



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 165-2005

To Adopt Amendment Number OP93 - 245
to the Official Plan of the
City of Brampton Planning Area

Whereas the City of Brampton proposes to amend its Official Plan to expand the urban boundary of the City of Brampton and has concurrently made an application to amend the Region of Peel Official Plan to expand the urban boundary of the Region of Peel;

AND WHEREAS the City of Brampton Official Plan must conform to the Region of Peel Official Plan; and,

AND WHEREAS the City of Brampton seeks to adopt the official plan amendment to expand the City of Brampton urban boundary.

NOW THEREFORE in accordance with the provisions of the *Planning Act* the Council of the City of Brampton, hereby enacts the following:

1. Amendment Number OP93 - 245 to the Official Plan of the City of Brampton Planning Area (attached hereto) is adopted and deemed to be in effect on the date that Council of the Region of Peel approves:
 - (a) Region of Peel Official Plan Amendment Number 15; and,
 - (b) City of Brampton Official Plan Amendment Number OP93 - 245.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 25th day of May, 2005.



SUSAN FENNELL - MAYOR



LEONARD J. MIKULICH - CITY CLERK

Approved as to Content:



John B. Gorbett, MCIP, RPP
Commissioner, Planning, Design & Development

AMENDMENT NUMBER OP93 - 245

to the Official Plan of the
City of Brampton Planning Area

1.0 PURPOSE

The purposes of this amendment are to:

- expand the Urban Boundary of the City of Brampton Official Plan to include all of North West Brampton as an urban development area;
- extend the planning horizon of the Official Plan from 2021 to 2031;
- protect an area of North West Brampton for the planning and development of a potential North-South Transportation Corridor;
- provide for future North West Brampton wide studies to determine the appropriate mix and staging of residential and employment lands and related financial implications thereof and to identify the amount of North West development that can be supported by arterial only road improvements pending a commitment to a Higher Order Transportation Corridor; and,
- establish the general framework to guide the preparation of detailed secondary plans in North West Brampton that will include a variety of residential, employment, commercial, institutional and open space uses.

This proposed Official Plan Amendment together with supporting component studies forms the basis of a related request by the City of Brampton to have the Region of Peel amend its Official Plan. The principal purpose of Regional Official Plan Amendment 15 (ROPA 15) is to amend the 2021 Regional Urban Boundary to conform to the Urban Boundary expansion as proposed by the City of Brampton and to change the planning timeframe applicable to Brampton from 2021 to 2031.

2.0 LOCATION

The subject lands comprise an area of about 2,428 hectares (6,000 acres) in North West Brampton, and are bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and an irregular boundary formed by portions of McLaughlin, Creditview and Mississauga Roads to the east.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (1) by changing on Schedule “A”, GENERAL LAND USE DESIGNATIONS thereto, the designations of “AGRICULTURAL” TO “NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA” and “SPECIAL STUDY AREA” and associated legend identification, all as shown on Schedule A to this amendment;
- (2) by deleting on Schedule “A”, GENERAL LAND USE DESIGNATIONS thereto, the URBAN BOUNDARY designation and associated legend identification, as shown on Schedule A to this amendment;
- (3) by adding on Schedule “B” MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the designation of the North-South Transportation Corridor, and the extensions of Williams Parkway and Sandalwood Parkway and revising the road classification for Heritage Road and Wanless Drive, all as shown on Schedule B to this amendment;
- (4) by changing on Schedule “C” MASS TRANSIT NETWORK thereto, the designation of “FUTURE COMMUTER RAIL STATION” to “EXISTING COMMUTER RAIL STATION” designations as shown on Schedule C to this amendment;
- (5) by deleting on Schedule “F” PUBLIC UTILITIES AND RESOURCES thereto, the designation and legend reference to “SHALE RESOURCES” as shown on Schedule D to this amendment;
- (6) by identifying on Schedule “G” SECONDARY PLAN AREAS thereto, the new areas subject to Secondary Plan Areas, 51, 52, 53 and 54, as shown on Schedule E to this amendment;
- (7) by updating in Part I: THE GENERAL PLAN, population, employment and housing statistics and extending the planning period of the Official Plan to 2031;
- (8) by deleting in Part I: THE GENERAL PLAN, Section 4.6.6 Resources thereof, any reference to “shale resources” or “mineral aggregates”;
- (9) by deleting in Part I: THE GENERAL PLAN, Section 4.7.1 Agricultural Designation thereof, any reference to “agricultural designations” and Section 4.7.1 in its entirety;
- (10) by adding in Part I: THE GENERAL PLAN, under the sub-heading, “Section 4.13 Special Study Areas” thereof, as subsection “4.13.4” the following policies and Figure 1:

