



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 66-87

To adopt Amendment Number 115 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 Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 115 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 115 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this 23rd day of March, 1987.

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON

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By Au 06-87

AMENDMENT NUMBER 115
to the Official Plan of the
City of Brampton Planning Area


21 OP 0031-115-1

Amendment No. 115
to the
Official Plan for the
City of Brampton Planning Area

Amendment No. 115 to the Official Plan for the
Brampton Planning Area, which has been adopted by
the Council of the Corporation of the City of
Brampton, is hereby approved under Sections 17 and
21 of the Planning Act, 1983, as Amendment No. 115
to the Official Plan for the City of Brampton
Planning Area.

Date

May 25, 1987.


L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 66-87

To adopt Amendment Number 115 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 Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 115 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 115 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this 23rd day of March, 1987.

KENNETH G. WHILLANS - MAYOR

CERTIFIED A TRUE COPY

Clerk
City of Brampton

MAR 26 1987

19

LEONARD J. MIKULICH - CLERK

WCA
\$743/8

AMENDMENT NUMBER 115
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE

The purpose of this amendment is to facilitate the construction of the future Mavis/Chinguacousy Road Extension through the realignment of the corresponding major arterial road designation established in the City of Brampton Official Plan.

2.0 LOCATION

The portion of the major arterial road alignment affected by this amendment extends northward from the future Highway Number 407 to traverse the mid-Concession II W.H.S. lot line and follow the existing Chinguacousy Road alignment to a point immediately south of the C.P. Rail crossing.

3.0 DETAILS OF THE AMENDMENT

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

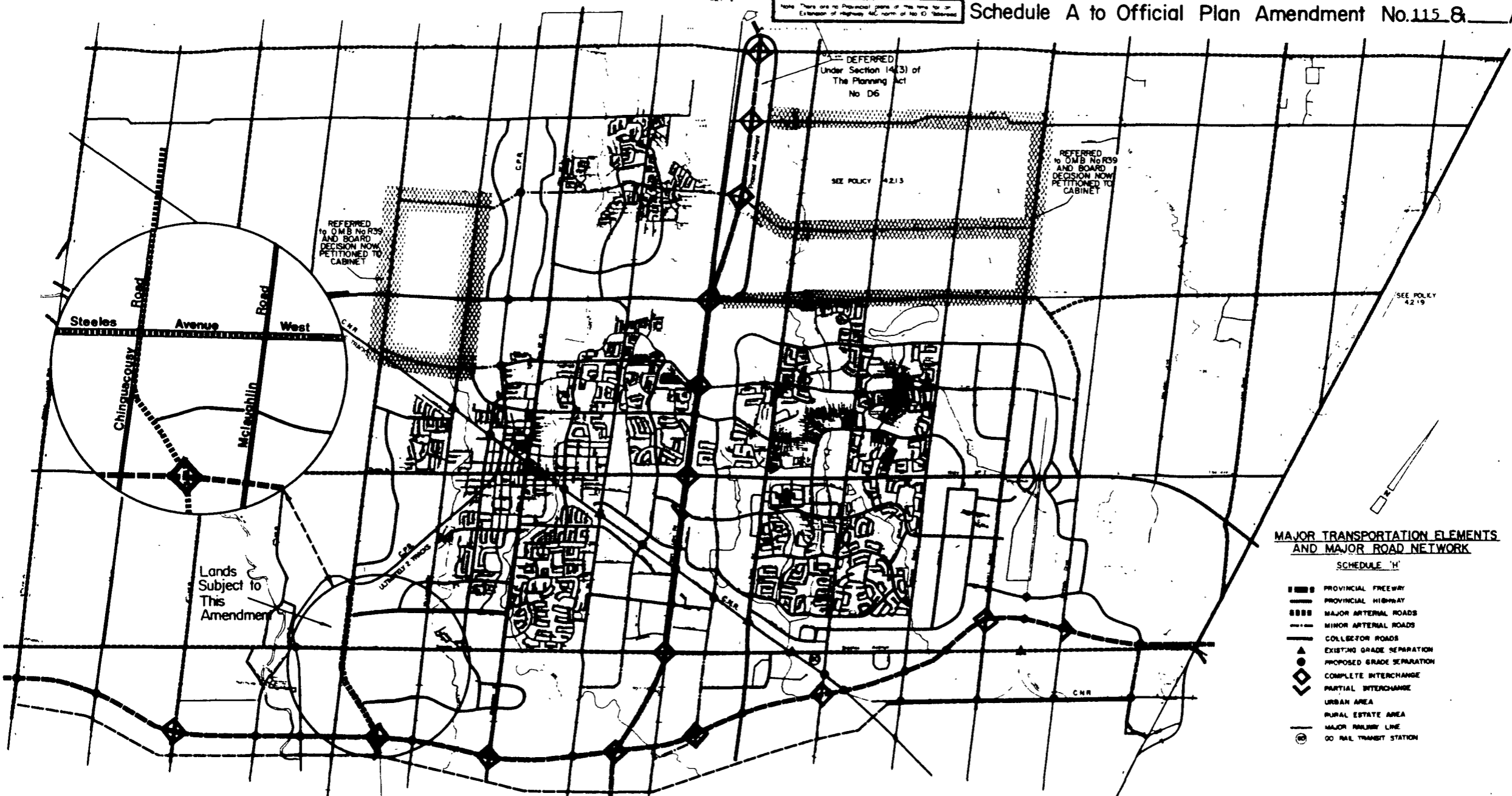
- (i) by changing, on Schedule "H" "Major Transportation Elements and Major Road Network" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule A to this amendment, from the alignment now shown on Schedule "H", to the alignment shown on Schedule A to this amendment; and,
- (ii) by changing on Schedule "I" "Major Road Right-of-Way Widths" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule B to this amendment, from the alignments now shown on Schedule "I", to the alignments shown on Schedule B to this amendment.

4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of CHAPTER 7 of the Official Plan shall apply to the implementation and interpretation of this amendment.

Note: There are no Provincial maps of this type for an Extension of Highway 40, north of No. 10. Refer to

Schedule A to Official Plan Amendment No. 115.8. A



REFERRED TO OMB No R09 AND BOARD DECISION NOW PETITIONED TO CABINET

DEFERRED Under Section 14(3) of The Planning Act No D6

SEE POLICY 4213

REFERRED TO OMB No R39 AND BOARD DECISION NOW PETITIONED TO CABINET

SEE POLICY 4219

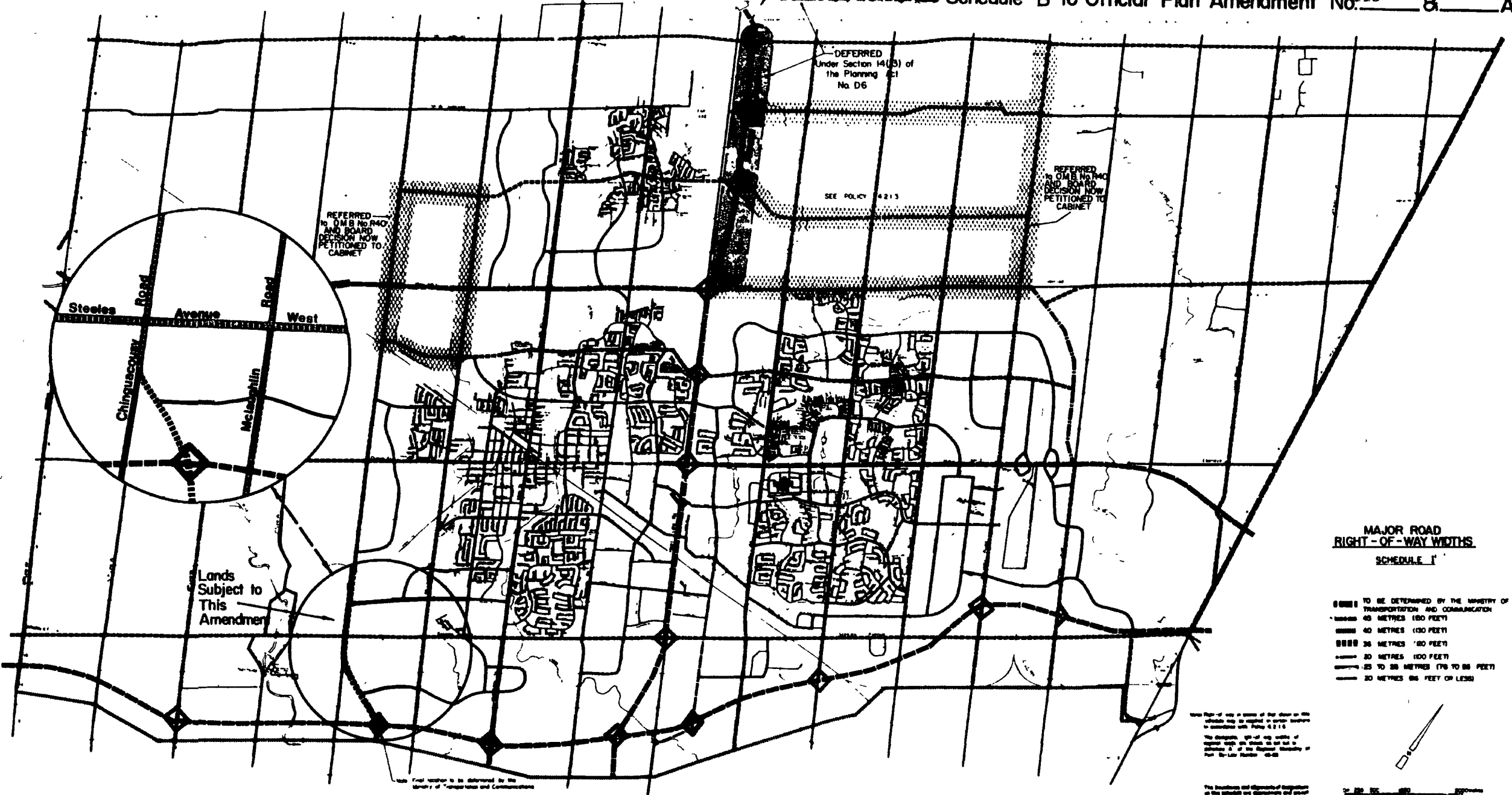
Lands Subject to This Amendment

MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK

SCHEDULE 'M'

- ▬▬▬▬▬▬ PROVINCIAL FREEWAY
- ▬▬▬▬▬▬ PROVINCIAL HIGHWAY
- ▬▬▬▬▬▬ MAJOR ARTERIAL ROADS
- ▬▬▬▬▬▬ MINOR ARTERIAL ROADS
- ▬▬▬▬▬▬ COLLECTOR ROADS
- ▲ EXISTING GRADE SEPARATION
- ▲ PROPOSED GRADE SEPARATION
- ◇ COMPLETE INTERCHANGE
- ◇ PARTIAL INTERCHANGE
- ▬ URBAN AREA
- ▬ RURAL ESTATE AREA
- ▬ MAJOR RAILWAY LINE
- ⊙ GO RAIL TRANSIT STATION

The boundaries and designations of responsibility in this schedule are approximate and are not intended to be precise.
This map forms part of the OFFICIAL PLAN of the CITY of BRAMPTON, and shall be read in conjunction with the text.



