



the Snelgrove - Mayfield Concept Plan

June 1980

prepared by:
PLANNING DEPARTMENT
Policy Division
Region of Peel

Mayor John Clarkson and Members of Council,
Town of Caledon.

Mayor J.E. Archdekin and Members of Council,
City of Brampton.

Re: Snelgrove-Mayfield Study

Please find attached a copy of the Snelgrove-Mayfield Study which was undertaken at the request of the Town of Caledon and the City of Brampton.

The Study is presented in the form of a "Development Concept" because it is preferable to establish the overall land use and transportation concept first, prior to preparing detailed land use and internal road patterns which more properly belong in a Secondary or District Plan. If the proposed "Development Concept" is not accepted or is modified, this should be done prior to the preparation of the Secondary Plan or Plans.

Because the Study contains land in both Brampton and Caledon, it is necessary to involve both Councils as soon as possible. An early decision is important so that any changes can be made to the Draft Brampton Official Plan which could be held up if decisions on the Concept Plan are delayed. For these reasons, I have not attempted to make it a joint report from Caledon, Brampton and the Region Planning staffs. However, it is essential that Caledon and Brampton Planning staffs report to their respective Councils.

The process which I suggest be followed is:

- (a) The Study be referred to Caledon and Brampton Planning staffs for a report to their respective Councils;
- (b) A date be established for a public meeting and appropriate notice be given by Caledon and Brampton. The meeting to be conducted by both Councils;
- (c) Joint Councils adopt the Concept Plan or a variation of it;
- (d) Caledon and Brampton staffs prepare Secondary or District Plans based on approved "Development Concept".

My staff and I are prepared to make the presentation at the public meeting and to assist local Planning staff in the preparation of Secondary or District Plans as requested.

Yours truly,

Peter E. Allen

Peter E. Allen,
Commissioner of Planning.

PEA/aj

TABLE OF CONTENTS

<u>Section</u>	<u>Title</u>	<u>Page Number</u>
1.	Origin	1
2.	Study Area Description	1
3.	Previous Planning Considerations in the Study Area	3
4.	Official Plan Considerations	5
5.	Development Activity in the Snelgrove-Mayfield Study Area	5
6.	Servicing Infrastructure	10
7.	Transportation Planning Issues	13
8.	Concept Plan Proposal	16
9.	Secondary Plan Process	22
Appendix	Metric Conversion Tables	25

LIST OF MAPS

<u>Map</u>	<u>Map Title</u>	<u>Following Page</u>
1.	Origin of Study Area Boundaries	1
2.	Soil Capability for Agriculture	1
3.	Amendment #52	4
4.	Designated Land Use in Provincially Approved Official Plans	5
5.	Proposed Brampton Draft Official Plan Land Use Designations	5
6.	Development Applications	5
7.	Sewer Servicing	10
8.	Municipal Water Supply	12
9.	Ministry of Transportation and Communications Highway 410 Alignment Alternatives	13
10.	Regional Planning Department Conceptualization for Highway 410 Alignment	16
11.	Concept Plan	17
12.	Secondary Plan Areas	22

Section 1

Origin:

As requested by the City of Brampton and the Town of Caledon, the Regional Planning Department has been authorized by Regional Council (Rec. P-216-79) to prepare a study of the Snelgrove-Mayfield Area in accordance with the recently approved Town of Caledon Official Plan.

In view of the symbolic nature of the Study Area's boundaries, as indicated in the Caledon Official Plan, it first became necessary to establish precise boundaries for the Study. After some discussion among Caledon, Brampton and Regional planning staffs, the following boundaries were established, as shown on Map 1.

Airport Road (eastern boundary);
27th Sideroad in Caledon (northern boundary);
Mississauga Road (western boundary); and,
15th Sideroad in Brampton (southern boundary).

These boundaries were approved by Regional Council at its December 13th, 1979 meeting (Rec. P-216-79).

The Snelgrove-Mayfield Study Area is larger than was originally thought necessary, in recognition of a number of related land use, servicing and transportation planning issues which all have a bearing within, or immediately adjacent to the Study Area.

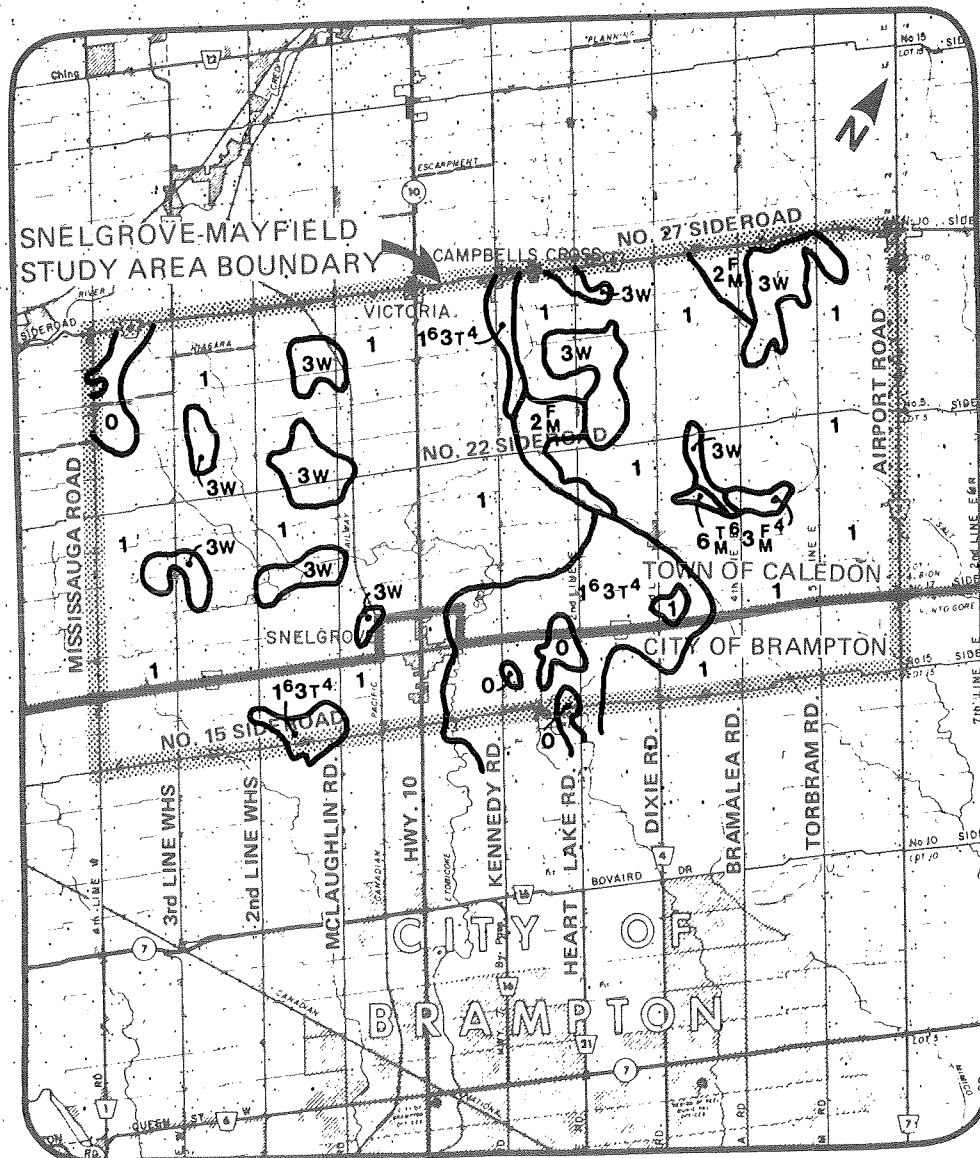
Section 2

Study Area Description

The Study Area is characterized by smooth, gently sloping topography with good to imperfectly drained clay loam soils, primarily of the Chinguacousy and Oneida soil series, as identified in the 1953 Soil Survey of Peel County.

These soils present few limitations to mechanized agriculture and, as indicated on Map 2, Class 1 soils of the Canada Land Inventory Soil Capability for Agriculture predominate in the Study Area.

The principal natural feature within the Study Area is the incised valley of the Etobicoke Creek. The flood plain of this watercourse is identified by the Metropolitan Toronto and Region Conservation Authority as an area of hazard land. Both the Town of Caledon and the City of Brampton recognize this hazard constraint in their respective Official Plans, as discussed in Section 4 of this Report.



SOIL CAPABILITY FOR AGRICULTURE

CLASSES:

- 1 No Significant Limitations
- 2 Moderate Limitations
- 3 Moderately Severe Limitations
- 4 Severe Limitations
- 5 Very Severe Limitations
- 6 Forage Crops Only

0 Organic Soils

SUBCLASSES:

- W Excess Water
- T Adverse Topography
- F Fertility
- M Moisture

transition can be attributed partially to the fact that the southern $\frac{1}{4}$ of the Study Area - approximately 2500 ha (6000 acres) - lies within the northern limits of the South Peel Servicing Scheme (SPSS).

In addition, the area is well serviced by numerous north-south transportation arteries, including the Owen Sound CPR rail line, as well as Highway 10, Heart Lake Road and Dixie Road. The 17th Sideroad functions as the principal east-west transportation artery in the southern portion of the Study Area. Other east-west transportation routes in the Study Area include the 22nd Sideroad and the 27th Sideroad (north limit of the Study Area).

In addition to the rural settlement areas discussed above, an area of low density estate development is located in the south central portion of the Study Area in the City of Brampton, in the W $\frac{1}{2}$ of Lot 16, Concession 2, EHS (Conservation Drive). West of the Conservation Drive development, a 265 unit, 34 ha (85 acre) low density residential plan of subdivision is nearing completion in the E $\frac{1}{2}$ of Lot 16, Concession 1, EHS. These developments are discussed in greater detail in Sections 3 and 4 of this Report.

The following section of this Report discusses the previous planning decisions which have taken place in the south portion of the Study Area. These previous planning studies, along with key Official Plan Amendments, have considerable bearing in this present Study.

Section 3

Previous Planning Considerations in the Study Area

Prior to the establishment of Regional Government in Peel, the former Township of Chinguacousy considered parts of the Study Area on different occasions for urban development.

In 1963, Amendment #8 to the Official Plan of the former Township of Chinguacousy permitted industrial development in the East $\frac{1}{2}$ of Lot 16, Concession 1, WHS.

In January 1970, Official Plan Amendment #21 to the Chinguacousy Official Plan created 1-acre residential lots in the West $\frac{1}{2}$ of Lot 16, Concession 2, EHS (Conservation Drive).

On September 24, 1970, the former Township of Chinguacousy adopted Amendment #31 which envisaged a large scale urban development scheme in the former Township between Winston Churchill Boulevard and Airport Road up to and including Lot 18 (northern limit of the South Peel Servicing Scheme).

This Amendment has never been approved by the Minister of Housing, who in a letter dated August 3, 1976, requested the City of Brampton to repeal the Amendment (The Amendment was subsequently repealed by the City).