“4.13.4 North-South Corridor Protection Area

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared for the North West Brampton Urban Boundary Review recommended the need for a Higher Order North-South Transportation facility in order to service the future urban development of these lands and to accommodate future traffic growth from points north and west of the municipality.

As part of the Ministry of Transportation’s Strategic Directions document (January 2003), a new East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a north-south connection in the vicinity of West Brampton/East Halton.

Based on complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and Provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, it identified a physical connection of a North-South Higher Order Transportation Corridor to Highways 401 and 407 and identified a Corridor Protection Area in West Brampton and South East Halton.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407. Council recognize that this facility will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.

4.13.4.1 Consent to sever, minor variance, subdivision, site plan and zoning applications within the Corridor Protection Area as identified on Schedule “A” to this Plan shall not be approved if it is determined that the development proposal will preclude the ultimate construction of a north-south higher order transportation corridor.

4.13.4.2 The alignment of the North-South Higher Order Transportation Corridor shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the North West Brampton Urban Boundary Review and the Bram West Review planning programs should continue in accordance with previous Council

direction prior to the determination of the preferred alignment of the North-South transportation facility, provided that any official plan amendment adopted as a result of these planning processes identifies and protects all feasible potential alignments.

It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City.

- (11) by adding in Part I: THE GENERAL PLAN, a new heading "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" after Section 4.14 thereof, and the following new policies as Section 4.15:

4.15 North West Brampton Urban Development Area

- 4.15.1 The City has undertaken growth and land demand studies have concluded that to accommodate population and employment forecasts to 2031, it will be necessary to expand the urban boundaries set out in the Brampton and Regional Official Plans.

Recent growth forecasts released by the Province expects more than four million additional people and more than two million jobs to be created in the Greater Golden Horseshoe by 2031.

North West Brampton is immediately adjacent to the Official Plan Urban Boundary with new development abutting this boundary and City and Regional services can be extended into the expansion area. It is therefore in the long term public interest to expand the urban boundary of the Official Plan to include all of North West Brampton in order to provide certainty regarding areas intended for future growth in the municipality.

The North West Brampton Urban Development Area is intended to contain:

- (i) a residential community with a mix of housing types and densities to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans; and,
- (ii) strategically located employment lands positioned adjacent to future transportation and transit infrastructure.

4.15.2 In order for the full development of North West Brampton to occur, the future North-South Transportation Corridor must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road (referred to as Bram West Parkway) is extended to properly service North Brampton.

Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

4.15.3 Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:

- (i) Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Inverted "L". The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Inverted "L" and cover the balance of North West Brampton.

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletchers and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference to the satisfaction of the City of Brampton and CVC.

- (ii) Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through an approved subwatershed studies;
- (iii) Stage 3 - the adoption of a secondary plan based on approved subwatershed studies;
- (iv) Stage 4 an Environmental Implementation Report completed for each block plan area;
- (v) Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,
- (vi) Stage 6 - all other related growth management considerations that have been satisfied.

4.15.4 The environmental planning process for North West Brampton shall be undertaken in accordance with Appendix 1 of this amendment and Section 4.15.3 of this Plan.

Appendix 1 can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.

4.15.5 The MHBC “North West Brampton Shale Resources Study” (July 2002) and the Garnter Lee “Southern Ontario Shale Resources Assessment” (November 2004) clearly demonstrated that sufficient quantities of shale are present in Southern Ontario to satisfy long term demand outside of North West Brampton. Urban development in North West Brampton will serve a greater long term public interest than preserving access to shale. Therefore, it is not the intent of the Official Plan to protect the long term supply of shale in the North West Brampton Urban Development Area but to enable interim extraction to occur through the appropriate approvals process. Complete rehabilitation of such lands is required prior to their development for urban and related uses.