REFERRED TO OIA'S BOARD DECISION NOW PETITIONED TO CABINET

DEFERRED Under Section 14(3) of the Planning Act No. D6

SEE POLICY 4.2.1.3

REFERRED TO OIA'S BOARD DECISION NOW PETITIONED TO CABINET

Steeles Avenue West

Chinguacousy Road

McLaughlin Road

Lands Subject to This Amendment

MAJOR ROAD RIGHT-OF-WAY WIDTHS
SCHEDULE 1'

- ===== TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
- ===== 40 METRES (130 FEET)
- ===== 60 METRES (190 FEET)
- ===== 36 METRES (120 FEET)
- ===== 30 METRES (100 FEET)
- ===== 25 TO 30 METRES (75 TO 90 FEET)
- ===== 30 METRES (90 FEET OR LESS)

This map of any or some of the items on this schedule may be applied to other streets in accordance with Policy 4.2.1.3

The boundaries and dimensions of the lands on this schedule are determined and approved in accordance with the Act and the Regulations made thereunder.

The map was prepared by the City of Brampton Planning Department in cooperation with the Infrastructure Department.

BACKGROUND MATERIAL TO
OFFICIAL PLAN AMENDMENT
NUMBER 115

Attached is a copy of a report from the Director, Policy Planning and Research, dated January 15, 1987 and a copy of a report dated February 12, 1987 forwarding the notes of a public meeting held on February 4, 1987. In addition, a report, recommending the adoption of the proposed amendment, dated March 10, 1987 is also attached.

2/87/4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

March 10, 1987

TO: The Chairman and Members of.
Planning Committee

FROM: Planning and Development Department

RE: Mavis Road Extension
Our File Number: R2.3

BACKGROUND

A public meeting was held on February 4, 1987 regarding a proposed official plan amendment (Attachment 1) to establish Alignment "D" for the extension of Mavis Road. The official plan amendment is required to:

- implement Council's decision to proceed with Alignment "D"; and,
- facilitate development approval for lands north of Steeles Avenue, within the New Development Area Number 12 Secondary Plan.

Since City Council had not made a decision regarding Mavis Road when the secondary plan for New Development Area Number 12 was approved, Alignment "B" was incorporated to reflect prevailing provisions of the Official Plan. Accordingly, it was necessary to recommend deferral of a portion of New Development Area Number 12, pending the final disposition of the Mavis Road Alignment. Thus, approval of the proposed official plan amendment is required to:

- establish, on a conceptual basis, Alignment "D" for Mavis Road in the City's Official Plan; and,
- lift the deferral of lands within New Development Area Number 12, to avoid undue delays in development approval.

However, since the public meeting, there has been some concern regarding the impact of Alignment "D" on:

- an existing residential holding; and,
- the Toronto General Burying Grounds.

It appears that Alignment "D", as originally envisaged, would result in the removal of one residential holding (Canning property - See Alternative D-1 attached). In addition, representatives of the Toronto General Burying Grounds (located on the west side of Chinguacousy Road) have expressed concerns that the adoption of Alignment "D" would result in the loss of visual exposure, and vehicular accessibility that they now enjoy along the existing alignment of Chinguacousy Road. Accordingly, City Council deferred consideration of the proposed official plan amendment, pending an investigation of these concerns.

It is the purpose of this report to illustrate that minor variations to Alignment "D" can be achieved to resolve the outstanding concerns, without affecting the intent of the proposed official plan amendment.

ANALYSIS

Subsequent to Council's deferral of this matter, staff have met with both the Cannings and representatives of the Toronto General Burying Grounds. In addition, three other variations of Alignment "D" have been developed by the Regional Transportation Policy Division, in an attempt to resolve the outstanding concerns (D-2, D-3, and D-4 attached).

Alternative D-2 would:

- shift the alignment further to the west;
- necessitate the removal of the Canning property; and,
- increase the amount of developable land.

Under this scenario, it would be incumbent on the development proponent to negotiate the acquisition of the Canning property.

Alternatives D-3 and D-4 are intended to provide the options necessary to retain the residential use of the Canning property. In this regard, Alignment "D" is skewed to entirely avoid the property. It is assumed that sound attenuation measures would be implemented to achieve a satisfactory residential environment with respect to noise.

Accordingly, it is evident that there is sufficient flexibility in these variations to Alignment "D", to negotiate the disposition of the Canning property. In addition, each of the variations are equally acceptable from a transportation planning perspective. It should also be emphasized that the proposed official plan amendment would not preclude the implementation of these alignment variations. As noted previously, it is intended that the official plan amendment will establish Alignment "D" on a highly conceptual basis in the Official Plan. Variations to the alignment can be negotiated to resolve outstanding concerns at successively more detailed steps in the planning process. It should be noted that detailed road designs, and further public consultation will occur during the preparation of the secondary plan for lands south of Steeles Avenue.

As noted previously, representatives of the Toronto General Burying Grounds are concerned that Alignment "D" would result in a loss of visual exposure and vehicular accessibility to their facility. This concern can be resolved through the conveyance of intervening lands, for the use of the cemetery, between the existing Chinguacousy and Mavis Road right-of-ways (See Alternative D-3). This would provide the frontage on Mavis Road to satisfy the access and visibility requirements of the cemetery. The conveyance of these lands, for the use of the cemetery, can be made as a condition of draft approval of affected plans of subdivision.

CONCLUSIONS AND RECOMMENDATIONS

In October of 1986 City Council resolved to proceed with Alignment "D" for Mavis Road. The proposed official plan amendment is intended to:

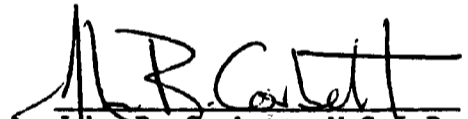
- implement Council's decision on a conceptual basis; and,
- provide the flexibility to resolve outstanding land use conflicts at successively more detailed steps in the planning process.

The alignment variations suggested by the Region to resolve the outstanding concerns, can be implemented in conformity with the proposed official plan amendment.

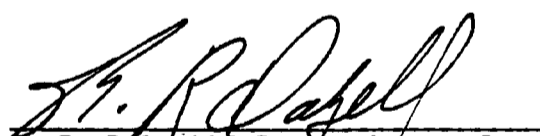
If the City is to proceed with Alignment "D", it is recommended that:

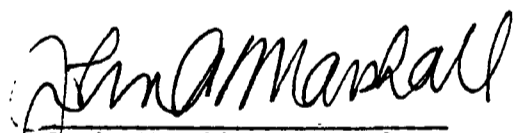
- (1) The official plan amendment to establish Alignment "D" on the appropriate transportation schedules be approved;
- (2) Staff be directed to submit the appropriate document to City Council for adoption;
- (3) The Minister of Municipal Affairs be requested to lift the deferred status of lands within the New Development Area Number 12 Secondary Plan; and,
- (4) The conveyance of lands necessary to provide frontage on Mavis Road, for the Toronto General Burying Grounds be a condition of draft approval of affected plans of subdivision.

Respectfully submitted,


 John B. Corbett, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalzell, Commissioner of
 Planning and Development


 J. A. Marshall, Director
 of Planning Policy and
 Research

JBC/hg/11

AMENDMENT NUMBER _____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE

The purpose of this amendment is to facilitate the construction of the future Mavis/Chinguacousy Road Extension through the realignment of the corresponding major arterial road designation established in the City of Brampton Official Plan.

2.0 LOCATION

The portion of the major arterial road alignment affected by this amendment extends northward from the future Highway Number 407 to traverse the mid-Concession II W.H.S. lot line and follow the existing Chinguacousy Road alignment to a point immediately south of the C.P. Rail crossing.

3.0 DETAILS OF THE AMENDMENT

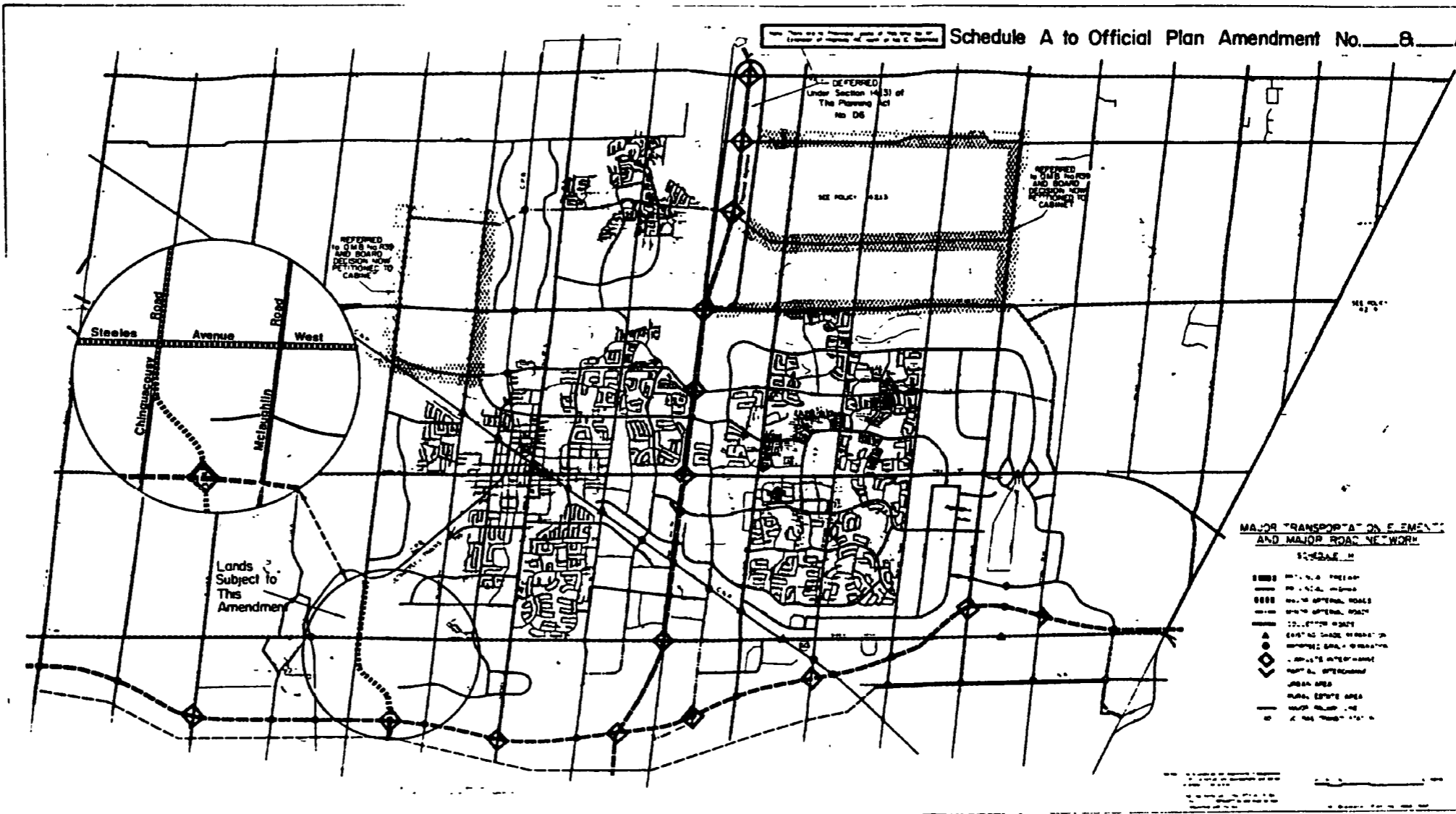
The document known as the Official Plan for the City of Brampton Planning Area is hereby amended:

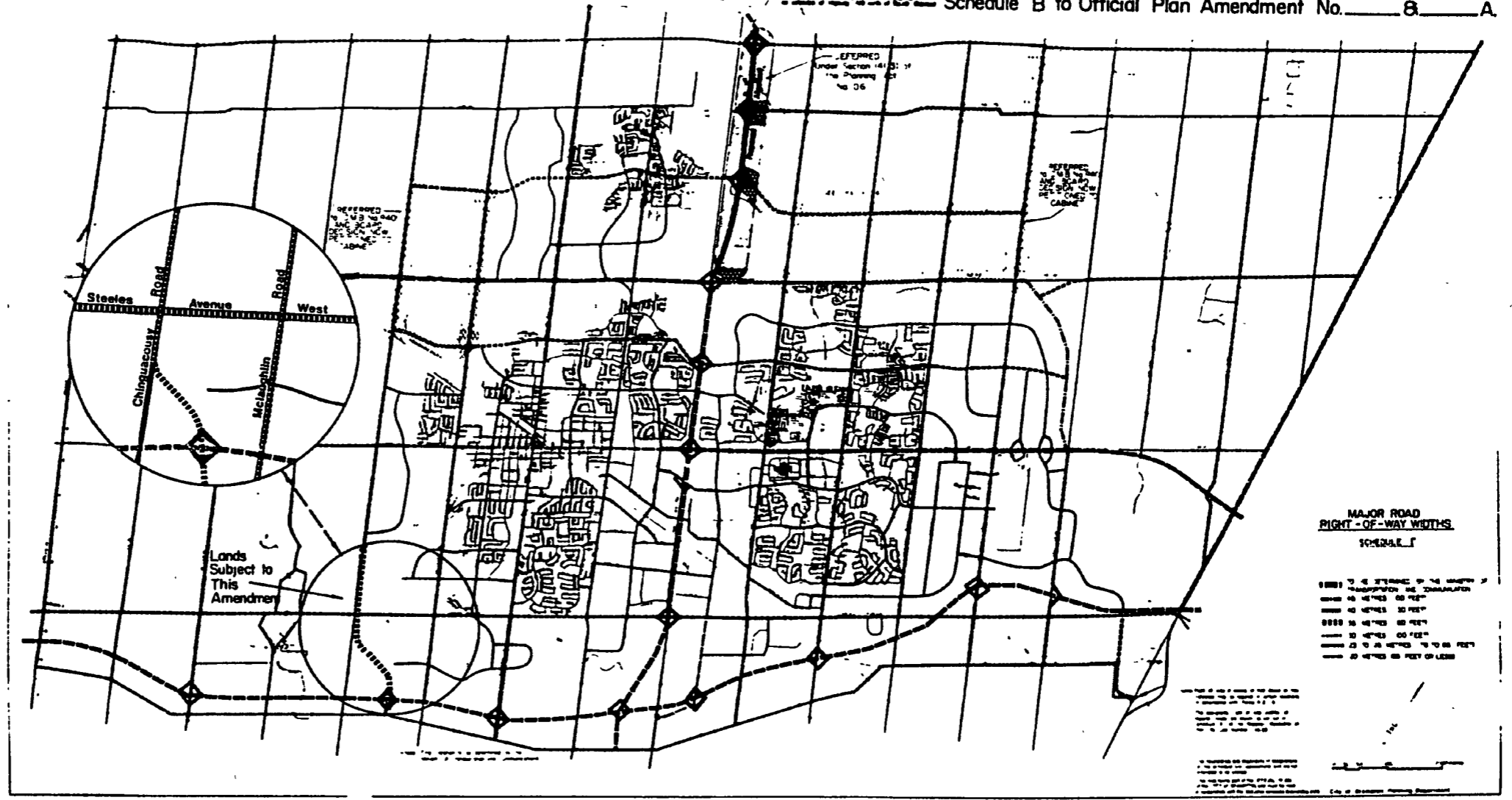
- (i) by changing, on Schedule "H" "Major Transportation Elements and Major Road Network" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule A to this amendment, from the alignment now shown on Schedule "H", to the alignment shown on Schedule A to this amendment; and,
- (ii) by changing on Schedule "I" "Major Road Right-of-Way Widths" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule B to this amendment, from the alignments now shown on Schedule "I", to the alignments shown on Schedule B to this amendment.

4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of CHAPTER 7 of the Official Plan shall apply to the implementation and interpretation of this amendment.

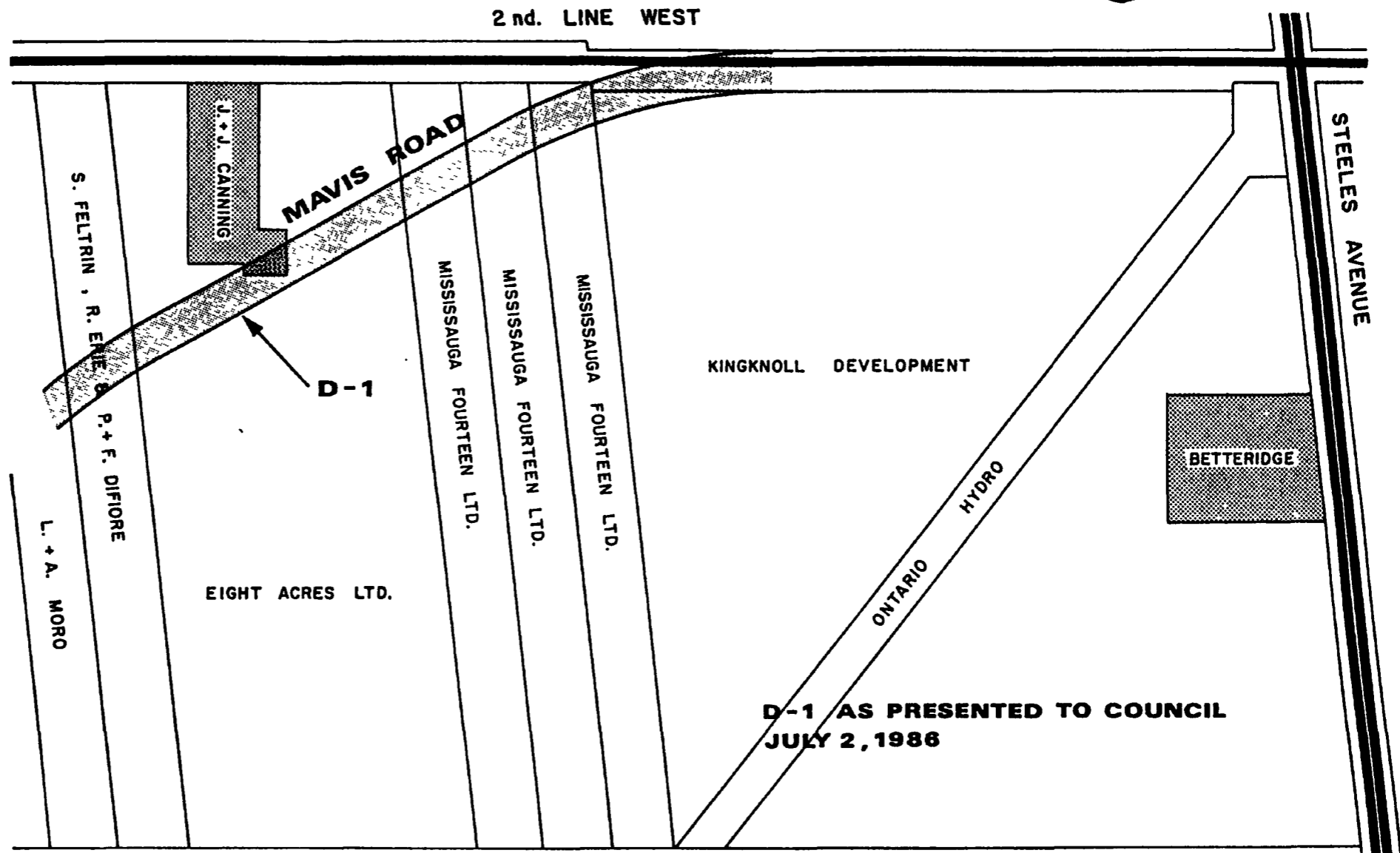
Schedule A to Official Plan Amendment No. 8 A