On April 16, 1973, the former Township of Chinguacousy adopted O.P. Amendment #52 which included an area between the 1st Line WHS (McLaughlin Road) and the 2nd Line EHS (Heart Lake Road), from the former Town of Brampton's northern limits to the northern limit of Lot 18.

Within the Snelgrove-Mayfield Study Area (north of 15th Sideroad), this Amendment proposed industrial development west of a proposed Highway 10 realignment, Low Density Residential (maximum of 30 units per net hectare - 12 units/net acre) around the Snelgrove settlement, and several areas of Estate Residential development north of 15 Sideroad up to and including Lot 18.

With respect to Estate Residential Development, the proposed original Amendment #52 included the following policies:

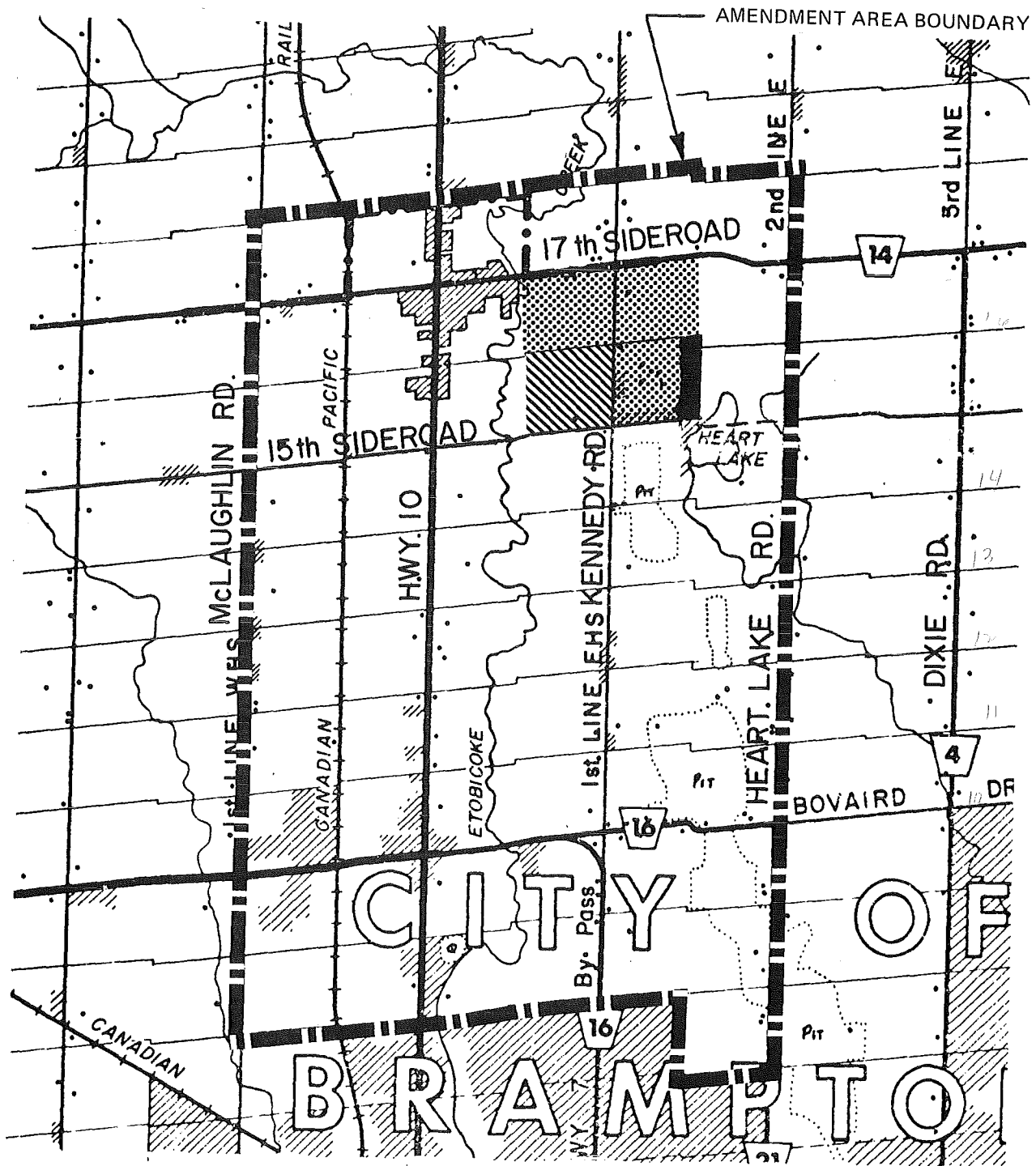
"4.1.6 Heart Lake Residential Estate Area

The Area between 15th Sideroad and the north limit of Lot 18 is envisaged as a residential estate area. This is in recognition of its location between two major conservation areas, namely Heart Lake and the future Snelgrove Dam, on land with more complex topography and drainage characteristics. It is recognized that these lands have considerable amenity for residential development if set carefully in the landscape at low densities. To this end, the population density for this area shall be 4.8 persons per gross acre average with a housing density ranging from 5 units per net acre at 15th Sideroad to less than 1 unit per net acre at 17th Sideroad. The area also serves as a transition between the denser urban development to the south and the rural area of the Township north of Lot 18."

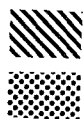
Amendment #52 was partially approved by the Minister in two stages in September 1974 and in April 1976. The Minister's modifications, however, changed the original Amendment.

The Minister's Modifications #1 and #2 dealt with areas south of the present Snelgrove-Mayfield Study Area. As indicated on Map 3, Modification #3 refers to the East $\frac{1}{2}$ of Lot 16, Concession 1, EHS and permits low density estate residential development with a maximum density of 8.2 units per gross hectare (3.3 units per gross acre), with the density decreasing from 15th Sideroad to the northern limits of Lot 16. This parcel is the location of the Arrow Investments Limited development which is under construction.

The Minister's Modification #4 deals with the West $\frac{1}{2}$ of Lots 16 and 17, Concession 2, EHS and the East $\frac{1}{2}$ of Lot 17, Concession 1, EHS and permits low density estate residential development with a maximum density of 3.0 units per gross acre, with the density decreasing gradually from 15th Sideroad to the northern limits of Lot 17.



AREA OF AMENDMENT NO. 52 TO THE FORMER TOWNSHIP
OF CHINGUACOUSY OFFICIAL PLAN NORTH OF THE 15th
SIDEROAD AS APPROVED BY MINISTER OF HOUSING
MODIFICATIONS



Modification No. 3

Modification No. 4

Modification No. 6

Note: Refer to Text

Minister's Modifications #5 and #6 reintroduced and attempted to retain the intent and policies of Official Plan Amendment #21 of the former Township of Chinguacousy with respect to the existing development on Conservation Drive. To this end, development adjacent to or in close proximity to the existing estate residential development is not permitted to exceed a density of 2.0 units per gross acre.

Section 4

Official Plan Considerations

4.1 Existing Provincially Approved Official Plan Designations

Presently, the majority of the Study Area is designated either agricultural or rural in the Brampton and Caledon Official Plans, respectively (Map 4). There is also an area of land designated industrial, comprising 40 ha (100 ac.) at the northwest corner of 15th Sideroad and Highway 10 in Brampton.

Although not indicated on Map 4 (due to limitations of mapping scale), the Town of Caledon and the City of Brampton have designated the flood plain of the Etobicoke Creek and related tributaries, Hazard Land, as identified by the Metropolitan Toronto and Region Conservation Authority.

The areas of land included in Modifications 3, 4 and 6 to Official Plan Amendment #52, discussed in Section 3 of this Report, are also shown on Map 4, as designated in the City of Brampton Consolidated Official Plan (Low Density Estate Area).

4.2 Proposed Brampton Draft Official Plan Designations

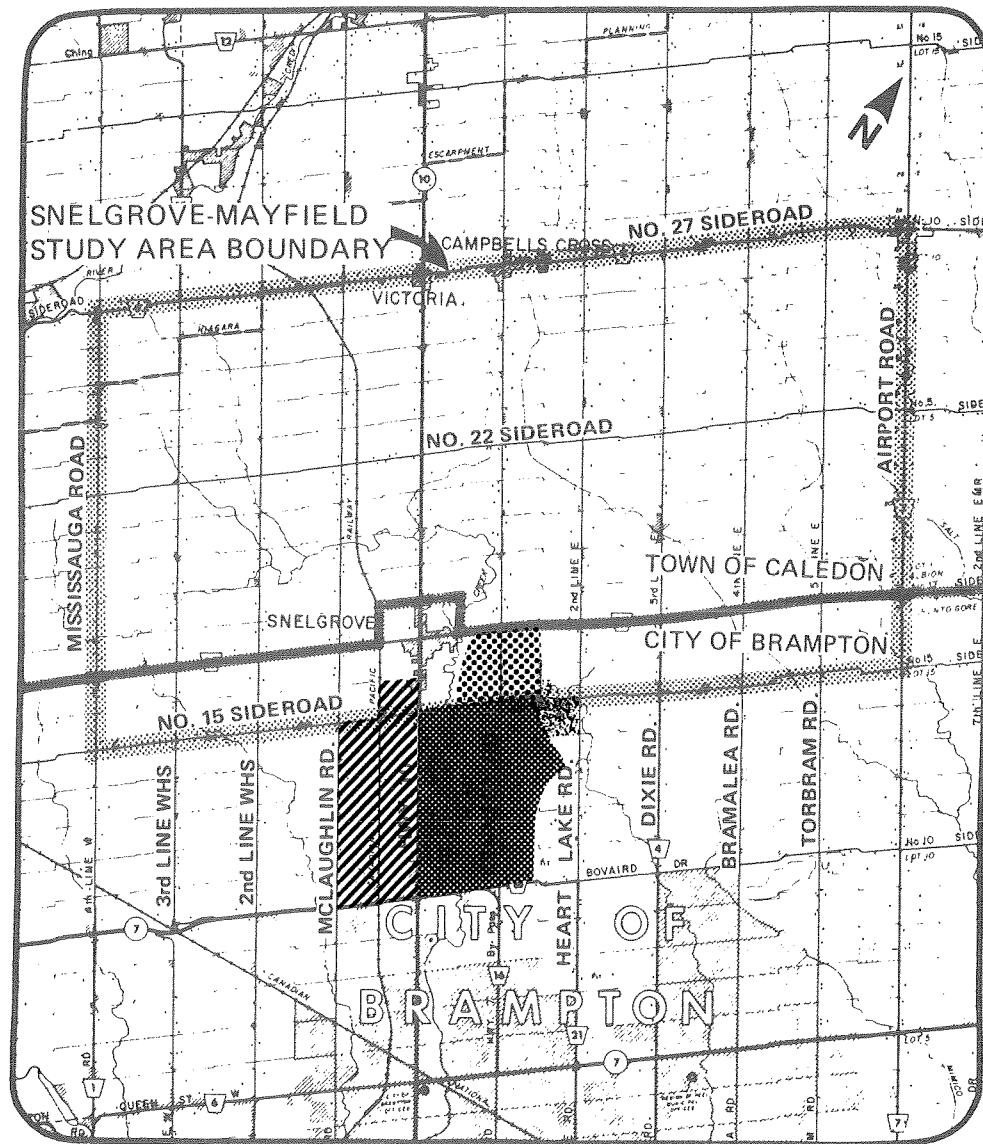
The Brampton Draft Official Plan proposes low density residential development at 7.4 units per hectare (3 units/acre) north of 15th Sideroad, between the Heart Lake Conservation Area and McLaughlin Road, except for 20 ha (50 acres) of Industrial land in the E½ of Lot 16, Concession 1, WHS (refer to Map 5).