4.15.6 When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:

- (i) maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;

- (ii) maximizing the opportunities for mixed-use and higher density development at appropriate locations while recognizing supply and demand needs;
- (iii) creating viable employment areas that provide a range of employment opportunities with access to future and existing highways and arterial roads;
- (iv) integrating the logical and cost effective extension of Regional and City services;
- (v) phasing development in an efficient manner recognizing land use and servicing and other growth management considerations;
- (vi) incorporating measures intended to conserve energy and increase the usage of public transit;
- (vii) promoting nodal development at a community and neighbourhood scale at appropriate locations;
- (viii) promoting live/work/play/shop opportunities;
- (ix) protecting and preserving natural features; and,
- (x) supporting the implementation of the City's Transportation and Transit Master Plan.

4.15.7 The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types, densities and tenures ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.

The design of the City's Community Park will be to maximize its use and accessibility to the community while retaining a predominantly open space character.

The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include a regional retail component situated in the general vicinity of Mississauga Road and Bovaird Drive West.

4.15.8 Prior to the release of development in North West Brampton, a growth management strategy shall be adopted to establish a development phasing strategy.

4.15.9 Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban development.

- (12) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 51: Mount Pleasant:

"Area 51: Mount Pleasant Transit Oriented Community

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (13) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 52: Huttonville North:

Area 52: Huttonville North

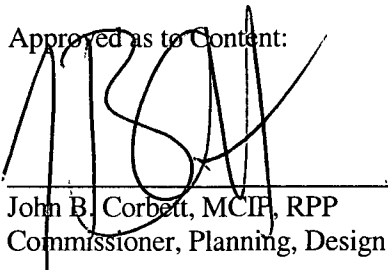
No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (14) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 53: Mount Pleasant West:

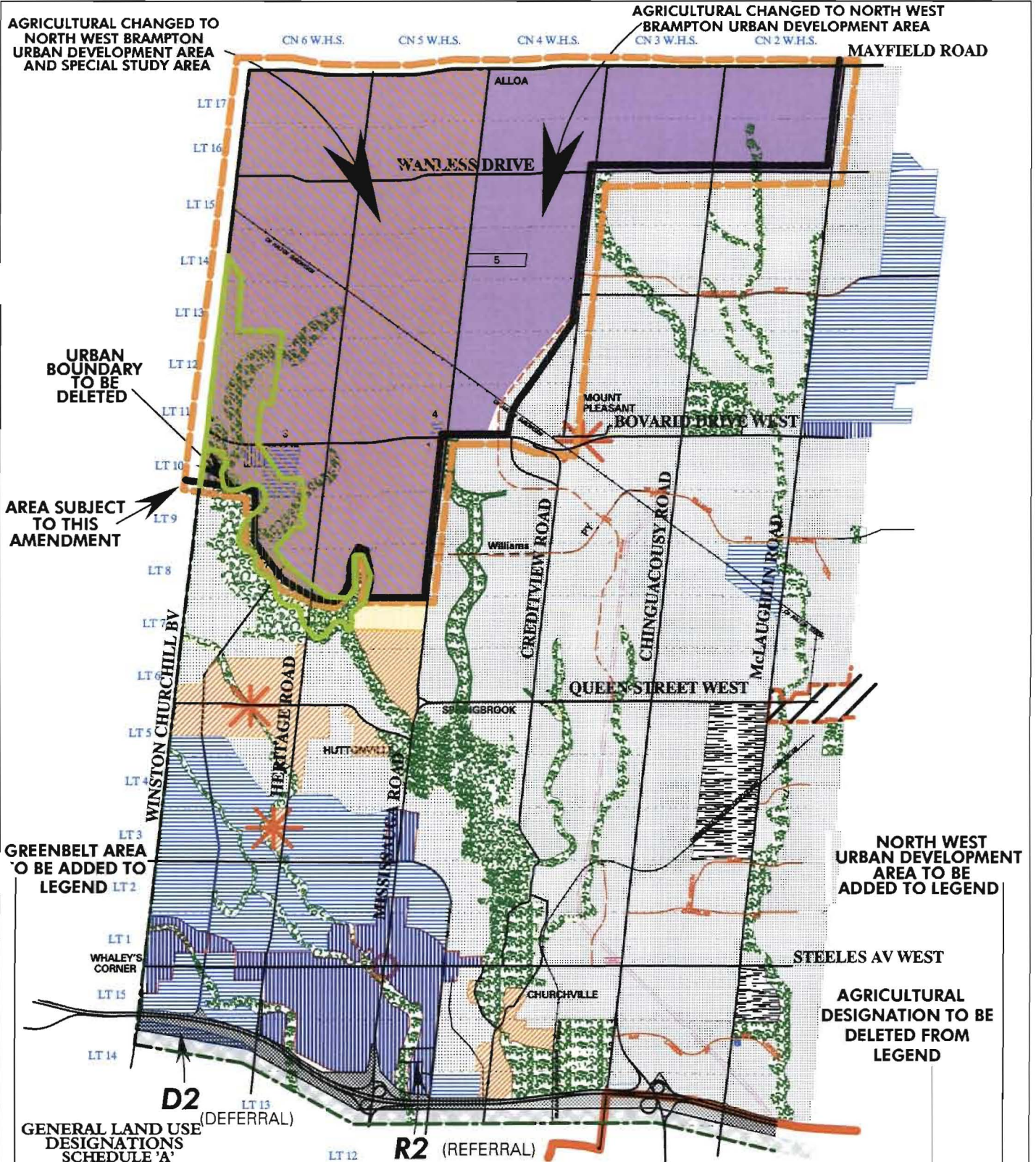
"Area 53: Mount Pleasant West

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

Approved as to Content:


John B. Corbett, MCIP, RPP
Commissioner, Planning, Design & Development

F:\WATERS\NW Brampton\Draft Opa Version 2 Doc

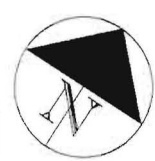


GENERAL LAND USE DESIGNATIONS SCHEDULE 'A'

EXTRACT FROM SCHEDULE A GENERAL LAND USE DESIGNATIONS

- | | | | |
|--|---------------------|--|--|
| | RESIDENTIAL | | PRIVATE COMMERCIAL RECREATION |
| | ESTATE RESIDENTIAL | | AGRICULTURAL |
| | VILLAGE RESIDENTIAL | | PARKWAY BELT WEST / UTILITY |
| | PRIMARY OFFICE NODE | | NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA |
| | OFFICE NODE | | PROVINCIAL FREEWAYS (407 / 410 / 427) |
| | INDUSTRIAL | | SPECIAL STUDY AREA |
| | BUSINESS INDUSTRIAL | | SPECIAL POLICY AREA |
| | COMMUNITY SERVICES | | TRANSPORTATION CORRIDOR CONCEPTUAL ALIGNMENT |
| | OPEN SPACE | | L.B.P.I.A. OPERATING AREA |
| | CENTRAL AREA | | URBAN BOUNDARY |
| | GREENBELT AREA | | |

