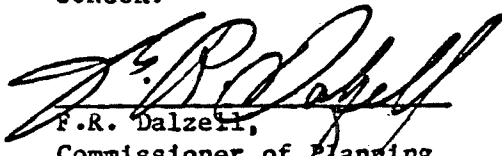
The proposed type of residential development differs from the typical rural estate development on 0.8 to 1.0 hectare (2.0 to 2.5 acre) lots which occurs in certain parts of Brampton, in that the density is higher and lots would be fully serviced with municipal water and sewers.

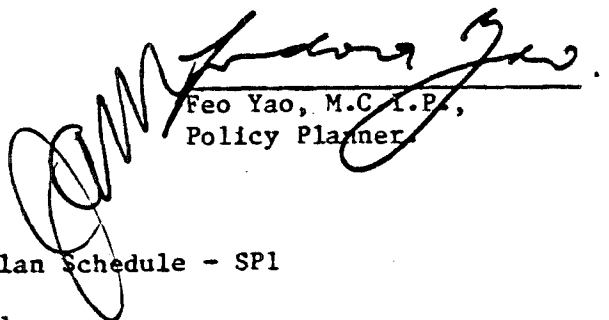
4.0 RECOMMENDATION:

It is recommended that Planning Committee recommend to Council:

1. that the attached proposed Snelgrove Secondary Plan be approved,
2. that a public meeting be held in accordance with Council procedure.

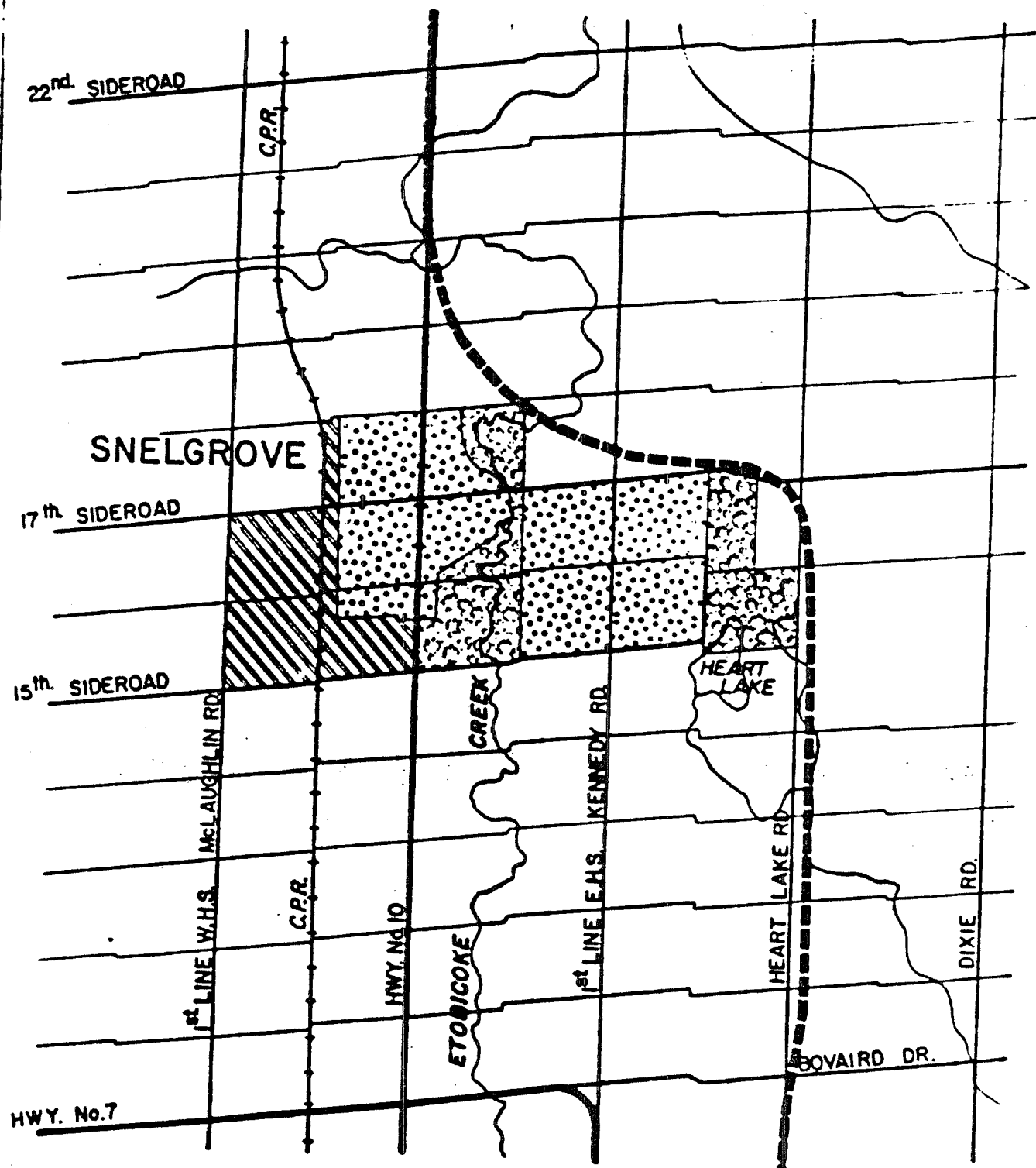
CONCUR:


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


Feo Yao, M.C.I.P.,
Policy Planner.