Between 15th and 17th Sideroad, both east and west of the Brampton Urban Boundary, rural uses are proposed. However, as noted earlier, Regional staff has been requested to re-evaluate the Brampton Area north of 15th Sideroad as part of the Snelgrove-Mayfield Study. Further, an Open Space designation recognizes the Heart Lake Conservation Area and the Snelgrove Dam Site.

Section 5

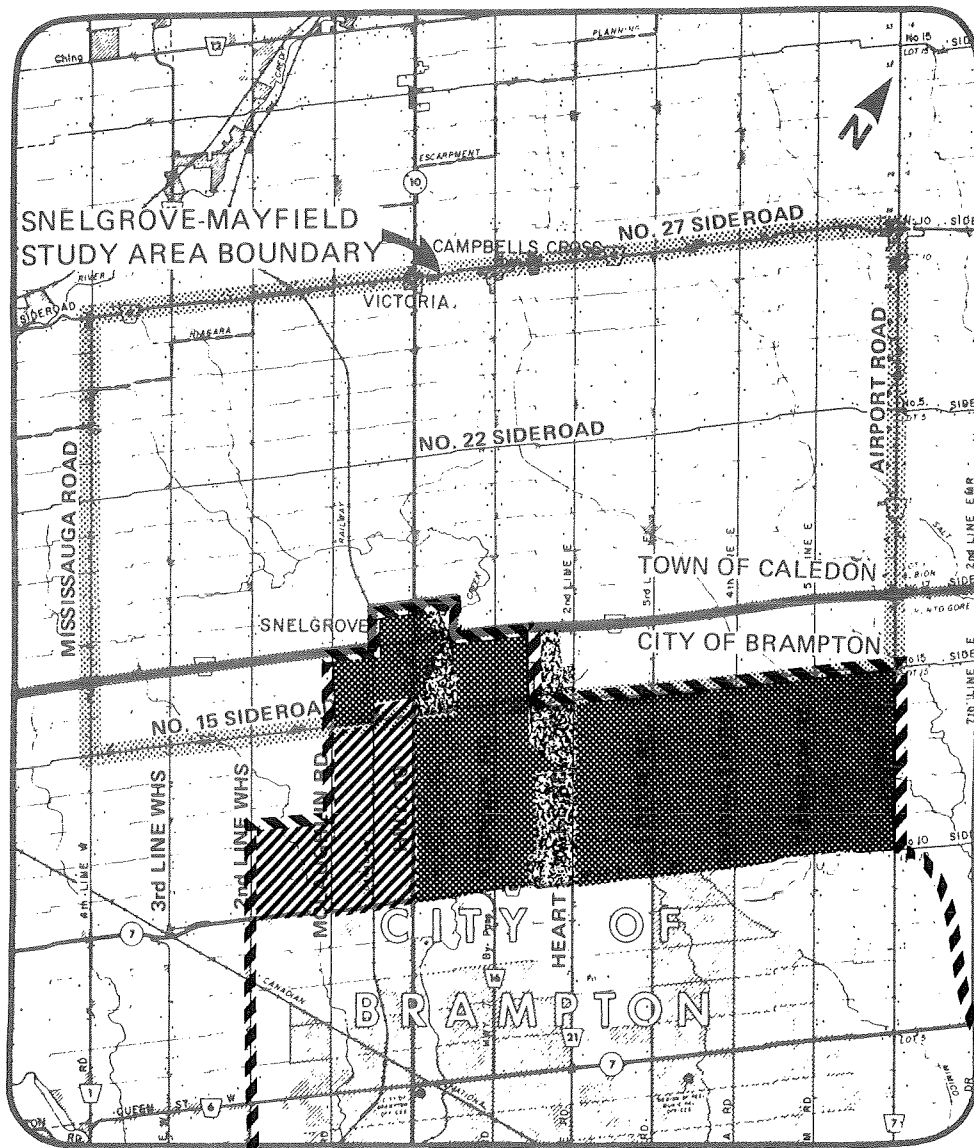
Development Activity in the Snelgrove-Mayfield Study Area

There are currently 9 development applications under consideration in the portion of the Study Area within the City of Brampton, as indicated on Map 6. In addition, a 10th proposal - Arrow Investments Limited ("a" on Map 6) - has been approved and is nearing completion.



**DESIGNATED LAND USE IN PROVINCIALLY APPROVED
OFFICIAL PLANS (NORTH OF 10th SIDEROAD)**

- | | | | |
|---|-------------------|---|---------------------------|
|  | Rural/Agriculture |  | Low Density (Estate Area) |
|  | Residential |  | Open Space |
|  | Industrial | | |



**PROPOSED BRAMPTON DRAFT OFFICIAL PLAN LAND
USE DESIGNATIONS (NORTH OF 10TH SIDEROAD)**

- | | | | |
|---|-------------|--|----------------|
|  | Residential |  | Open Space |
|  | Rural |  | Urban Boundary |
|  | Industrial | | |



- | | | | |
|---|-------------------------------|---|-------------------------|
| 1 | Vaughanwood Developments Ltd. | 6 | A. Franceshini |
| 2 | Great L Developments Ltd. | 7 | 251571 Investments Ltd. |
| 3 | Brampton West Ltd., | 8 | Amex Developments Ltd. |
| 4 | Torien Developments | 9 | Wm. Johnson |
| 5 | Bramsnell Ltd. | a | Arrow Investments Ltd. |

These development applications are discussed below in their numerical sequence as indicated on Map 6.

Vaughanwood Developments Limited (Reference #1 on Map 6)

This residential plan of subdivision was submitted to the Region of Peel in June 1978. Regional Planning staff indicated at that time to the City of Brampton, that the Plan did not conform to the City's Consolidated Official Plan. Although the application is within an appropriate designation in the City's Draft Official Plan, in the absence of a Secondary Plan for the surrounding area, Regional Planning staff felt it would be premature to circulate the proposal for comments.

Subsequently, Regional Planning staff, in December 1979, recommended to the applicant, that the file be closed. The applicant's solicitor has since requested that the application remain active. The proposal is outlined below:

- existing Official Plan designation - AGRICULTURAL
- proposed change - RESIDENTIAL
- number of units proposed - 502
- size of applicant's parcel - 37.23 ha (92 ac.)
- gross density - 13.48 units per hectare (5.45 u/ac)

Great-L Developments Inc. (Reference #2 on Map 6)

This application for a residential plan of subdivision was submitted to the Region in April 1978. Regional Planning staff indicated at that time to both the applicant and the City of Brampton that the plan did not conform to the City's Consolidated Official Plan. Further, in light of the City's overall review of the Official Plan, the Region indicated that it would be premature at this time to circulate the proposed plan of subdivision for comments.

Subsequently, in December 1979, Regional Planning staff, in consultation with the City of Brampton staff, recommended to the applicant that the proposal be withdrawn.

The Solicitors for the applicant have since requested that the application remain open. The proposal is outlined below:

- existing Official Plan designation - AGRICULTURAL
- proposed change - RESIDENTIAL
- number of units proposed - 539
- size of applicant's parcel - 34.8 ha (82 ac.)
- gross density - 15.48 u/ha (6.5 u/ac.)

Brampton West Limited (Reference #3 on Map 6)

This is the most recent development application to be submitted in the Study Area, having been received in July 1979.

The Region noted in an August 2, 1979 correspondence with the City of Brampton that the proposed plan does not conform to the Consolidated Official Plan of the City of Brampton which designates the subject lands as "Agricultural".

The Region also noted that the subject lands were designated "Residential" on Schedule "A" of the new Draft Official Plan for the City of Brampton Planning Area and that a Secondary Plan would be required prior to further consideration of this development application.

As of this date, this application has not been circulated pending the outcome of the Snelgrove-Mayfield Study. The proposal is outlined below:

- existing Official Plan designation - AGRICULTURAL
- proposed change - RESIDENTIAL
- number of units proposed - 579
- size of applicant's parcel - 41 ha (101 ac.)
- gross density - 14.1 u/ha (5.7 u/ac.)

Torien Developments Limited (Reference #4 on Map 6)

This industrial plan of subdivision was submitted to the Region in April 1977. The City of Brampton advised the Region in November 1979 that this application did not conform with the new Official Plan and due to servicing limitations for the foreseeable future, the application should be considered premature.

In view of the above, and the fact that the application has been inactive for two years, the Region has recommended to the applicant that their file be closed. At the time of this writing, there has been no reply from the applicant.

The proposal is outlined below:

- existing Official Plan designation - INDUSTRIAL
- proposed change - NO CHANGE PROPOSED
- number of units proposed - 25 blocks
- size of applicant's parcel - 37.63 ha. (93 ac.)

Bramsnell Limited (Reference #5 on Map 6)

This residential plan of subdivision was submitted to the Region in January 1978. Both the City of Brampton and the Region of Peel Planning Departments recommended to the applicant, in December 1979, that the application be withdrawn, as it proposed a land use and zoning category which did not conform to the City's Official Plan.

The Solicitor for the applicant requested in January 1980, that the plan of subdivision should remain open and reviewed after completion of the Snelgrove-Mayfield Study.

Amex Developments Limited application situated immediately to the south of the 251571 Investments Limited subdivision and that the hearings not be scheduled until after the Snelgrove-Mayfield Study is completed.

The proposal is outlined below:

- existing Official Plan designation - LOW DENSITY (ESTATE AREA)
- proposed change - NO CHANGE PROPOSED
- number of units proposed - 303
- size of applicant's parcel - 40 ha (99 ac.)
- gross density - 7.6 u/ha (3.1 u/ac)

Amex Developments Limited (Reference #8 on Map 6)

This plan of subdivision was originally submitted to the Region of Peel on November 26, 1976. The Region circulated this plan to 18 agencies for comments, and by May 1977 replies had been received from all of the agencies except the City of Brampton.

Late in 1977, the applicant, following further discussions with Brampton's Planning staff, amended the plan by reducing the number of proposed lots from 181 to 175. However, Brampton staff remained concerned about key environmental problems associated with the proposal.

On April 27, 1979, the applicant's agent submitted another revision to the plan requesting circulation. This plan proposed 175 units on 27.1 ha (67 ac.) of land for a density of 6.5 u/ha (2.6 u/ac.) gross.