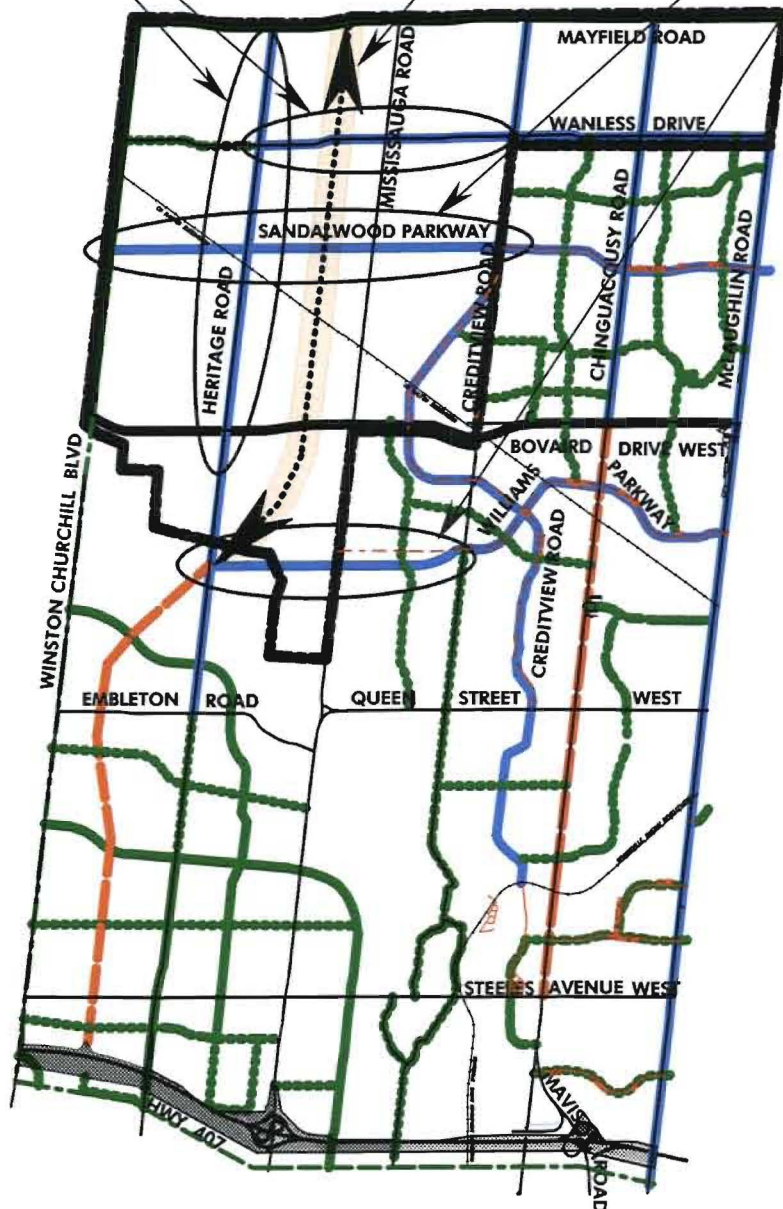
SCHEDULE A TO OFFICIAL PLAN AMENDMENT NUMBER OP93 245



CITY OF BRAMPTON
Planning, Design and Development

Date: Feb. 18, 2005
Revised May 19, 05
File no. future A.dgn
Drawn by: J. Kennedy
Map no.

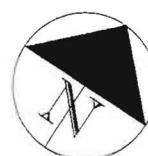
"MINOR ARTERIAL - 36 METRES (120 Feet)" TO BE ADDED
"COLLECTOR - 23-26 Metre (76-86 Feet)" TO BE
REDESIGNATED TO "MINOR ARTERIAL - 36 Metre (120 Feet)"
"NORTH-SOUTH TRANSPORTATION
CORRIDOR" TO BE ADDED



MAJOR ROAD NETWORKS RIGHT-OF WAY WIDTHS
EXTRACT FROM SCHEDULE 'B'

- FREEWAY
 - HIGHWAY
 - TRANSPORTATION CORRIDOR
 - CONCEPTUAL ALIGNMENT
- MAJOR ARTERIAL**
- 40 - 45 Metres (130 / 150 Feet)
 - 36 Metres (120 Feet)
- MINOR ARTERIAL**
- 36 Metres (120 Feet)
 - 30 Metres (100 Feet)
 - 26 Metres (86 Feet)
- COLLECTOR**
- 30 Metres (100 Feet)
 - 23 - 26 Metres (76 - 86 Feet)
 - Alternative Alignment
- AREA SUBJECT TO THIS AMENDMENT**