- Attachments:
1. Concept Plan
 2. Proposed Secondary Plan Schedule - SP1
 3. Ownership Map
 4. Municipal Water Supply
 5. Sewer Servicing
 6. Existing Land Uses

FRD/FY/kab



LOW DENSITY RESIDENTIAL



INDUSTRIAL



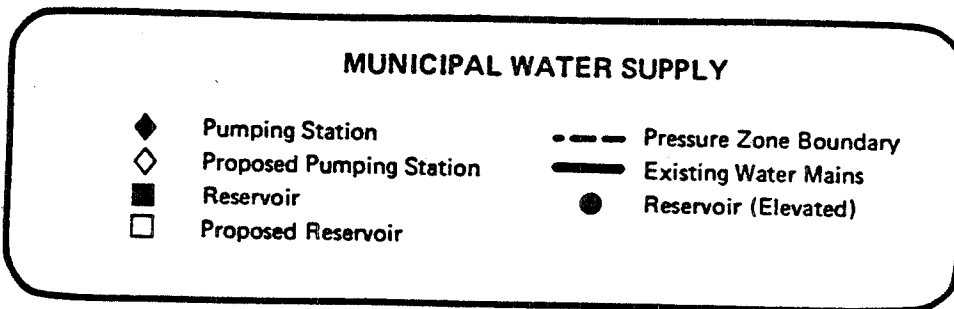
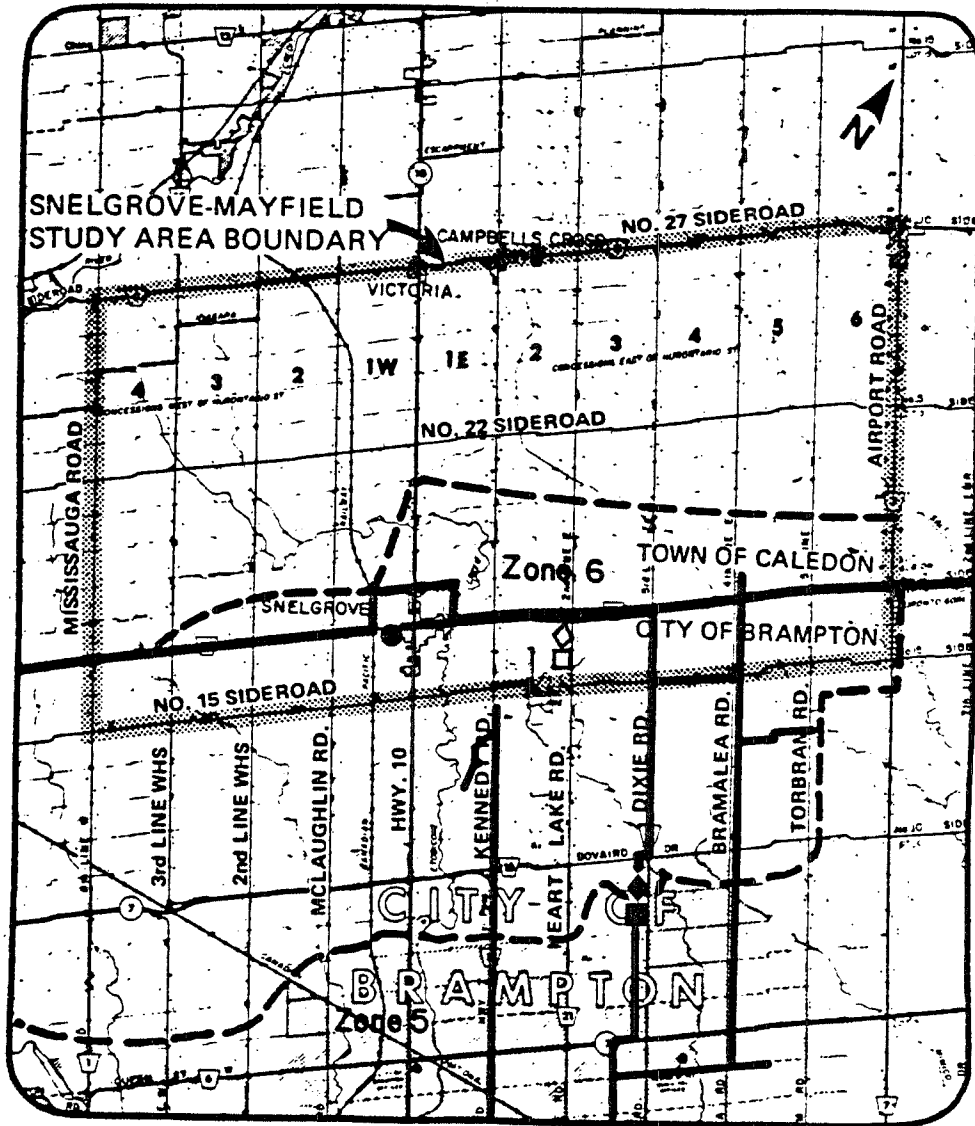
OPEN SPACE