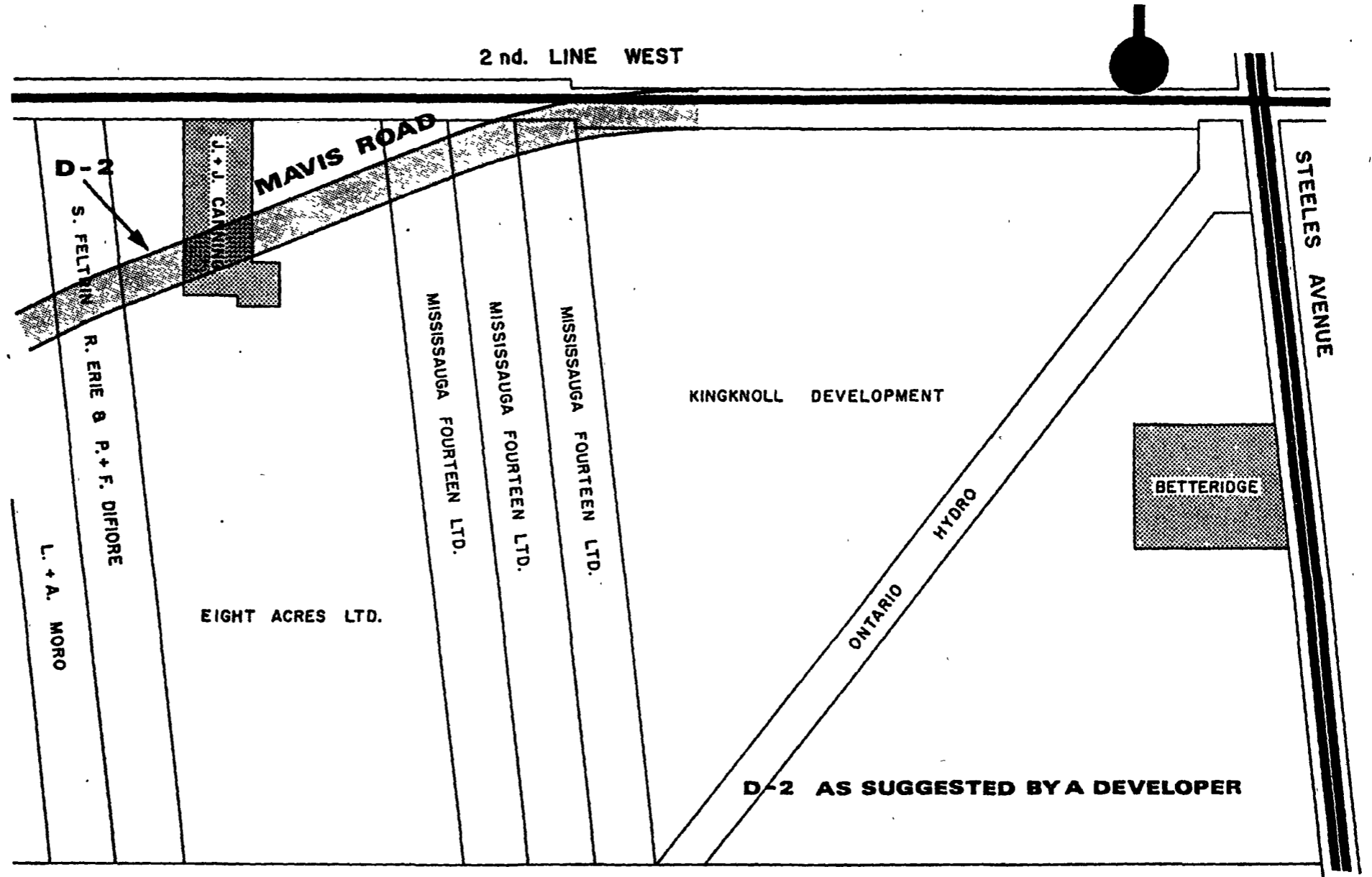
C6-7

C6-8



MAVIS ROAD

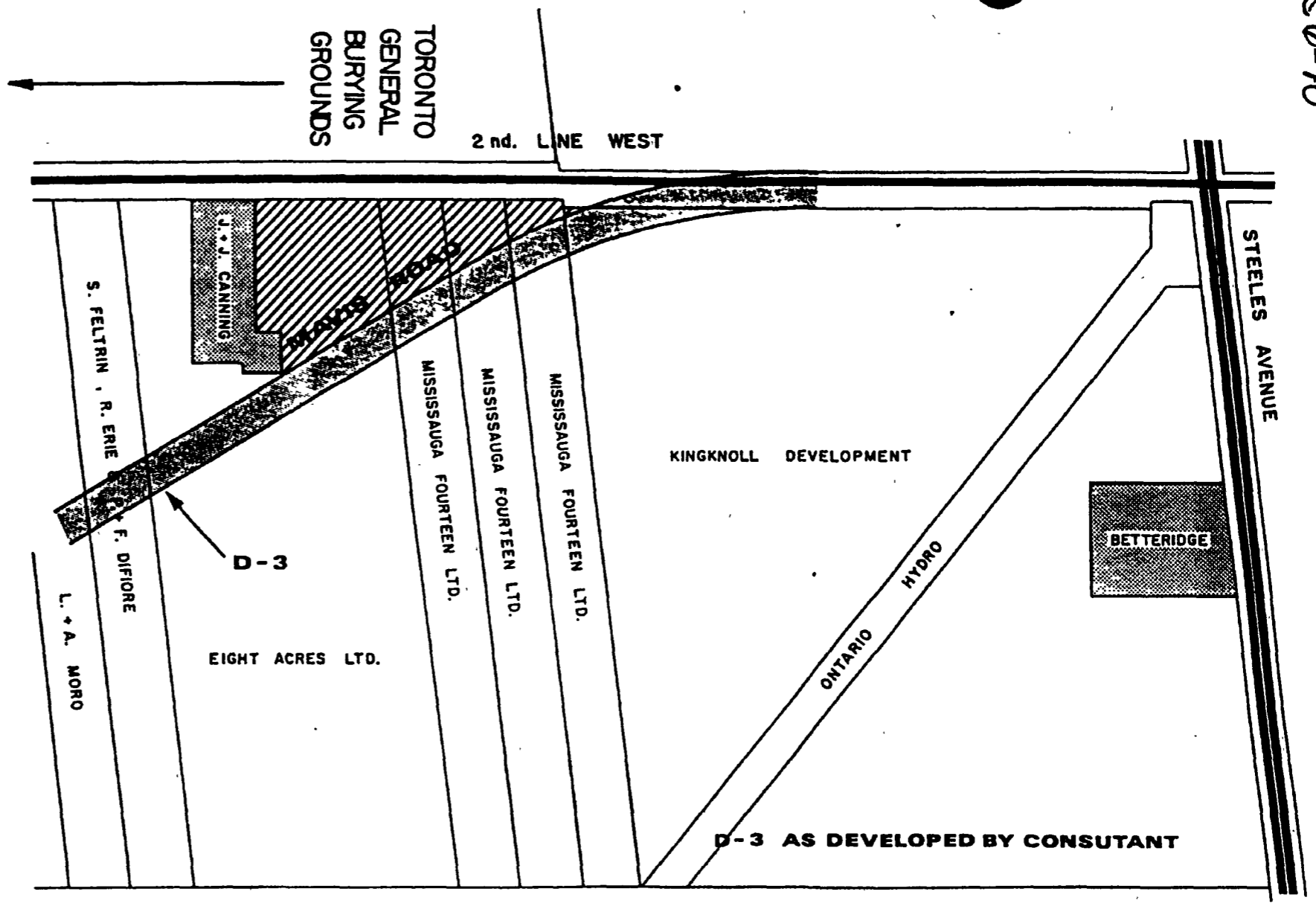
**FUNCTIONAL PLANNING STUDY - STAGE 2
VARIATIONS TO ALTERNATIVE 'D' ALIGNMENT**




MAVIS ROAD

**FUNCTIONAL PLANNING STUDY - STAGE 2
VARIATIONS TO ALTERNATIVE 'D' ALIGNMENT**

C6-9

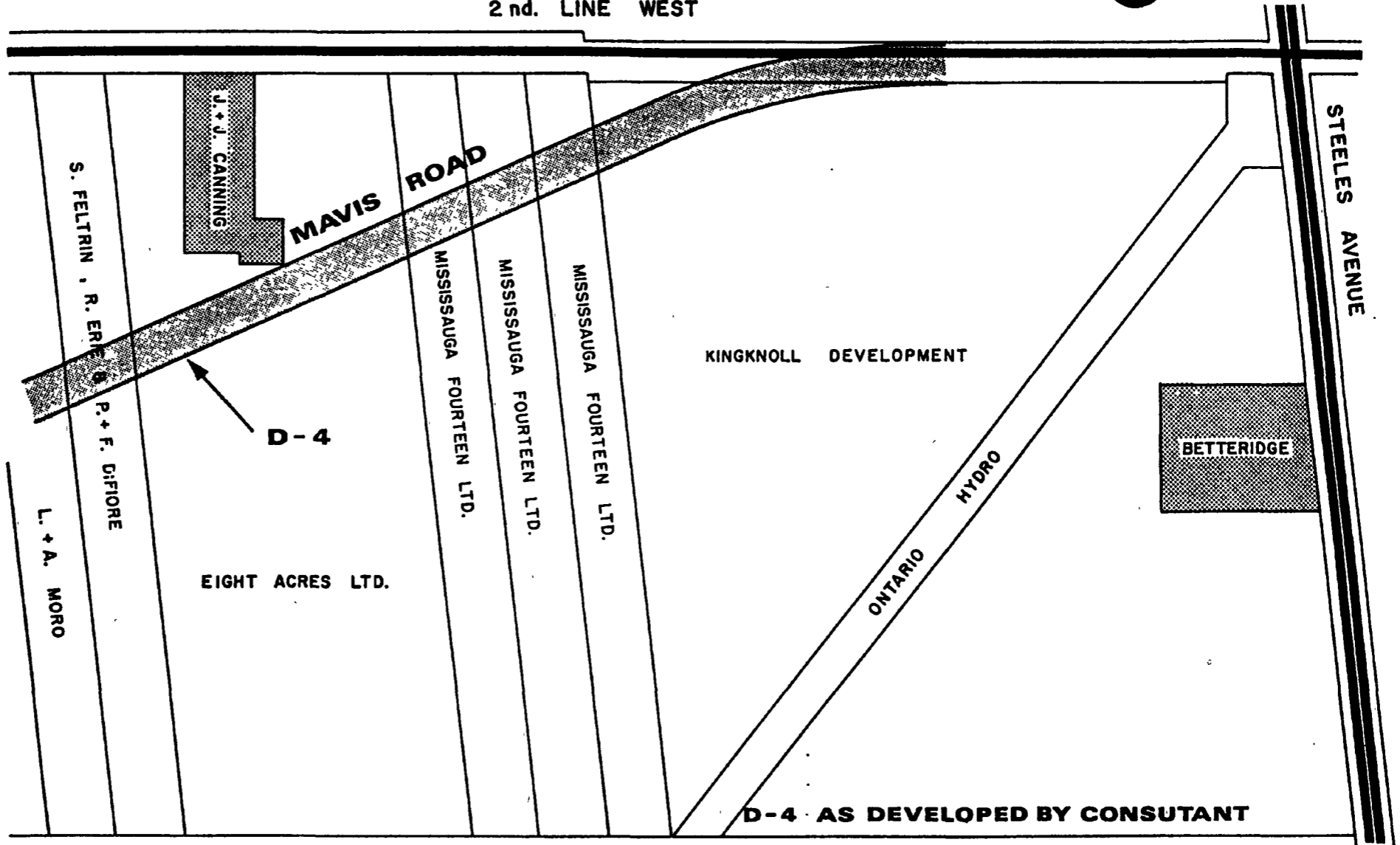


 Lands proposed to be conveyed to Toronto General Burying Grounds.