SCHEDULE B TO OFFICIAL PLAN
AMENDMENT OP93 - 245



CITY OF BRAMPTON
 Planning, Design and Development

Date: 2005 02 18

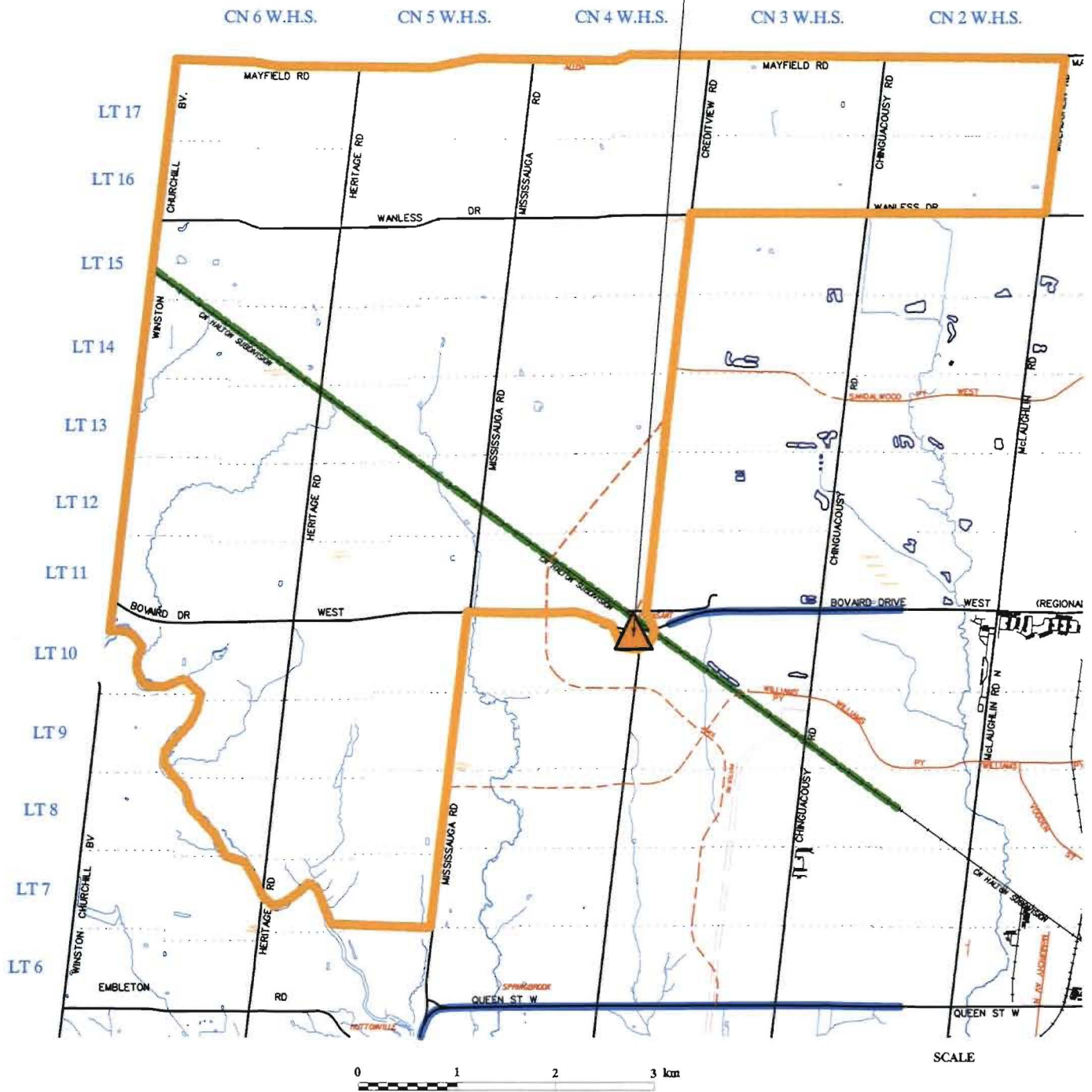
Drawn by: CJK

File no. schedbamend1

Map no. -

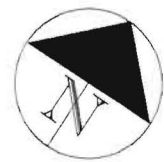
EXTRACT FROM SCHEDULE 'C' CITY OF BRAMPTON MASS TRANSIT NETWORK

"Future Commuter Rail Station" changed to
"Existing Commuter Rail Station"



- EXISTING COMMUTER RAIL
- POTENTIAL COMMUTER RAIL
- EXISTING COMMUTER RAIL STATION
- FUTURE COMMUTER RAIL STATION
- CONCEPTUAL RAPID TRANSIT ALIGNMENT
- POTENTIAL HIGH - OCCUPANCY VEHICLE LANE OR RESERVED BUS LANE
- AREA SUBJECT TO THIS AMENDMENT