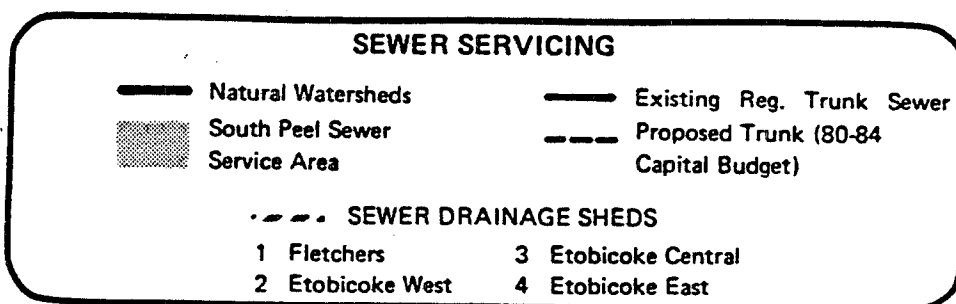
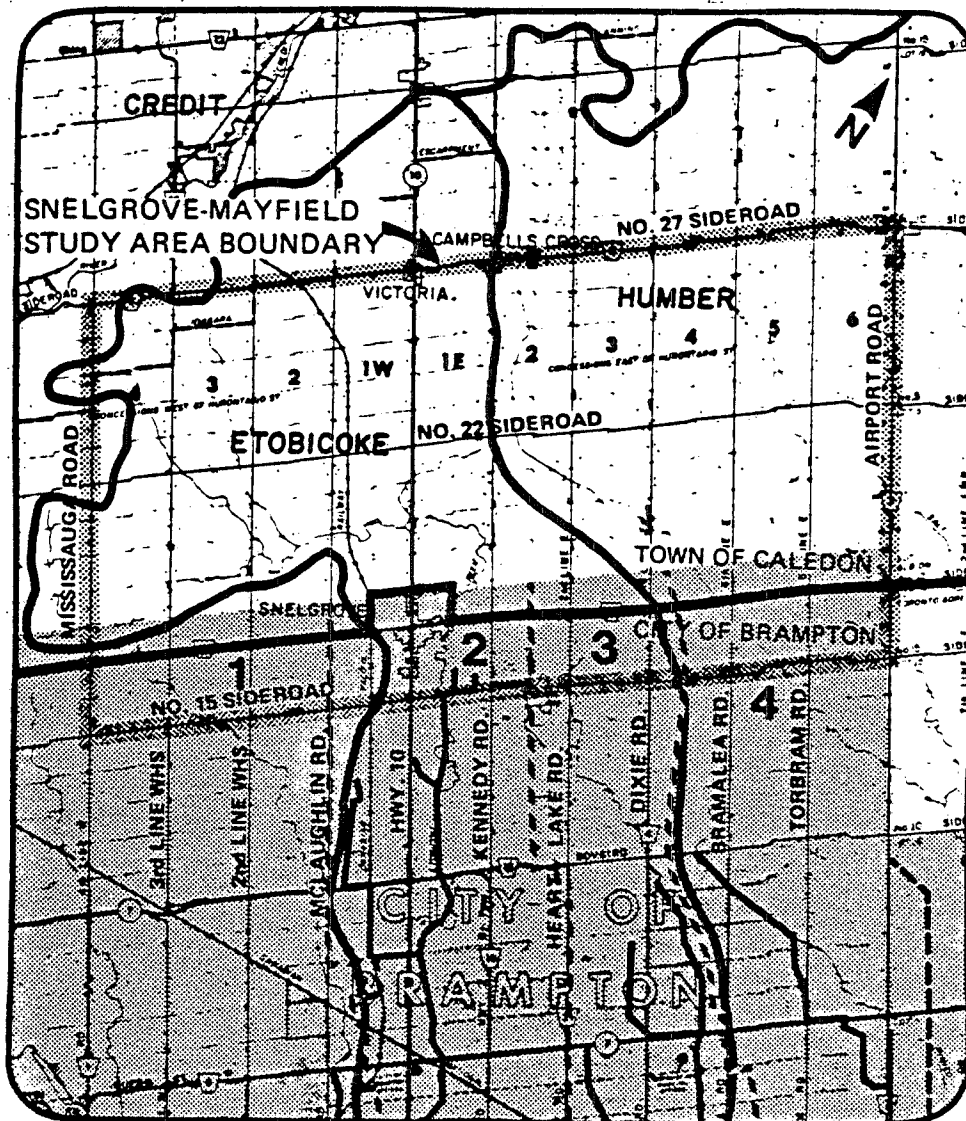
Revised Concept Plan Attachment 1



CITY OF BRAMPTON
Planning and Development

Date: 1980 09 09 Drawn by: C.R.E.
File no. Map no. 7-4 B





Attachment 5