This revised plan was circulated by the Region to 11 agencies for comment, including the City of Brampton. By August 1979, only the City of Brampton had not replied.

On November 28, 1979, the Region was advised that the City of Brampton's Council, on November 26, 1979, adopted the following resolution:

"That, whereas the Regional Council of Peel has recently authorized the Regional Planning Department to prepare a Study of the Snelgrove-Mayfield Area;

That the City of Brampton request the Region of Peel to include the area in Brampton from 15th Sideroad north to our City boundary into their Study;

That Council reserve its decision on the Amex proposal until this Study has been done."

Subsequent to this, the solicitor for the applicant requested the Region, in a letter dated March 10, 1980, to refer its latest proposal to the Ontario Municipal Board pursuant to Section 44b

of The Planning Act. In response to this request, the Regional Planning Commissioner, in his March 18, 1980 Report to Planning Committee, recommended among other things, that the Board hearing regarding this subdivision application not be scheduled until after the Snelgrove-Mayfield Study is completed. The proposal is outlined below:

- existing Official Plan designation - LOW DENSITY (ESTATE AREA)
- proposed change - NO CHANGE PROPOSED
- number of units proposed - 175
- size of applicant's parcel 27.11 ha (67 ac.)
- gross density - 6.5 u/ha (2.6 u/ac.)

Wm. Johnson (Reference #9, on Map 6)

This plan of subdivision was submitted to the Region on June 25, 1976. It proposed to develop approximately 67.5 ha (167.5 ac.) of land, primarily for residential uses, involving 1,009 units - 14.9 u/ha (6.0 u/ac. gr.).

The City of Brampton indicated that the lands are beyond the urban limits approved by Council for the City's Draft Official Plan and recommended to the Region that the subdivision file be closed.

In his Report to Planning Committee, dated January 23, 1980, the Region's Planning Commissioner closed this file, as requested. (Rec. P-22-80 approved by Regional Council February 14, 1980).

The proposal is outlined below:

- existing Official Plan designation - AGRICULTURAL
- proposed change - RESIDENTIAL
- number of units proposed - 1,009
- size of applicant's parcel - 67.58 ha (167 ac.)
- gross density - 14.9 u/ha (6.0 u/ac.)

Arrow Investments Limited (Reference "a" on Map 6)

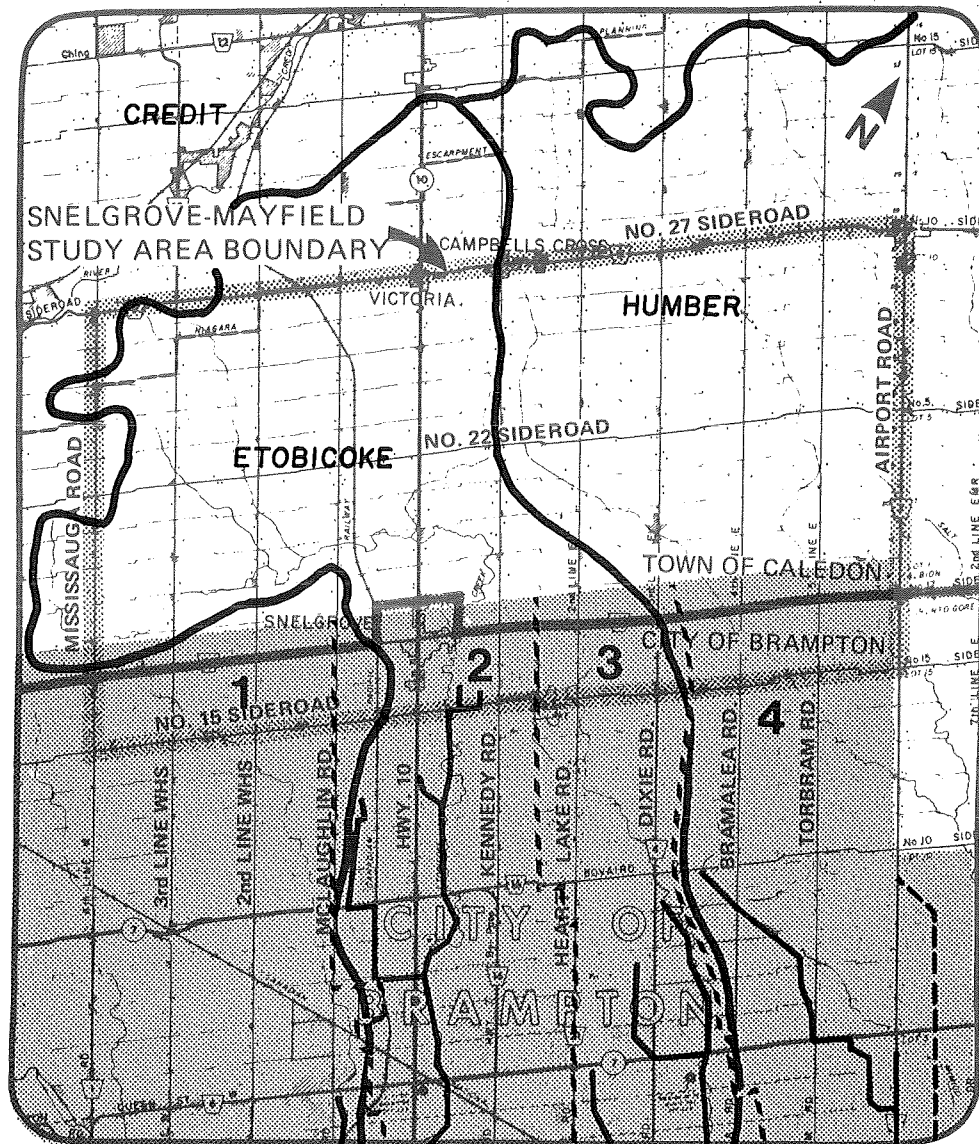
This development proposal was approved for registration in September 1978, and is under construction at this time. Approval was granted on the basis of 265 single family detached units at a gross density of 7.7 u/ha (3.1 u/ac.).

Section 6

Servicing Infrastructure

6.1 Sewers:

The majority of the Study Area is tributary to the Etobicoke Creek Trunk System of the South Peel Servicing Scheme (SPSS) (Map 7). In addition, approximately 650 ha (1,600 acres) of the Study Area in



SEWER SERVICING

- | | |
|---------------------------------|---|
| — Natural Watersheds | — Existing Reg. Trunk Sewer |
| ■ South Peel Sewer Service Area | - - - Proposed Trunk (80-84 Capital Budget) |

SEWER DRAINAGE SHEDS

- | | |
|------------------|---------------------|
| 1 Fletchers | 3 Etobicoke Central |
| 2 Etobicoke West | 4 Etobicoke East |

the southwest corner are tributary to the Credit River Trunk System (Fletcher's Creek Drainage Shed).

The existing northern limit of the South Peel Sewer Service Area extends into the Town of Caledon along the boundary between lots 18 and 19. Four sewer drainage sheds of the SPSS System are involved in the Study Area and are discussed separately below:

Fletcher's Creek Shed - The existing Regional Trunk in Fletcher's Creek extends south from Harold Street in Brampton to Steeles Avenue, where it is pumped easterly along Steeles Avenue to the Etobicoke West Shed.

There are no provisions in the Capital Budget for 1980-1984 to extend the Fletcher's Trunk north from Queen Street. The Public Works Department does not foresee this trunk reaching McLaughlin Road (at a point just north of the CNR Line) until 1986 or later. At this point, the pipe would still be 6100 metres (20,000 feet or 3.7 miles) south of the Brampton/Caledon boundary.

On the basis of this time scenario, the servicing of the section of the Study Area within the Fletcher's Shed would not be practical for some time to come even if urbanization were recommended.

Etobicoke West Shed - The Regional trunk in the Etobicoke West Shed presently extends north to the 15th Sideroad, servicing the Heart Lake Development. A 21 inch diameter sub-trunk is being extended north of the 15th Sideroad east of the Creek to service the Arrow subdivision which is under construction.

Although this is the closest trunk sewer to the Caledon/Brampton Boundary, being approximately 1850 m. (6,000 feet) south of the boundary between Lots 18 and 19, it should be noted that there are no provisions in the 1980-1984 Capital Budget to extend this trunk northward. This sewer could accommodate, at its present terminus, the equivalent of an additional 21,000 persons in Caledon over and above proposed urbanization areas approved by Brampton.

Etobicoke Central Shed - The Central Shed of the Etobicoke System is serviced as far north as the 10th Sideroad (Bovaird Drive). The 33 inch diameter trunk which presently extends to North Park Drive and Dixie Road could be extended north to service any new development in the Study Area. At its present terminus, the trunk is approximately 5500 m. (18,000 feet) south of the existing SPSS boundary, and has an additional capacity equivalent of 13,000 people over and above proposed urbanization approved in Brampton.

The Public Works Department has indicated that there are no provisions in the 1980-1984 Capital Budget to extend this sewer northward. At such time as the planning decisions are finalized in this Study, the sewer would be designed to accommodate the development proposed.

as of
what date

Etobicoke East Shed - The easterly part of the Etobicoke East Shed is serviced as far north as 10th Sideroad with an 18 inch diameter trunk terminating at a point roughly mid-way between Dixie Road and Bramalea Road. This trunk sewer has a design capacity which is sufficient only to accommodate approximately 80 ha (200 ac.) north of Bovaird Drive and west of Bramalea Road.

The majority of the lands north of 10th Sideroad and west of Airport Road could be serviced by an easterly extension of the Airport Road Regional Trunk (Airport Road Industrial Area - Official Plan Amendment #6). There are provisions in the Region's 1980-1984 Capital Budget to complete the design and land acquisition phases to extend this trunk north between Airport Road and Goreway Drive from just north of Steeles Avenue to within 1100 m (3500 feet) south of Bovaird Drive where the trunk would then jog back to Airport Road. It is anticipated that this extension will reach this point in 1981. At this point, the sewer would be 4900 m (16,000 feet) south of the Brampton/Caledon Boundary (refer to Map 7).