MAVIS ROAD

**FUNCTIONAL PLANNING STUDY - STAGE 2
VARIATIONS TO ALTERNATIVE 'D' ALIGNMENT**

2 nd. LINE WEST



MAVIS ROAD

FUNCTIONAL PLANNING STUDY - STAGE 2 VARIATIONS TO ALTERNATIVE 'D' ALIGNMENT

CG-11

CG-12

Walker, Wright, Youn
Associates Limited
Planning Consultants

March 9, 1987

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Clerk's Department
Corporation of the
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: Mr. Tufts

15 Delisle Avenue
Toronto, Ontario
M4V 1S8
416/968-3511

Dear Sir:

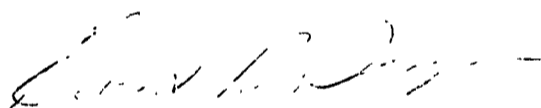
Re: Mavis Road Alignment -
Planning Committee -
March 16, 1987

We are retained by the Toronto Trust Cemeteries, owner of the Meadowvale Cemetery in Brampton. We have followed with interest the studies related to the Mavis Road alignment and we have made the effort to discuss our client's concerns with both the City and Regional staff.

We understand that Planning staff will be bringing forward a report on various alternatives to "Alignment D". We would like to make a representation to the Planning Committee in respect of that particular matter.

I trust that this request can be accommodated.

Yours very truly,



Robert A. Dragicevic, M.C.I.P.
Partner

RAD/le

cc: Mr. R. Smith
Mr. K. Myllymaki

Peter R. Walker
B.A. M.Sc. MCIP
James M. Wright
B.Arch MRAIC
Richard D. Young
B.Sc. M.Arch MRAIC RIBA
Robert A. Dragicevic
BES MES MCIP
Wendy Nott
BES MCIP

C6-13

JOSEPH T. CANNING,
R. R. #10,
Chinguacousy Road,
BRAMPTON, Ontario,
L6V 3N2.

March 11th, 1987.

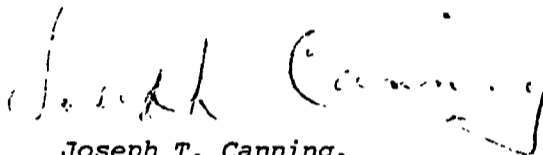
CLERK,
The Corporation of the City
of Brampton,
150 Central Park Drive,
BRAMPTON, Ontario,
L6T 2T9.

Dear Sir/Madam:

Re: MAVIS ROAD EXTENSION,
(Alignment D)
New Development Area No. 12,
Secondary Plan - File No. SP-34

I would like to appear as a delegation re the above mentioned
Mavis Road Extension, and wish to be put on the agenda for the City
Council meeting on Monday, March 16th, 1987 at 7:30 p.m.

Yours very truly,



Joseph T. Canning.

JC/s

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

February 12, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Mavis Road Extention - New Development
Area Number 12 Secondary Plan
Our File Number: SP-34

The notes of the public meeting held on Wednesday, February 4, 1987 with respect to the above noted matter, are attached for the consideration of Planning Committee.

The subject of the public meeting was a proposed official plan amendment to establish Alignment "D" for the extention of Mavis Road on the appropriate transportation schedules. One item of correspondence has been received from an affected property owner, who is in opposition to Alignment "D".

A number of questions were raised which primarily related to the engineering and construction details of the proposed alignment, in particular:

- timing of construction;
- land acquisition;
- precise alignment geometrics; and,
- abutting land use.

In response to these questions, it was emphasized that the proposed official plan amendment is intended to implement Regional and City Council's decision to proceed with Alignment "D". This will enable:


- the finalization of the engineering details of the alignment; and,
- the preparation of requisite planning studies addressing potential urban expansion to the limits of Alignment "D", and associated land use matters.

The detailed concerns of the residents will be clarified through the preparation of secondary plans for the affected area. Further public meetings will be convened as part of the secondary planning process, as well as prior to development approval.

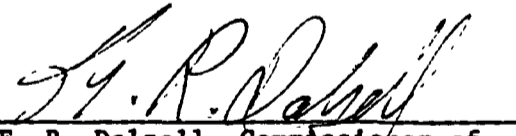
Accordingly, it is recommended that:


1. The notes of the public meeting be received;
2. The official plan amendment be approved; and,
3. Staff be directed to present the appropriate documents to City Council.

Respectfully submitted,


 John B. Corbett, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalzell, Commissioner of
 Planning and Development


 J. A. Marshall, M.C.I.P.
 Director of Planning Policy
 and Research

JBC/hg/10

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, February 4, 1987, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:33 p.m., with respect to MAVIS ROAD EXTENSION - NEW DEVELOPMENT AREA 12 SECONDARY PLAN (File: SP-34). In August and October of 1986, the Regional and City Councils adopted Alignment "D" for the extension of Mavis Road. To implement the Council's decision, it has been determined that an amendment is required to incorporate Alignment "D", by amendment, on the appropriate transportation schedules of the Brampton Official Plan.

Members Present: Alderman P. Palleschi - Chairman
Alderman H. Chadwick
Alderman A. Gibson

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
J. Corbett, Policy Planner
E. Coulson, Secretary

Approximately 22 members of the public were in attendance.

The Chairman enquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

Mr. Corbett outlined the proposal and explained the intent of the proposed amendment. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mr. Gummerson, R.R. #10 Chinguacousy Road, wanted to know why the Alignment "D" was being implemented, as he understood that Alignment "B" had been selected and had noticed surveying in progress.

Mr. Corbett responded that the Mavis Road Alignment has been subject to public meetings and selection of Alignment "D" was Council's choice. In addition, the servicing constraints which

- cont'd. -

originally precluded the selection of Alignment "D" now can be overcome.

Mr. Gummerson wanted to know if housing development would abut the proposed extension of Mavis Road.

Mr. Dalzell addressed the issue of housing, noise attenuation walls, and the selective use of frontage roads, reverse frontage, etc.

Mr. Gummerson commented that residents on the opposite side of noise attenuation walls hear twice as much noise because of noise reverberation.

Mr. Dalzell noted that these issues are considered during the development application processing.

Josephine Canning, R.R. #10, Chinguacousy Road, commented that this was the first she has heard about Alignment "D" for Mavis Road. She wanted to know the expected time frame for construction of the road, and asked when the notices were sent out.

Mr. Corbett responded that Alignment "D" was public knowledge in April or May of 1986, and the time frame was not available.

Mrs. Canning commented that most of the people left a meeting during that time with the understanding that Schedule "B" was to be used.

Mr. Corbett advised that this proposed amendment was to amend the transportation schedule only and that the urban boundary remains unchanged. Also, further Public Meetings will be held respecting the potential development of abutting lands for urban purposes as part of the secondary planning process.

Mr. Dalzell commented that Mavis Road is a Regional Road and although there is no time frame available, a guess might be approximately 5 to 10 years, with the Highway 407 interchange preceding.

Joseph Canning, R.R. #10, Chinguacousy Road, asked if there was a subdivision proposed for the north-east corner before construction of the Mavis Road extension, and noted that surveying was being done at present.

Also, he asked if the City has plans for widening the Mavis Road extension.

He was informed that the City will obtain road widenings from the developer to achieve the ultimate right-of-way width for Mavis Road.

Mr. Corbett explained the 36 metre right-of-way provision for the widening of Mavis Road to 2, then 4 lanes, as the traffic warrants, on the east side of the extension.

Mr. Canning voiced concern about the location of his property at the definite point of curve of the proposed road.

Mr. Dalzell noted that the alignment can be shifted slightly.

Sandra Morrow, R.R. #10, Chinguacousy Road, wanted to know the distance between the proposed road and her home, and if the east side of Chinguacousy Road would be effected.

Mr. Dalzell responded that plans were not finalized exactly, but gave a close approximation of the road location relevant to her house.

Ms. Morrow asked if any roads from the proposed subdivision would have access on Mavis Road.

Mr. Dalzell responded that one would have access on Mavis Road but access to McLaughlin Road was probable for the area.

Mr. Gummerson expressed concern that his property would be in the path of the proposed extension, and Mr. Dalzell noted that, in that case, his property would have to be acquired by the City.

In response to a question, Mr. Dalzell explained acquisition or expropriation of property and procedures of determining costs.

It was requested and agreed upon to send notification of the passing of the amendment to all those on Chinguacousy Road from the south City boundary, north to where Mavis Road joins Chinguacousy Road.

There were no further questions or comments and the meeting adjourned at 8:15 p.m.

D-6
JOSEPH T. CANNING,
R. R. #10,
Chinguacousy Road,
BRAMPTON, Ontario,
L6V 3N2.

February 6th, 1987.

The Clerk,
of the Corporation of the City of
Brampton,
150 Central Park Drive,
Brampton, Ontario,
L6T 2T9.

Dear Sir:

Re: ALIGNMENT "D"
Mavis Road Extension
New Development Area No. 12
Secondary Plan
(File Number: SP-34)

With reference to the abovementioned proposal, we would like to go on record, at this time, as being opposed to Alignment D of said project.

This Alignment 'D' would have the effect of forcing us out of our house and local community. Being a resident of this area for the past 13 years and raising our young family we do not wish to re-locate.

We would have no objection to Alignment A, B, or C as these would not have the effect of forcing us to lose our home.

Your consideration and reply to this letter would be appreciated.

Yours very truly,

Joseph T. Canning

Joseph T. Canning.

JTC/s
Encls. Map showing the 4 alignments.

REC'D
854
19.1
REG:
FILE NO:

D-4

LOT 13 - CON 3 W.H.S.

2nd E WEST

LOT 14

LOT 15

AVEN

Handwritten: CHANGING 2300 3000

GOVERNMENT SERVICES

FRONT GENERAL BURYING GROUNDS

E McPHERSON

BRAMPTON WEST L-2-LTD

407

HIGHWAY

PIZZOLIS CONSTRUCTION LTD

MATRIGLIANO

G.M. FINELL & DELUCA

JOAN INTER

BLUEBORN PLUMBING LTD

A. MORO

S. PELTIN & ERLE & P. P. MORE

EIGHT ACRES LTD.