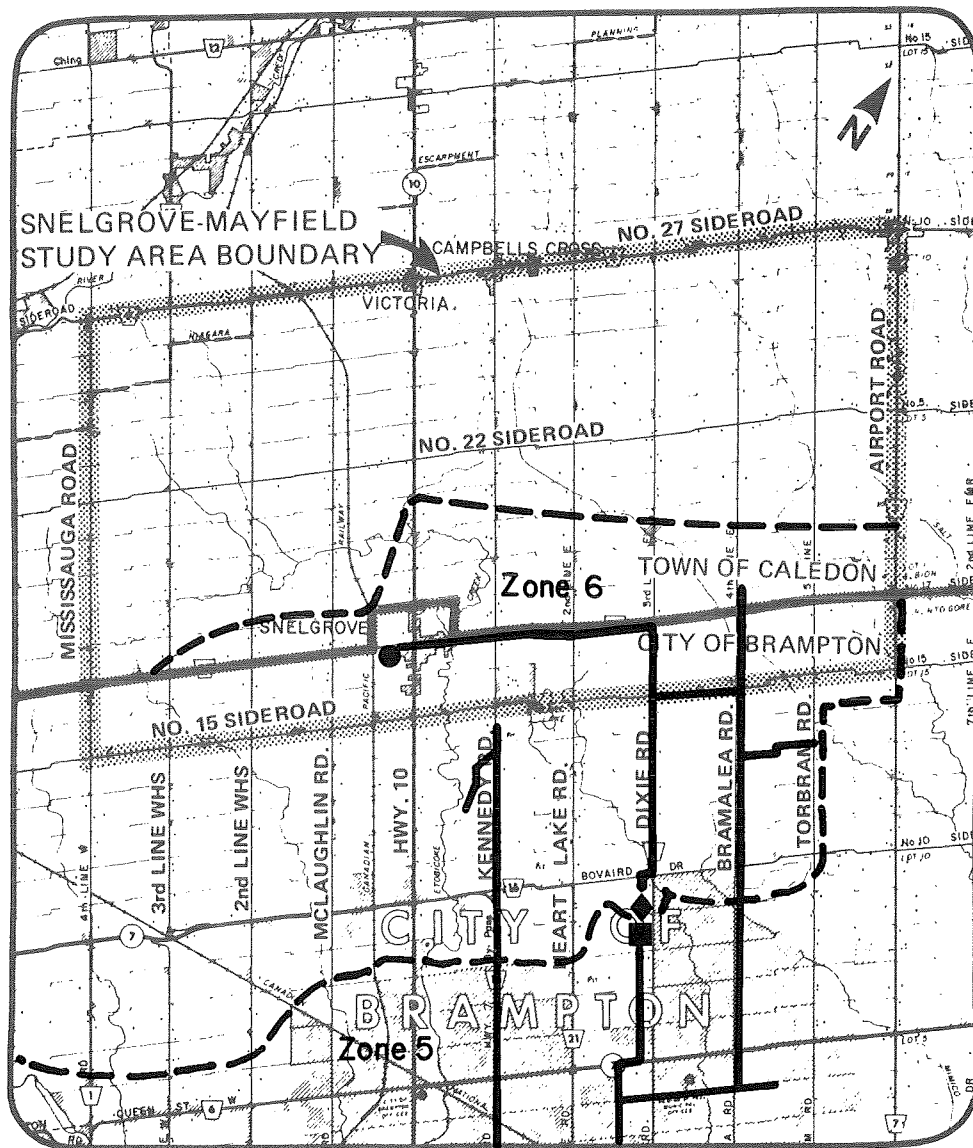
The Public Works Department indicates that it is their present intention to design this sewer system such that it would accommodate the South Peel Servicing Area to the north limit of Lot 18 only, in Caledon. This sewer could be designed to pick up all or such part of the Humber Watershed, north of the 15th Sideroad and west of Airport Road as may be desirable.

These planning and engineering decisions should be made before commencement of the O. P. Amendment #6 sewer which is presently under design.

6.2 Water Supply

Presently, the southern part of the Snelgrove-Mayfield Study Area lies within the northern portion of Zone 6 of the South Peel Water Service Area. Zone 6 is serviced by a high lift pump located at the Brampton East Pumping Station and Reservoir site, on the west side of Dixie Road just south 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 (refer to Map 8).

It is proposed within the Environment Ministry's Five-Year Capital Budget, to construct an additional feedermain pumping station and reservoir in the vicinity of 17th Sideroad and Heart Lake Road. The North Brampton Reservoir will be designed to provide additional system security in the northerly zones of the water service area. New pumping capacity at this location will also provide better supply to Zone 6, however, there would not be sufficient pressure obtainable from this facility to provide service to any development areas beyond Zone 6.



MUNICIPAL WATER SUPPLY

- | | | | |
|---|--------------------------|-----|------------------------|
| ◆ | Pumping Station | --- | Pressure Zone Boundary |
| ◇ | Proposed Pumping Station | — | Existing Water Mains |
| ■ | Reservoir | ● | Reservoir (Elevated) |
| □ | Proposed Reservoir | | |

The Ministry of Environment's Capital Budget does not contain any provisions for works to service lands beyond Zone 6. On the basis of the foregoing, the Public Works Department and the Ministry are recommending that any development proposed in the Study Area respect the limits of the existing Zone 6, in terms of both capacity and geography.

6.3 Alterations to Service Area Boundary

The Area Municipalities within Peel, in consultation with the Region, approve the timing and location for the release of unserviced land. Approval to expand the South Peel Service Area Boundary must be obtained from the Ontario Ministry of the Environment.

The servicing of any of the lands north of the north limit of Lot 18 would require M.O.E. approval. In view of the limitations as to the size of the treatment facility that could be built at the Lakeview Water Pollution Control Plant, the Public Works Department at Peel has suggested that the Environment Ministry might place limits upon the extent of the development to be allowed in this area. The Ministry might go so far as to perhaps require an area to be deleted from the South Peel Servicing Scheme Area equal to that of any of the lands added in the Study Area.

There have been two previous requests from Regional Council to the Environment Ministry to expand the South Peel Service Area, one involving the Brampton East Industrial Area (Brampton Official Plan Amendment #6), and the other involving approximately 2400 ha. (6000 acres) in the City of Mississauga west of Winston Churchill Boulevard, (formerly within the Town of Oakville).

Neither of these previous adjustments to the service area boundary have required a compensating reduction elsewhere in the South Peel Service Area.

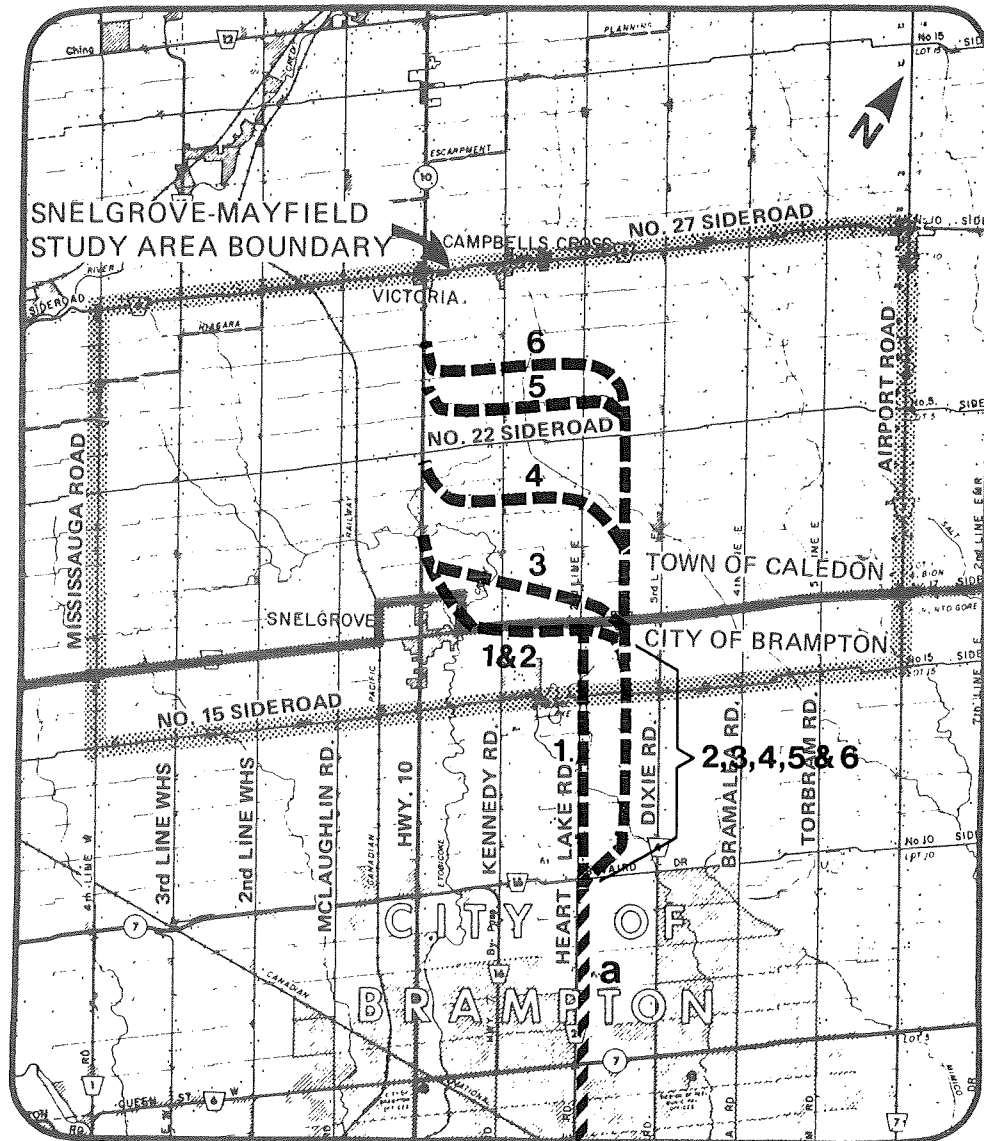
Section 7

Transportation Planning Issues

7.1 Highway 410 Alignment

A central issue in this Land Use Study relates to the future alignment of Highway 410 in the Study Area. The presently approved alignment of Highway 410 is shown on Map 9. It is shown extending north along Heart Lake Road from Highway 7 to Bovaird Drive. The alignment is presently proposed to follow an upgraded Bovaird Drive west to Highway 10.

As the Heart Lake and Sandringham Areas in Brampton become developed, a limited access by-pass around the Highway 10/Heart Lake/Snelgrove Village Area will become necessary to accommodate projected traffic volumes.



MINISTRY OF TRANSPORTATION AND COMMUNICATIONS
HIGHWAY 410 ALIGNMENT ALTERNATIVES

Approved Alignment

Alternative Alignments

In this regard, the Regional Planning Department requested the Ministry of Transportation and Communications (M.T.C.) to complete a preliminary evaluation of Highway 410 route alternatives in the Snelgrove-Mayfield Study Area.

The intent of the M.T.C. Interim Study has not been to select a precise alignment for Highway 410. Such a route planning study will be subject to environmental assessment procedures under the Provincial Environmental Assessment Act, 1975. With regard to this present Study, the Transportation Ministry has produced an Interim Staff Report identifying several possible alternatives to co-ordinate compatible land uses with future transportation requirements within and beyond the Study Area.

As indicated on Map 9, M.T.C. identified six (6) route alternatives to connect Highway 410 from 10th Sideroad (Bovaird Drive) at Heart Lake Road to Highway 10 at some point between the settlements of Snelgrove and Victoria. The Ministry staff evaluated each alternative as follows:

Route 1:

Route 1 would use either the existing Heart Lake Road right-of-way up to 17th Sideroad, or would be located to the east of it, which would permit Heart Lake Road to function as a service road. Route 1 would then extend west, along 17th Sideroad. Midway between Kennedy Road and Highway 10, just before Etobicoke Creek and the Village of Snelgrove, the proposed route alternative would extend roughly north, joining Highway 10 in the vicinity of Lot 20.

Ministry staff reject the Route 1 alternative for a number of reasons:

- a) construction problems are anticipated along Heart Lake Road, because of numerous kettle holes and related wet depressions;
- b) there would be excessive disruptions to the residents, businesses and recreation facilities located along Heart Lake Road;
- c) using 17th Sideroad would cause an undesirable overlap with east-west traffic;
- d) this route alternative would require a bridge crossing of the Etobicoke Creek flood plain at considerable expense.

Route 2:

Route 2 would be located in mid-concession between Heart Lake Road and Dixie Road up to 17th Sideroad where it would then follow the alignment of Route 1.

Although Route 2 avoids the problems associated with Route 1 along Heart Lake Road, it does overlap with 17th Sideroad and would require an expensive crossing of the Etobicoke Creek flood plain.

Based on the foregoing, M.T.C. staff believe that all of Route 1 and that portion of Route 2 proposed to follow 17th Sideroad west of the middle of Concession 3, EHS should not be pursued any further as alternatives for the future extension of Highway 410.

Routes 3, 4, 5 and 6:

These route alternatives all follow the middle of Concession 3, EHS northerly and then turn westerly to tie into Highway 10 (refer to Map 9). Each of these alternatives involves considerable disruption to various farm operations in the Study Area. In addition, Route 3 has the added disadvantage of requiring a crossing of the Etobicoke Creek in the vicinity of Lot 19, at considerable expense.

Ministry staff make no firm commitment to either of these four alternatives, beyond indicating that Routes 3, 4, 5 and 6 could all be considered as feasible alternatives for the northerly extension of proposed Highway 410. In their interim staff report, the Ministry staff do point out that each of these routes may result in major farm severances and would involve the crossing of Hazard Lands and interfere with several woodlots.

The M.T.C. document also indicates that, in the case of Routes 3, 4, 5 and 6, "major adjustments could be considered for each of these routes". The only adjustment the Ministry staff would consider unacceptable involves the possible use of 22nd Sideroad, roughly equidistant between Route 4 and 5. Ministry staff reject 22nd Sideroad as a right-of-way primarily due to the numerous farm and non-farm residences fronting on this Sideroad, and the incompatibility of commuter traffic with the movement of farm equipment.

Rights-of-way width requirements for Routes 3, 4, 5 and 6 would be the same. Between 10th Sideroad (Bovaird Drive) and 17th Sideroad, it would be desirable to locate proposed Highway 410 mid-concession on a right-of-way of 90m (300 ft.) with protection for interchanges at Bovaird Drive, Sandalwood Parkway and 15th Sideroad. North of 17th Sideroad, a 45m (150 ft.) right-of-way would be adequate.

There is some thought that if population densities in the Study Area north of 17th Sideroad become substantial in the future, the proposed interchange at 15th Sideroad would be rejected in favour of an interchange at 17th Sideroad.

Construction costs according to the M.T.C. Interim Staff Report, would vary depending on the route selected. M.T.C. estimates the costs as follows:

Route 1: - \$10.5 million;
Route 2: - \$ 9.2 million;
Route 3: - \$ 9.1 million;
Route 4: - \$ 6.8 million;
Route 5: - \$ 7.8 million;
Route 6: - \$ 8.1 million.

These estimates do not include property acquisition costs.

7.2 Summary

After discussing M.T.C.'s Interim Report with their staff, the Regional Planning Department is in agreement with M.T.C. staff recommendations that Route Alternative 1 and the western section of Route 2 should not receive any further consideration. Regional Planning staff also share Ministry staff's concerns about the disruption of farm operations and development interests associated with Routes 3, 4, 5 and 6, and the river crossing these alternatives would require.

In view of these and related considerations involving long term land use and servicing constraints, the Region is recommending a Highway 410 alignment which is roughly mid-way between Route alternatives 3 and 4, as shown on Map 10. This route would minimize the disruption of contiguous farming parcels and as well, avoids all valley lands and river systems in the Study Area and thus the need for costly river crossings. It is also possible that the Regional Planning staff preference for Highway 410 may be the least costly option.

No attempt has been made at this time to assess the implications of this route on individual properties and the alignment should be considered as conceptual only.

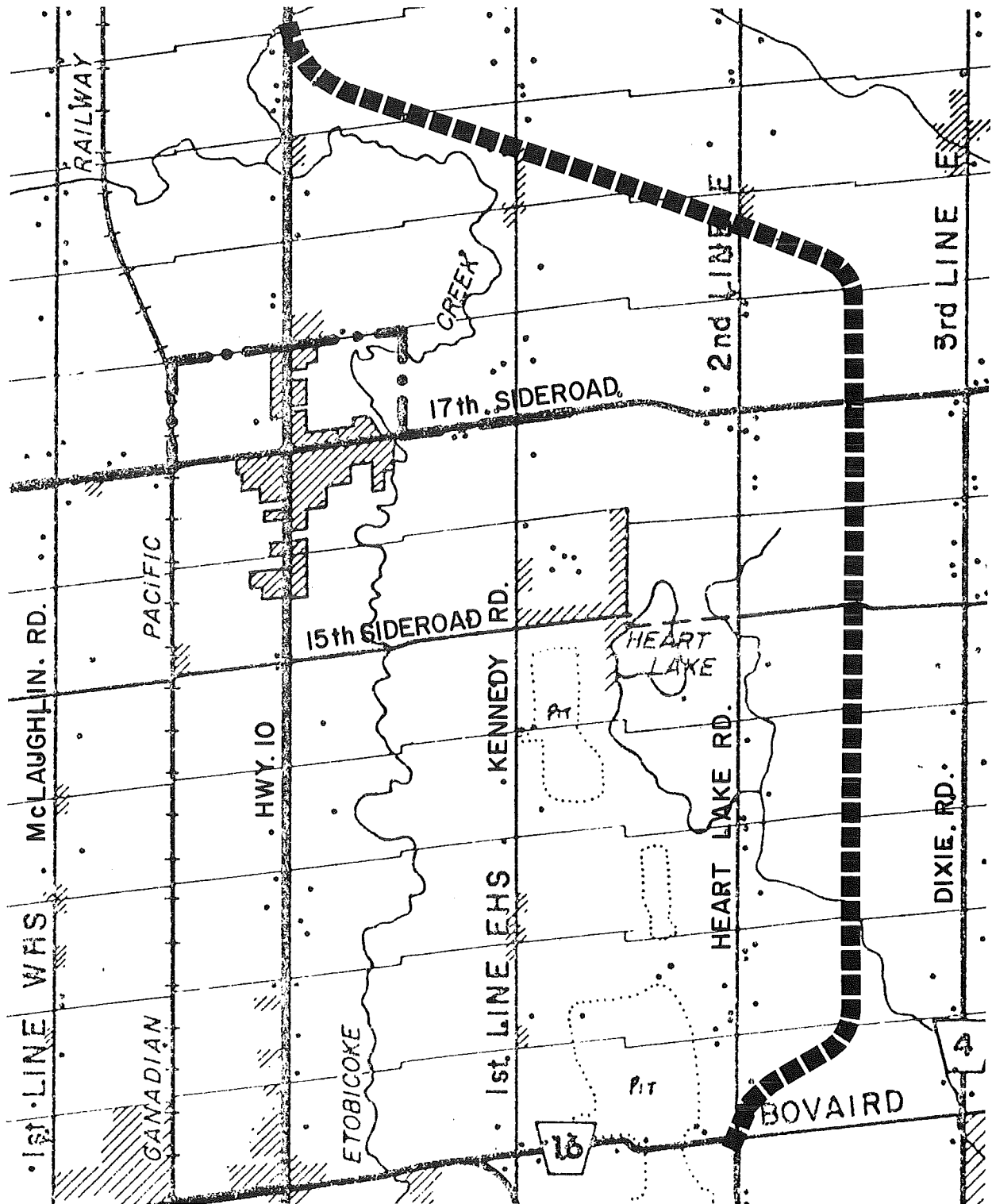
The land use planning implications of the Regional Planning staff preference for the future location of Highway 410 in the Study Area are discussed in greater detail in the following sections of this Report.

Section 8

Concept Plan Proposal

8.1 Introduction

Rather than prepare a detailed report with recommendations for the Town of Caledon and the City of Brampton, Regional Planning staff elected to prepare a Concept Plan which incorporates their findings and recommendations in general terms. This approach has been chosen in preference to a detailed plan in recognition of the considerations and input which Caledon and Brampton, as well as the general public and property owners in the area, may wish to make with regard to development issues in the Study Area.



REGIONAL PLANNING DEPARTMENT CONCEPTUALIZATION
FOR HIGHWAY 410 ALIGNMENT

■ ■ ■ Highway 410 (Conceptual)

When a Concept Plan is finally determined, it would then be appropriate to prepare Secondary Plans which could be undertaken individually by the two area municipalities or jointly. Regional Planning staff would be available to assist as required.

The previous sections of this Report have described and analysed the various land use, servicing and transportation planning issues which have a bearing in the Study Area.

The southern portion of the Snelgrove-Mayfield Study Area on either side of the Caledon/Brampton municipal boundary has been described in this Report as an area undergoing a transition from rural to primarily urban uses.

This process can be attributed in part to the Study Area's close proximity to the Brampton urban boundary, the area's accessibility via numerous transportation routes and the area's partial inclusion within the northern limits of the South Peel Servicing Scheme.

Regional Planning staff have endeavoured to take into consideration the planning and development policies of both Brampton and Caledon as they relate to planning issues in the Study Area.