MISSISSAUGA FOURTEEN LTD

MISSISSAUGA FOURTEEN LTD

MISSISSAUGA FOURTEEN LTD

KINGKNOLL DEVELOPMENT

HYCRO

ONTARIO

D

C

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H-140

H-118

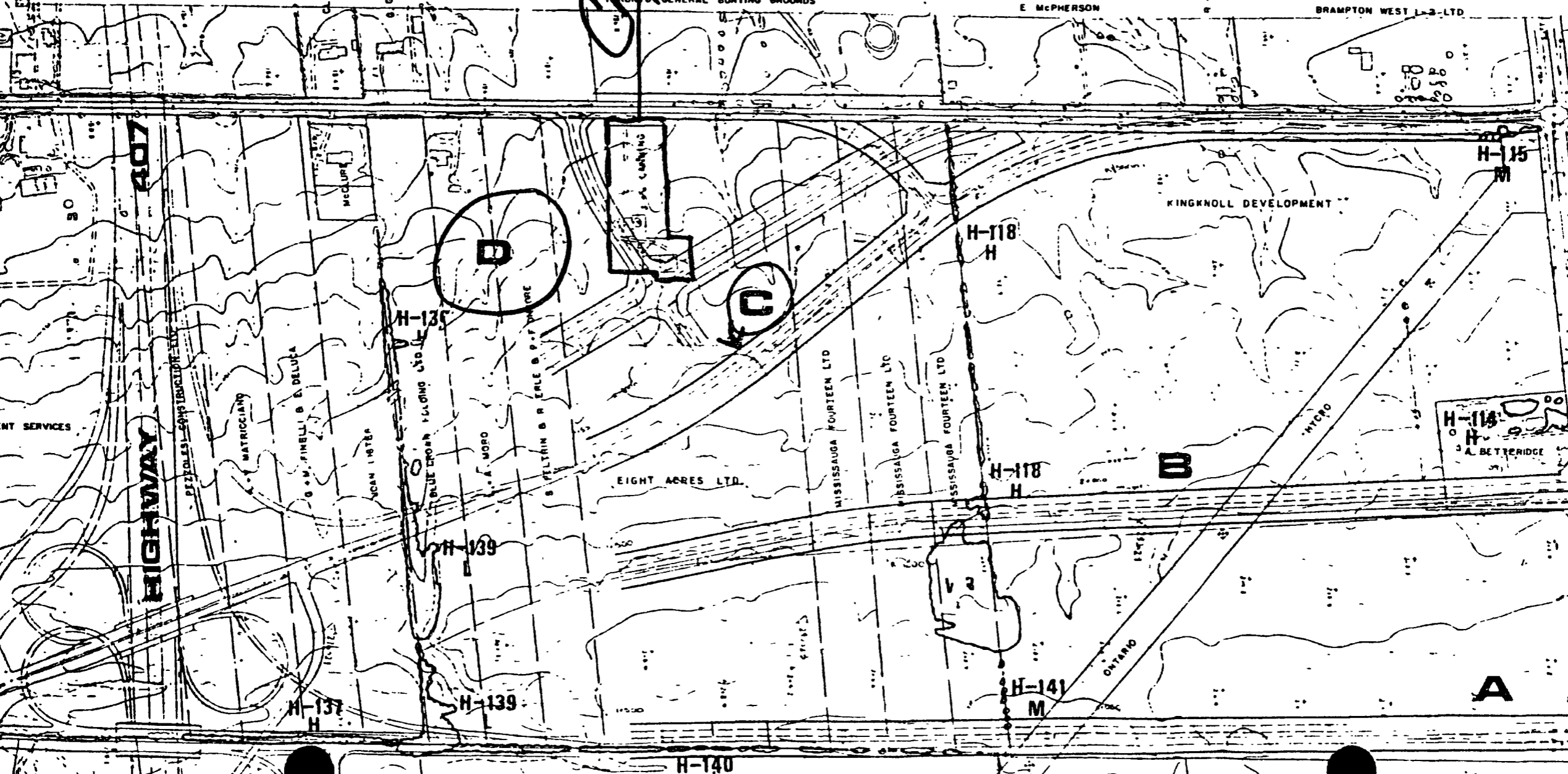
H-118

H-141

H-115

H-115

A. BETTRIDGE



INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

January 15, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Mavis Road Extension - New Development
Area Number 12 Secondary Plan
Our File Number: SP-34

BACKGROUND

In August of 1986 Regional Council considered various alternative alignments for the proposed Mavis Road Extension, and subsequently resolved:

"That Regional Council approve Alignment "D" as outlined in the report of the Commissioner of Planning dated July 2, 1986, subject to minor adjustments, and that the Cities of Brampton and Mississauga, the Town of Caledon, and the Minister of Transportation and Communications, be so advised."

At its meeting of October 27, 1986 City Council considered a planning report examining the details of the proposed alignment for the future Mavis Road Extension. Subsequent to their consideration of this report, Council also resolved that the City should proceed with Alignment "D" for Mavis Road.

To implement Council's decision, it has been determined that official plan amendments are required to:

- incorporate Alignment "D" on the appropriate transportation schedules; and,

- expand the urban boundary to incorporate additional lands implicated by Alignment "D".

Accordingly, major landowners within the affected area have:

- submitted the necessary official plan amendment applications; and,
- commenced the preparation of the requisite land use, market and agricultural impact studies to firmly establish the basis for the desired expansion of the urban area.

IMPLICATIONS

Staff have also commenced a review of the relevant secondary plans to establish the planning parameters required to accommodate Alignment "D" for Mavis Road, and the development of the expanded urban area.

The relevant secondary plans (Map 1) are:

- Fletchers Creek, south of Steeles Avenue; and,
- New Development Area Number 12, north of Steeles Avenue (approved by City Council in September, 1986).

The Fletchers Creek South Secondary Plan requires the most extensive review since it contains the majority of the urban expansion area.

Since City Council had not made a decision regarding Mavis Road when the secondary plan of New Development Area Number 12 was approved, Alignment "B", was incorporated to reflect prevailing provisions of the Official Plan. In addition, it was necessary to recommend deferral of a portion of New Development Area Number 12, generally south of the westerly extension of Charolais Boulevard (Map 2) pending the final disposition of the Mavis Road Alignment. It should be noted that significantly different alignments of Charolais Boulevard are required to achieve satisfactory points of intersection with Mavis Road, at Alignments "B" and "D" (Map 3).

Major landowners within the deferred area have now submitted draft plans of subdivision for approval. To expedite the approval process, the Mavis Road/Charolais Boulevard Alignment must be resolved to enable the removal of the deferred area within the secondary plan.

PROCEDURE

In view of Council's resolution with respect to Mavis Road, it is now appropriate to amend the transportation schedules in the Official Plan to reflect Alignment "D". This will:

- enable the finalization of the Charolais Boulevard Alignment; and,
- facilitate secondary plan approval for the deferred area within New Development Area Number 12.

Since the expansion of the urban area is, at this point, premature pending the completion of the requisite planning studies, it will be necessary to request the Ministry of Municipal Affairs to modify the Secondary Plan for New Development Area Number 12 to delineate the urban boundary as currently established in the Official Plan (Map 4).

In following this procedure, Planning Committee effectively separates the transportation and land use issues associated with the Mavis Road Extension, and thereby:

- avoids undue delays in the development approval for lands within New Development Area Number 12;
- implements Council's decision to proceed with Alignment "D"; and,
- does not prejudice the City's position with respect to urban area expansion, prior to the completion of the proper planning process.

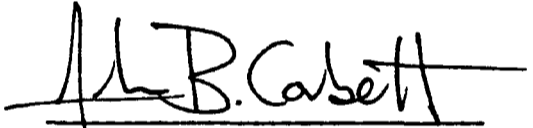
RECOMMENDATIONS

Attached for the consideration of Planning Committee is a draft Official Plan Amendment to change the appropriate transportation schedules to reflect Alignment "D" for Mavis Road.

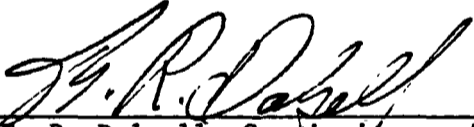
On the basis of the foregoing discussion, it is recommended that:

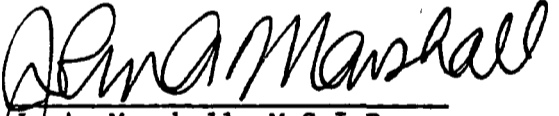
- (i) a public meeting be convened in accordance with City Council's procedures;
- (ii) subject to the results of the public meeting, the official plan amendment be approved;
- (iii) upon the approval of the official plan amendment, the Minister of Municipal Affairs be requested to remove the deferred area from the New Development Area Number 12 Secondary Plan; and,
- (iv) the Minister of Municipal Affairs be requested to modify the Secondary Plan for New Development Area Number 12 in accordance with Map 4 attached hereto.