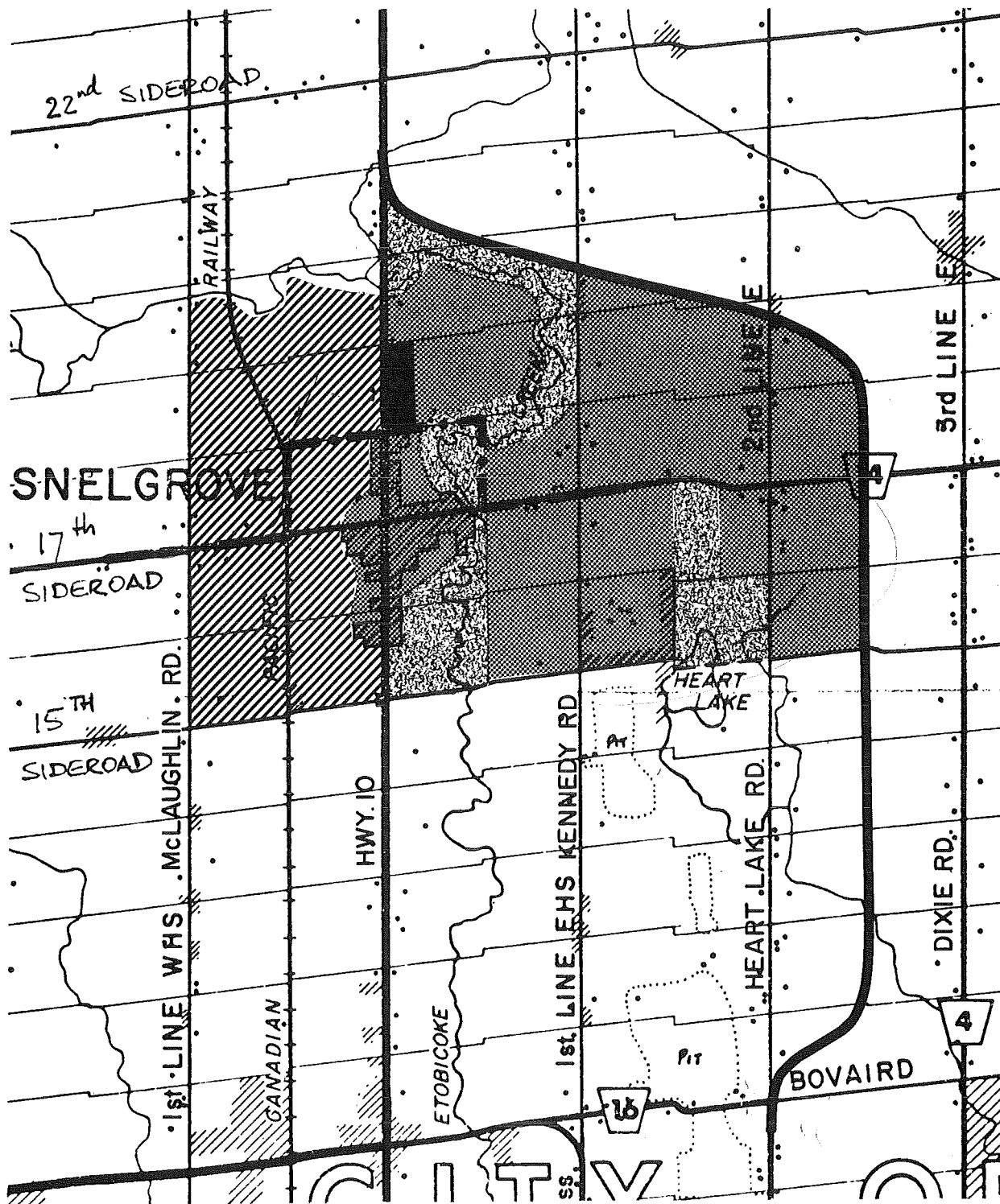
However, at the same time, it is incumbent upon Regional Planning staff to identify a development concept which reflects and expresses the Region's interests and responsibilities as they relate to a wide range of interrelated social, economic, environmental and land use planning issues in this Study.

To the fullest extent possible, the Concept Plan proposed below has attempted to balance the interests and concerns of all parties involved, in both the private and public sectors.

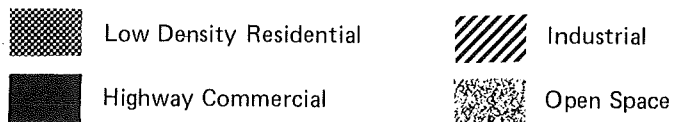
8.2 Designations Proposed

Regional Planning staff are proposing a mixture of industrial and low density residential development surrounding the Village of Snelgrove (refer to Map 11).

In general terms, 340 hectares (850 acres) of industrial land is proposed in Concession 1, WHS. This represents approximately 160 ha (400 acres) in the Town of Caledon and 180 ha (450 acres) in the City of Brampton. Further, approximately 625 ha (1550 acres) of low density residential is proposed east of Highway 10 straddling the municipal boundary. Caledon's portion of this area designation would be approximately 360 ha (900 acres) with Brampton containing the remaining 265 ha (650 acre) block, part of which is the subject of Amendment #52 to the former Township of Chinguacousy Official Plan (as designated in the existing Consolidated Official Plan for the City of Brampton). In effect, the Region is proposing the addition of only 100 ha (250 acres) of residential land in Brampton, immediately east of the Heart Lake Conservation Area. It should also be noted that this latter area lies within the existing service area boundary.



CONCEPT PLAN



In addition, approximately 140 ha (350 acres) are proposed for designation as open space in that portion of the Study Area in Brampton, east of Highway 10. Further, those hazard land designations within the Study Area in Caledon, as approved in the Caledon Official Plan, would be retained.

As indicated on the Proposed Concept Map, the Highway 410 alignment favoured by the Region of Peel Planning staff, would be a major factor defining the northern urban limits in the proposed Concept Plan.

The above combined urban designations represent about 10% of the Snelgrove-Mayfield Study Area. Regional Planning staff are recommending that the remaining 90% of the Study Area retain its existing agricultural designation as expressed in the Caledon and Brampton Official Plans.

8.3 Rationale for the Proposed Designations

The Development Concept depicted on Map 11 has been derived from an amalgamation of transportation planning, land use and servicing factors which have a collective bearing in or immediately adjacent to the Snelgrove-Mayfield Study Area.

In addition, the proposed designations in the portion of the Study Area in Brampton between Highway 10 and Heart Lake Road have endeavoured to retain the meaning and intent of previous planning studies which should be recognized, including Amendment #52 to the former Township of Chinguacousy Official Plan, and the proposed designations within the new Draft Brampton Official Plan.

The industrial designation in Brampton also recognizes that the east half of Lot 16, Concession 1, WHS is designated as Industrial in the Consolidated Brampton Official Plan, as approved by the Province. Regional Planning staff propose to continue this designation northerly from the existing Amendment #4 industrial area, on either side of the C.P.R. rail line, into the Town of Caledon. The intent of this proposal is to take advantage of several positive industrial locational factors in the area, discussed below, and to promote the continuity of an industrial spine into the Study Area.

There are several positive locational factors in this area for industrial uses. There is excellent potential for railway service from the Canadian Pacific Railway line which runs up the middle of this proposed industrial block. As well, the area is in close proximity to Highway 10, 17th Sideroad and future Highway 410; all significant transportation arteries.

The proposed industrial designation would also take advantage of servicing potential which is available in the South Peel Servicing Scheme (SPSS). Although the SPSS System would need to be amended to include these areas, the Ministry of the Environment and Regional Public Works staff have indicated the area in question can be serviced without too much difficulty. Servicing aspects of the designations

proposed in this Concept Plan are discussed in greater detail in Section 8.5 of this Report.

A further point to emphasize relates to the present supply of fully serviced industrial land in Caledon. Although a detailed market study or survey would need to be completed to identify industrial development potential in this area, it is recognized that there is limited serviceable industrial land in Caledon due to sewer capacity limitations elsewhere in the Town.

The industrial designation in the portion of the Study Area in Caledon is intended to add to Caledon's inventory of fully serviced industrial land, to provide employment opportunities in the area for the Caledon and Brampton labour forces, and to provide a more balanced assessment ratio between residential, industrial and commercial uses in Caledon.

With regard to the residential designations proposed, it has always been the Region's objective to provide a variety of housing types in Peel. The residential densities proposed would provide for a type of housing which is in limited supply in Peel - low density residential development at 7.4 u/gr. ha (3 u/gr. ac.) on full services.

This type of residential development differs from the typical rural estate development on 0.8 - 1.0 hectare (2.0 to 2.5 acre) lots which occurs in many parts of Caledon and certain areas of Brampton in that the densities are higher and the lots would be fully serviced with municipal sewer and water.

8.4 Population Implications of the Concept Plan Proposals

In proposing these designations, the Region is attempting to provide for long range development potential in both Caledon and Brampton, which is in keeping with the Planning horizons of the Area Municipalities' Official Plans.

Industrial

At 30 persons per acre, which is the industrial population equivalent used by the Regional Public Works Department for calculation purposes, the 850 industrial acres proposed would represent, in terms of sewer capacity, a population equivalent of 25,500.

With regard to the Brampton/Caledon municipal boundary, this figure represents an industrial population equivalent of 12,000 persons on 160 hectares (400 acres) in Caledon, and 13,500 persons on 180 hectares (450 acres) in Brampton (refer to Table 1, below). Expressed in relation to the existing Service Area boundary, the figure represents a population equivalent of 16,500 persons on 220 ha (550 acres) within the Service Area boundary and 9,000 persons on 120 ha (300 acres) beyond the Service Area boundary (refer to Table 2).

TABLE 1

Industrial Designations Expressed in Terms of the
Brampton/Caledon Municipal Boundary.

Caledon	400 acres	12,000 population equivalent
Brampton	450 acres	13 500 population equivalent
TOTAL	<u>850 acres</u>	<u>25,500</u> population equivalent

TABLE 2

Industrial Designations Expressed in Terms of the
Existing SPSS Boundary.

Beyond SPSS Boundary	300 acres	9,000 population equivalent
Within SPSS Boundary	550 acres	16,500 population equivalent
TOTAL	<u>850 acres</u>	<u>25,500</u> population equivalent

Residential

The residential designations in the Study Area are proposed at 7.4 units to the gross hectare, or 3 u/gr. ac. This represents approximately 14,400 persons on 625 ha (1550 acres) assuming 3.1 persons per unit. This figure represents 8,370 people on 360 hectares (900 acres) in Caledon, and 6,030 people on 265 hectares (650 acres) in Brampton (Table 3). Expressed in terms of the existing Service Area boundary, the proposed population total is allocated such that 9,750 persons on 425 hectares (1050 acres) would be within the Service boundary and 4650 persons on 200 hectares (500 acres) would be beyond the existing Service Area boundary (Table 4).

TABLE 3

Residential Designations Expressed in Terms
of the Brampton/Caledon Municipal Boundary.

Caledon	900 acres	8,370 population
Brampton	650 acres	6,030 population
TOTAL	<u>1,550 acres</u>	<u>14,400</u> population

TABLE 4

Residential Designations Expressed in Terms
of the Existing SPSS Boundary.

Beyond	500 acres	4 650 population
Within	<u>1,050 acres</u>	<u>9,750 population</u>
TOTAL	1,550 acres	14,400 population

The residential population indicated for Brampton requires some further elaboration. The proposed figure includes committed or projected population within the approximately 160 hectares (400 acres) of the Amendment #52 area in Brampton, and assumes a maximum density of 7.4 units per gr. ha (3.0 u.p.gr.ac.) as provided in the Housing Minister's Modification #4 to this Amendment. The figure also includes the projected population within the Arrow Development (Modification #3, which permits a maximum density of 8.2 u.p.gr.ha - 3.3 u.p.gr.ac.).

Although Regional Planning staff is proposing to add 100 hectares (250 acres) of low density residential east of the Heart Lake Conservation Area in Brampton. staff is also proposing to delete approximately 140 residential hectares (350 acres) - at the same density - from the area west of Highway 10, as proposed in the new Draft Brampton Official Plan, to be replaced with an industrial designation.