Respectfully submitted,

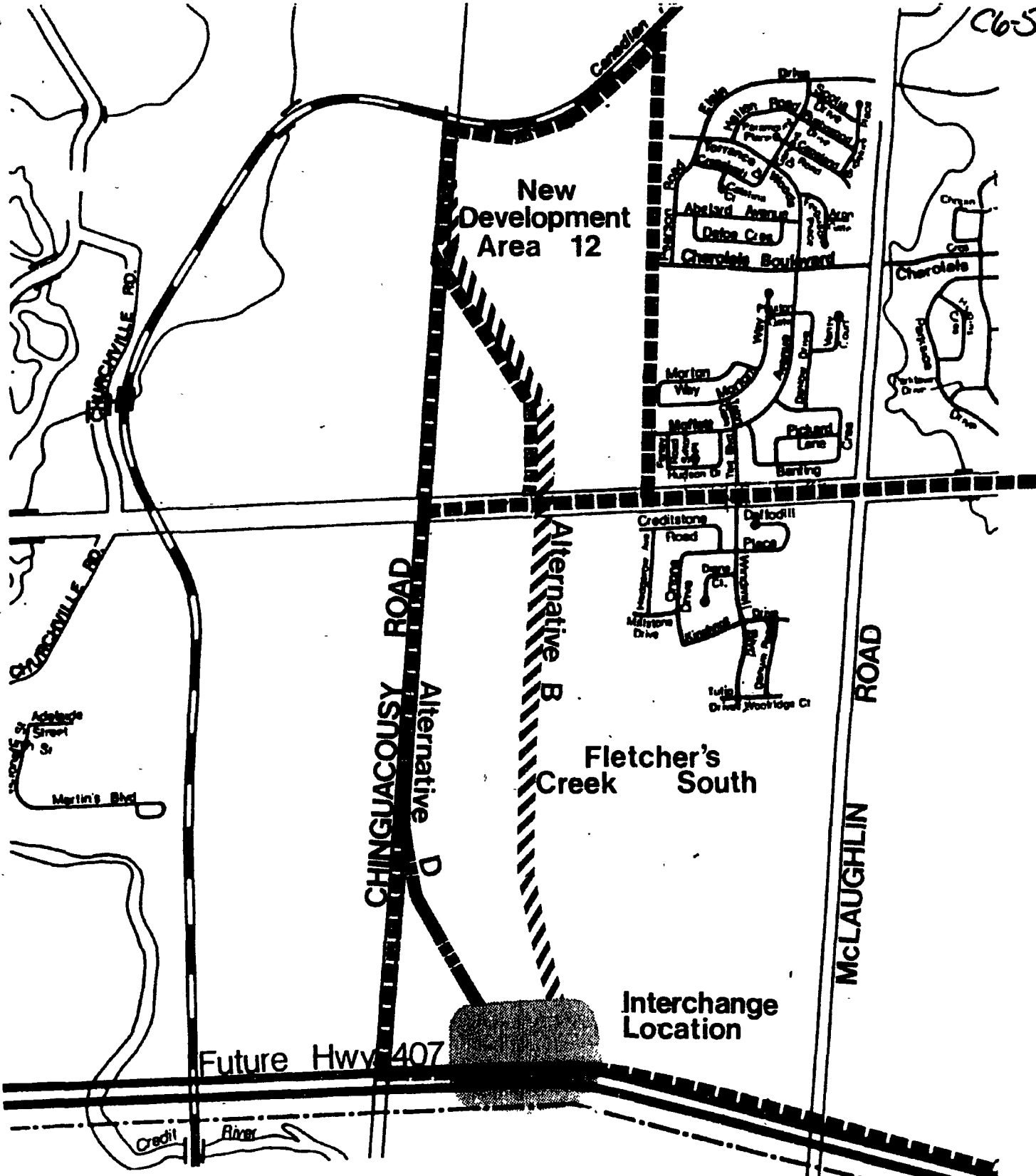

John B. Corbett, M.C.I.P.
Policy Planner

AGREED:


F. R. Dalzell, Commissioner of
Planning and Development


J. A. Marshall, M.C.I.P.
Director of Planning Policy
and Research

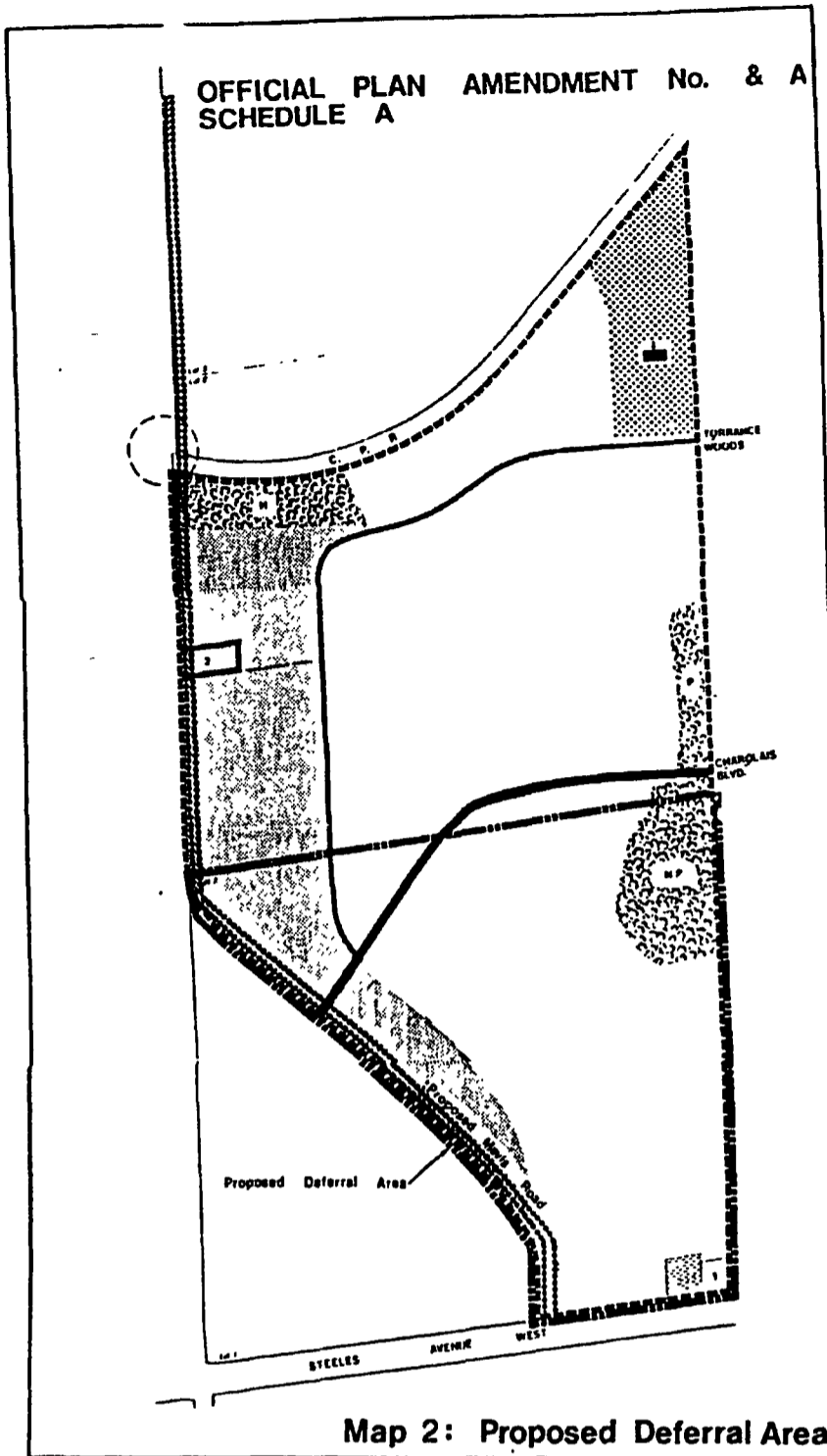
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MAP 1: AFFECTED SECONDARY PLAN AREAS AND ALTERNATIVE ALIGNMENTS

-  Secondary Planning Area Boundaries
-  Mavis Road Alignment B
-  Mavis Road Alignment D

C6-6



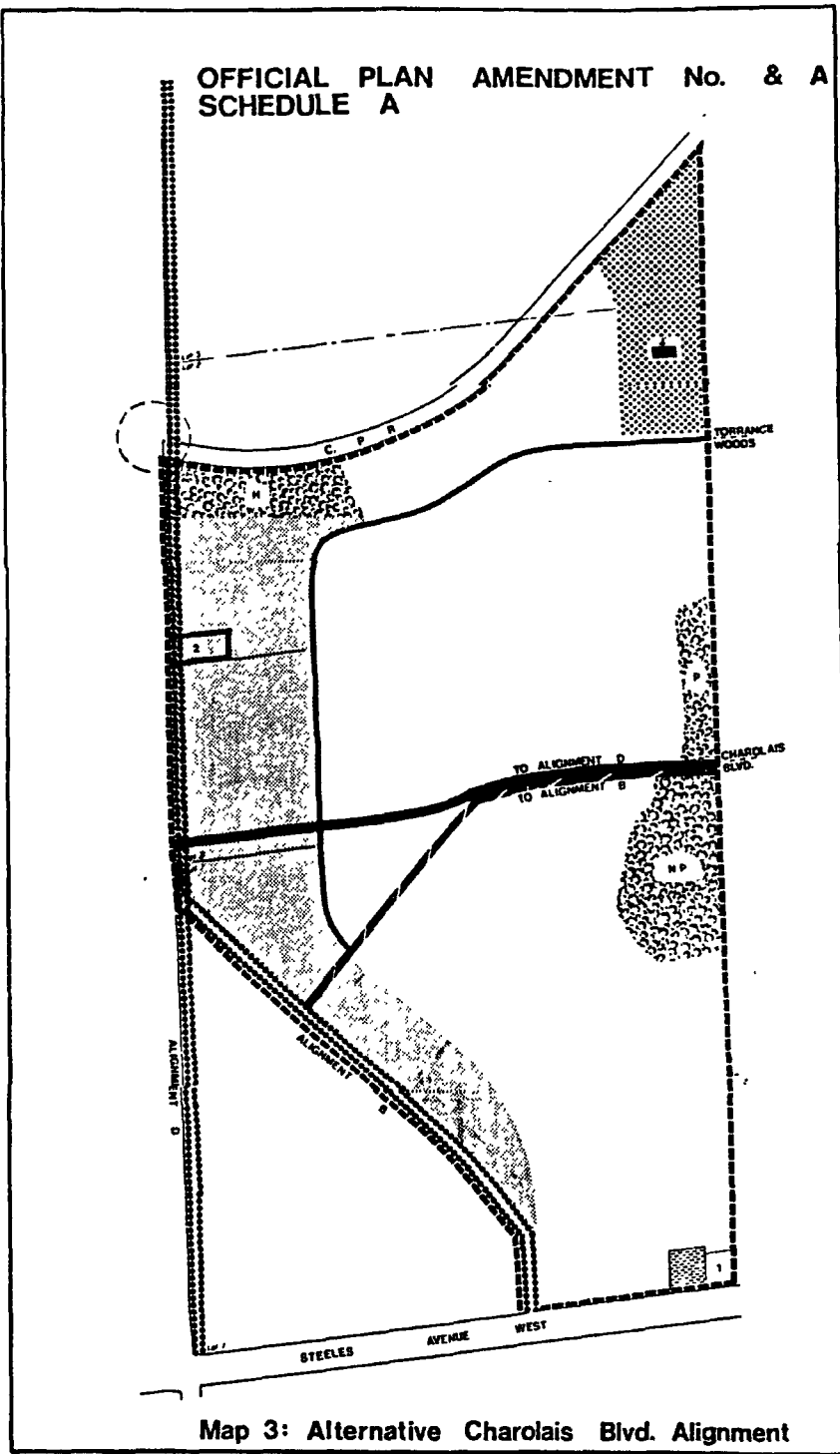
Map 2: Proposed Deferral Area

Schedule SP15(a)
 New Development Area Number 12
 Legend

Scale 1:4000
 Date January 1987

↑
 North

New Development Area #12 Boundary	Special Policy Area 1 Refer to Policy 3.5.1
Low Density Residential	Special Policy Area 2 Refer to Policy 3.5.2
Low & Medium Density Residential	Collector Road
Institutional Separate School	Major Arterial Road
Convenience Commercial	Minor Collector
Neighborhood Park	Proposed Grade Separation
Parkette	
Open Space - Hazard	