Within the Brampton portion of the Study Area, there would be an overall reduction in residential land area designation of about 40 hectares (100 acres), which represents about 900 people at the densities discussed above. There would be a corresponding increase in Brampton's inventory of industrial land by about 140 hectares (350 acres).

8.5 Servicing Implications of the Concept Proposals

Sewers

The areas proposed for development on urban services would require the northerly extension of both the Etobicoke West and Etobicoke Central sanitary sewers, adding approximately 400 ha (1,000 ac.) to those portions of the Etobicoke West and Central Sheds already within the South Peel Service Area. This 400 ha addition includes approximately 80 ha (200 ac.) of undevelopable valley land.

It should be noted that 40 industrial hectares (100 ac.) and 160 residential hectares (400 ac.) proposed in Caledon in this present Study are already within the service area boundary. In reality, Regional Planning staff is proposing the addition of only about 120 ha (300 ac.) of industrial and 200 ha (500 ac.) of low density residential land to the service area boundary ie., the designated area in Caledon, north of the Lot 18/19 boundary.

Both the Etobicoke West and Etobicoke Central sheds have sufficient surplus capacity designed into this system to accommodate the development proposed in the present Concept Plan. Sewers will be designed from Brampton northerly to accommodate the proposals adopted in this Study.

No urban development is proposed in the portions of the Fletcher's and Etobicoke East sheds which extend into the Snelgrove-Mayfield Study Area.

Water

The availability of piped municipal water in the Study Area presents several problems. As indicated in the Servicing Section of this Report, both the Environment Ministry and the Peel Region Public Works Department have recommended that development within the Study Area be so located as to avoid costly commitments to the creation of a Zone 7 water system.

Without a detailed engineering study, it is difficult to indicate where the present north boundary of Zone 6 terminates. However, the Public Works Department and the staff of the Environment Ministry have both agreed that the development areas proposed in the portion of the Study Area in Caledon could be serviced from the existing Zone 6 system, with additions to pumping capacity and infrastructure.

The purpose of the proposed North Brampton feedermain and pumping station reservoir is not to provide Zone 7 service. Rather, it is designed to ensure a safe and secure water supply within the northerly zones of the system.

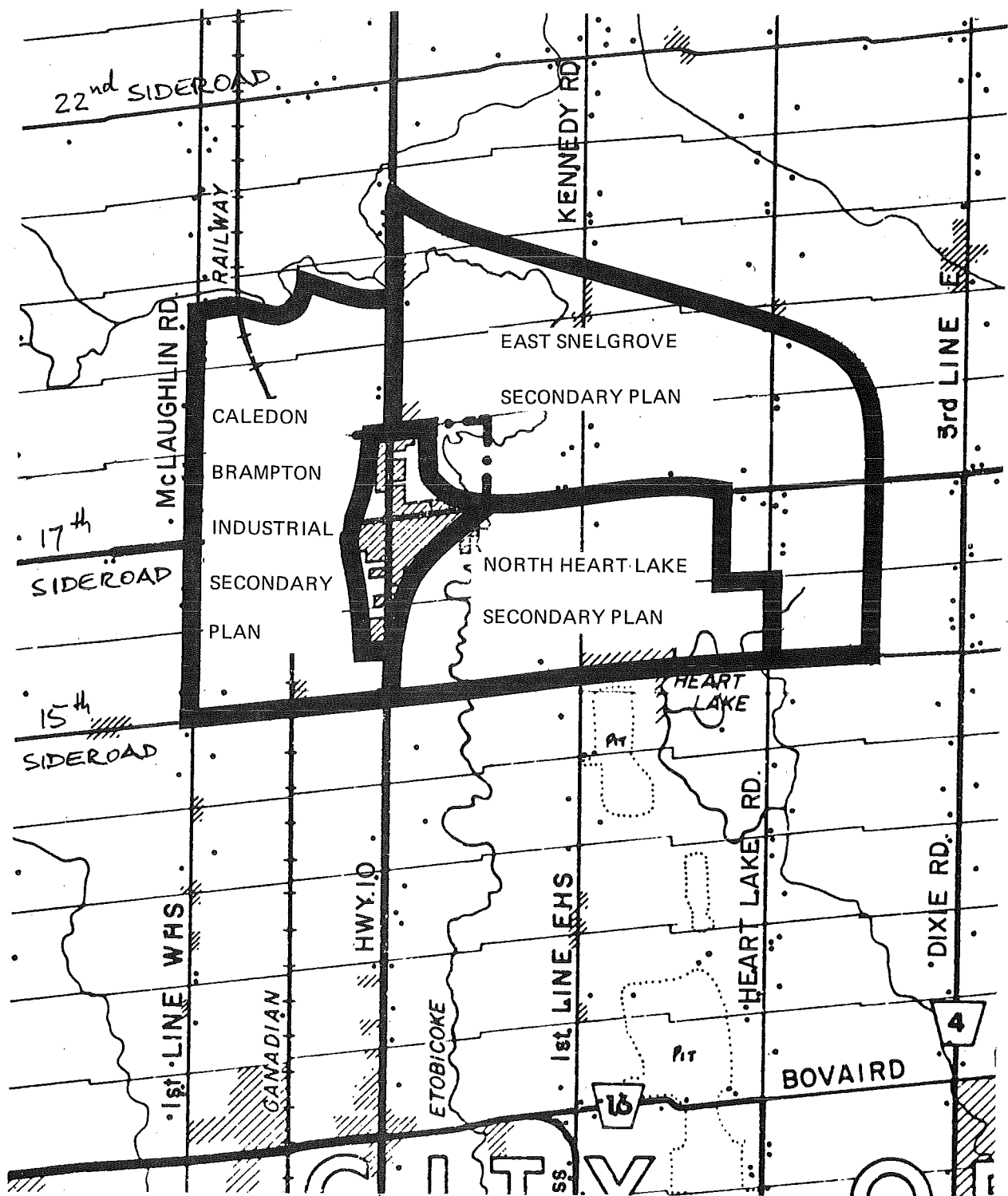
Based on the foregoing, it would appear feasible to service with water, the industrial and residential designations proposed in this Concept Plan from the Zone 6 system. In effect, this development would generally delineate the northern limit of Zone 6 in the Study Area.

Servicing development north of the suggested limits at this time, would necessitate an early and premature commitment to a costly Zone 7 system, requiring the location of an elevated tank 6,000 to 7,000 feet north of the 22nd Sideroad. At this location, such a facility would require a long, large diameter main at considerable expense.

Section 9

Secondary Plan Process

Once the Concept Plan or a variation of it is approved, it is recommended that Secondary Plans be produced according to the areas outlined on Map 12.



SECONDARY PLAN
AREAS

Three Secondary Plan areas are identified on Map 12. The area west of Highway 10 in Conc. 1 WHS, between 15th Sideroad in Brampton and the Etobicoke Creek in Caledon is proposed as the Caledon-Brampton Industrial Secondary Plan in recognition of its primarily industrial designation which extends north and south of the municipal boundary.

The area north and west of Heart Lake in Brampton is proposed as the North Heart Lake Secondary Plan area. It is bounded by 17th Sideroad on the north, Snelgrove Village and Highway 10 to the west, 15th Sideroad to the south and the Heart Lake Conservation Area to the east. These boundaries are designed to conform generally with the approved portions of the Amendment #52 area in Brampton, as modified by the Minister of Housing.

The area in Caledon north of 17th Sideroad and east of Highway 10, plus approximately 100 hectares (250 acres) of land in Brampton south of 17th Sideroad and east of the Heart Lake Conservation Area is proposed as the East Snelgrove Secondary Plan area.

A key issue of concern to the Region involves the timing and location of development in the Secondary Plan areas proposed, particularly as this process relates to the Region's responsibilities and capabilities in the provision of the necessary servicing infrastructure.

Regional Planning staff recommend that the Caledon-Brampton Industrial Secondary Plan area be developed as services become available. Discussions could begin with Canadian Pacific Railways at an early date to assess the feasibility and location of spur lines within this proposed industrial designation.

At the same time, the North Heart Lake Secondary Plan area should be allowed to proceed once a Secondary Plan for this area has been completed and approved. This Secondary Plan should be minimal in content, recognizing the conclusions of this Study, as most of the planning decisions for this area have already been made.

Regional staff are recommending several changes to Minister's Modification #4 of Amendment #52, in the interests of clarification and to remove any uncertainty involving interpretation.

With regard to the 251571 Investment Limited and A. Franceschini Development applications, in the W½ of Lot 17, Conc. 2 EHS and the E½ of Lot 17, Conc. 1 EHS, respectively, Regional Planning staff are recommending that these applications be allowed to proceed on the basis of a maximum allowable density of 3.0 units per gross acre which was the overall maximum density approved in the Minister's Modification #4.

To further reduce uncertainty involving both the Amex and 251571 Investment Limited development applications, Regional Planning staff are recommending that the provision within Modification #4 requiring a gradual decrease in density from the 15th Sideroad to the northern limits of Lot 17 be deleted.

It is further recommended that the Minister's Modification #6, as it applies to the W½ of Lot 16, Conc. 2 EHS (Conservation Drive) be retained and that Regional Planning staff attempt to negotiate an acceptable plan. In an attempt to resolve the concerns of the ratepayers on Conservation Drive, Regional Planning staff have met with their representatives. Staff have also met with the planning consultant for the development applications by Amex Development Limited and 251571 Investments Limited.

It is proposed that Regional Planning staff hold one or more meetings with all three parties in an attempt to resolve any remaining differences. Staff will report to Brampton Council as soon as possible on the outcome of these meetings.

With regard to the East Snelgrove Secondary Plan area, Regional Planning staff recommend that this area be released for development when services become available.

It is further recommended that the East Snelgrove Secondary Plan be phased in a west-to-east direction, beginning at Highway 10. This is proposed in recognition that services will become available at an earlier date in the western portion of this Secondary Plan area, which is contained within the Etobicoke West sewer shed. Conversely, the eastern 240 hectares (600 acres) of this Secondary Plan area lies within the Etobicoke Central sewer shed which, as discussed earlier in this Report, is not expected to be serviced this far north in the immediate future.

It should be emphasized that the proposed Secondary Plan boundaries outlined above can be adjusted to meet the requirements of the area municipalities. In particular, the future planning of the Snelgrove settlement area should remain flexible. The City of Brampton may elect to define a Snelgrove Settlement expansion area boundary or may elect to incorporate the village within one or more of the proposed Secondary Plan areas.

In defining these Secondary Plan areas, Regional Planning staff have endeavoured to place emphasis on uniformity of land uses proposed, and servicing availability, rather than municipal boundaries.

In recognition that the areas proposed and the planning issues involved extend across the Brampton-Caledon boundary, Regional Planning staff expect that there would be a coordination of the detailed Secondary Plan issues, including road patterns, detailed land use, development standards, park and open space provisions, etc.

Regional Planning staff is prepared to continue to participate in this process towards the approval of a Concept Plan and the preparation of Secondary Plans.