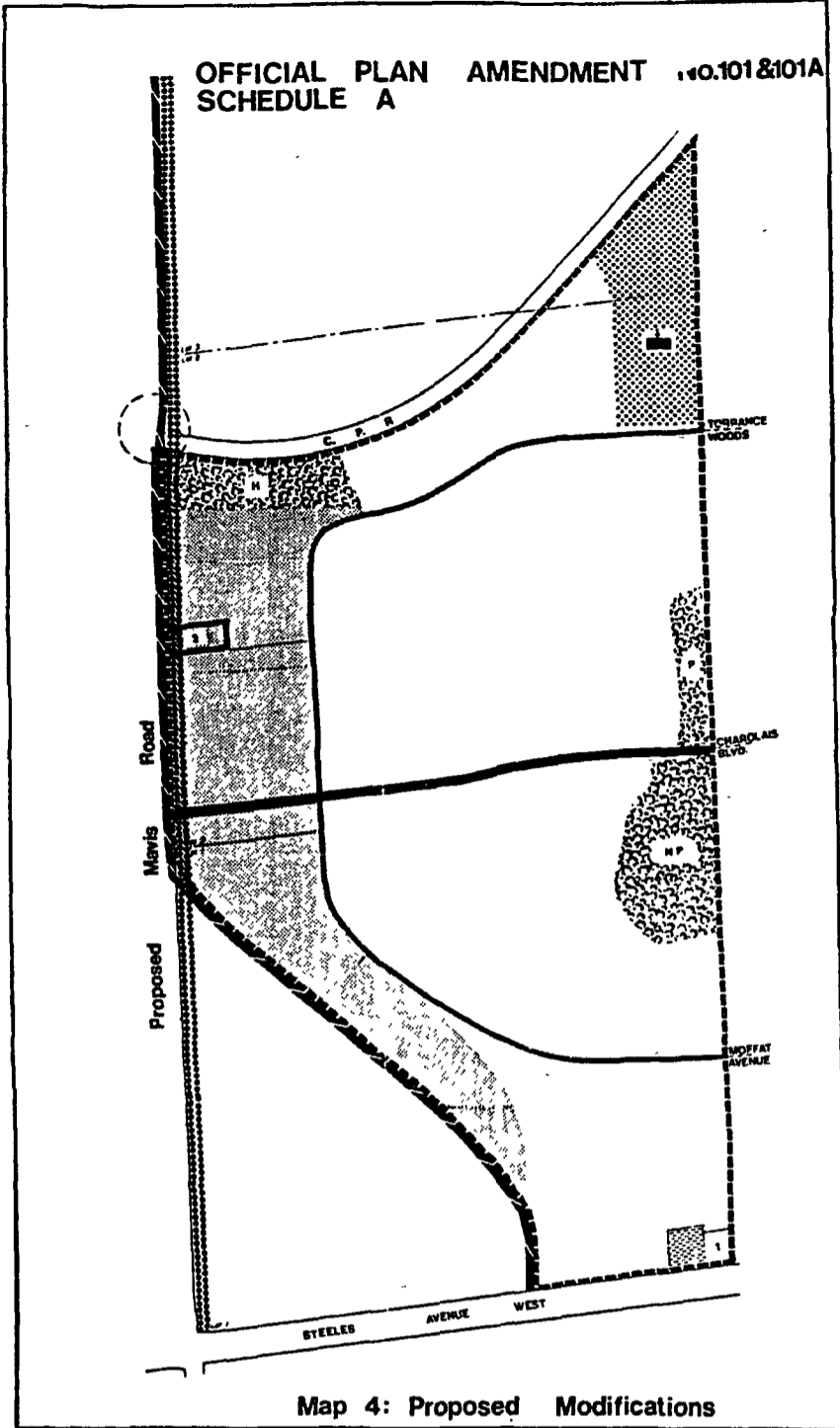
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Date: January 1987

Schedule SP15(a)
New Development Area Number 12

Legend

New Development Area 12 Boundary	Special Policy Area 1 <small>(Refer to Policy 3.5.1)</small>
Low Density Residential	Special Policy Area 2 <small>(Refer to Policy 3.5.2)</small>
Low & Medium Density Residential	Collector Road
Institutional Separate School	Major Arterial Road
Convenience Commercial	Minor Collector
Neighborhood Park	Proposed Grade Separation
Parkette	
Open Space - Hazard	

C6-8



Scale: 1:4000
Date: January 1987

Schedule SP15(a)
New Development Area Number 12

Legend

Urban Boundary	Special Policy Area 1 (Refer to Policy 3.5.1)
New Development Area #12 Boundary	Special Policy Area 2 (Refer to Policy 3.5.2)
Low Density Residential	Collector Road
Low & Medium Density Residential	Major Arterial Road
Institutional Separate School	Minor Collector
Convenience Commercial	Proposed Grade Separation
Neighborhood Park	
Parkette	
Open Space - Hazard	

AMENDMENT NUMBER _____
to the Official Plan of the
City of Brampton Planning Area.

C6-10



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To adopt Amendment Number _____ 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 Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number _____ to the Official Plan of the City of Brampton Planning Area, are 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 _____ to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this _____ day of _____, 198 .

KENNETH G. WILLIAMS - MAYOR

LEONARD J. MIKULICH - CLERK

C6-11

AMENDMENT NUMBER _____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE

The purpose of this amendment is to facilitate the construction of the future Mavis/Chinguacousy Road Extension through the realignment of the corresponding major arterial road designation established in the City of Brampton Official Plan.

2.0 LOCATION

The portion of the major arterial road alignment affected by this amendment extends northward from the future Highway Number 407 to traverse the mid-Concession II W.H.S. lot line and follow the existing Chinguacousy Road alignment to a point immediately south of the C.P. Rail crossing.

3.0 DETAILS OF THE AMENDMENT

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

(i) by changing, on Schedule "H" "Major Transportation Elements and Major Road Network" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule A to this amendment, from the alignment now shown on Schedule "H", to the alignment shown on Schedule A to this amendment; and,

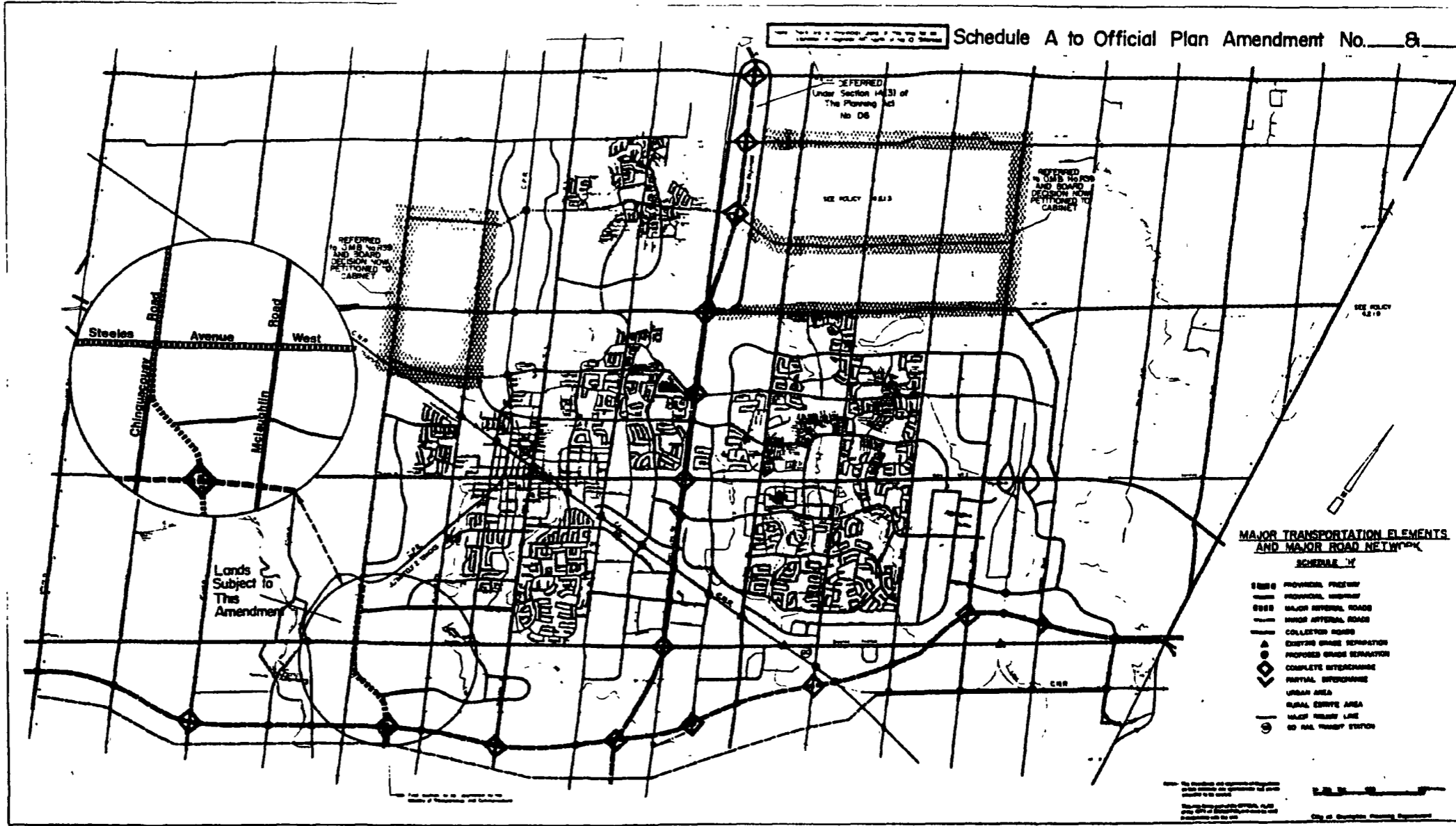
(ii) by changing on Schedule "I" "Major Road Right-of-Way Widths" thereto, the alignment of the major arterial road on the lands shown outlined on Schedule B to this amendment, from the alignments now shown on Schedule "I", to the alignments shown on Schedule B to this amendment.

4.0 IMPLEMENTATION AND INTERPRETATION

The provisions of CHAPTER 7 of the Official Plan shall apply to the implementation and interpretation of this amendment.

66-12

Schedule A to Official Plan Amendment No. 8



MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK

SCHEDULE "Y"

- PROVINCIAL FREEWAY
- PROVINCIAL ARTERIAL
- MAJOR ARTERIAL ROAD
- MAJOR ARTERIAL ROAD
- COLLECTOR ROAD
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- COMPLETE INTERCHANGE
- PARTIAL INTERCHANGE
- URBAN AREA
- RURAL SERVICE AREA
- MAJOR RAIL LINE
- GO RAIL TRAMP STATION

This Schedule is subject to the provisions of the Planning Act and the Official Plan of the City of Quebec. It is intended to provide a general guide only and does not constitute a contract. The City of Quebec Planning Department is not responsible for the accuracy of the information on this map.

City of Quebec Planning Department