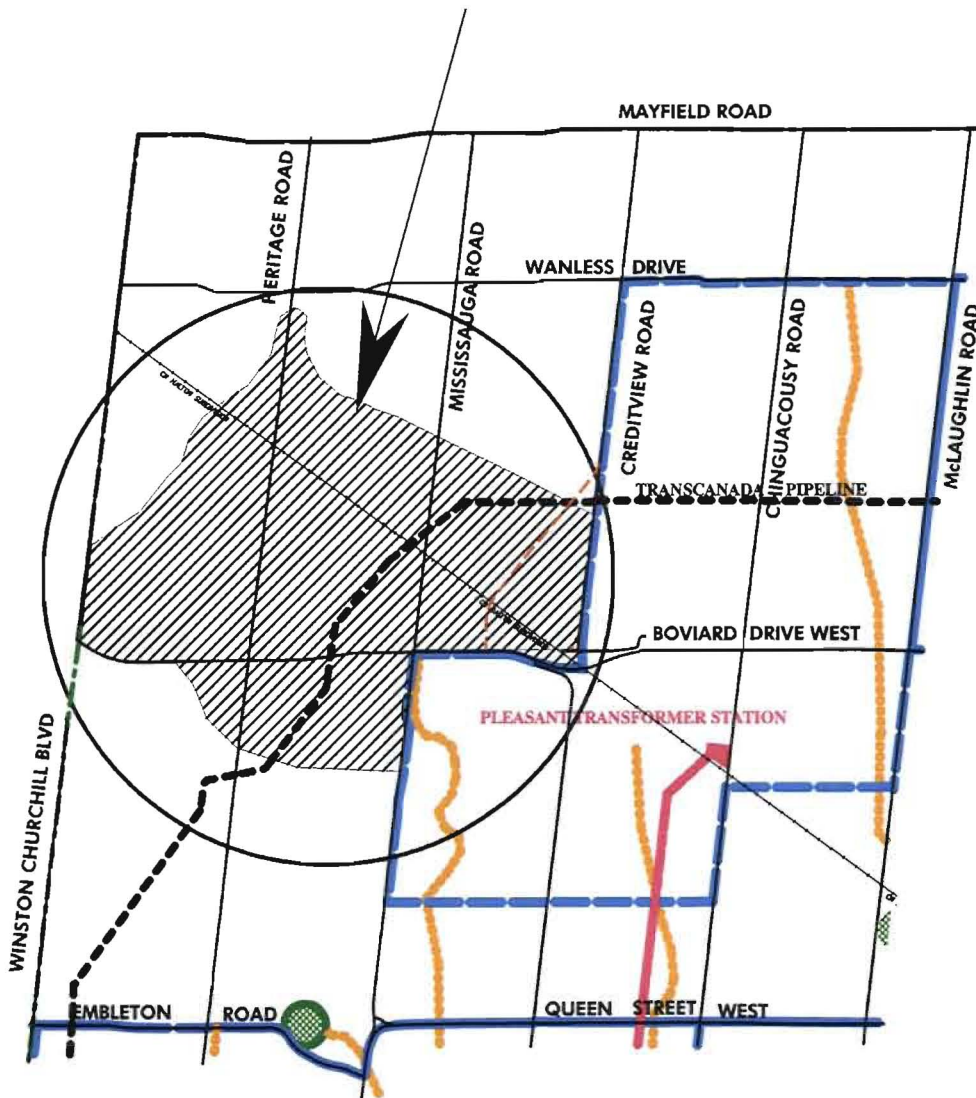
**SCHEDULE C TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 245**














CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT

Date: 2005-02-23 Drawn by: A.R.d.
File No. Sch...B...Feb18-05 Map No.

SHALE RESOURCES DESIGNATION TO BE DELETED

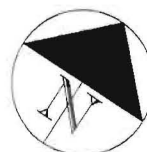


PUBLIC UTILITIES AND RESOURCES EXTRACT FROM SCHEDULE 'F'

-  MAJOR EXISTING SANITARY TRUNK SEWERS
-  MAJOR POTENTIAL SANITARY TRUNK SEWERS
-  MAJOR EXISTING WATERMAIN TRUNKS AND LOOPS
-  MAJOR POTENTIAL WATERMAIN TRUNKS AND LOOPS
-  HYDRO TRANSMISSION LINE
-  FUTURE UTILITY CORRIDOR
-  TRANSCANADA GAS PIPELINE
-  LICENSED PITS AND QUARRIES
-  SHALE RESOURCES
-  EXISTING OR FORMER WASTE DISPOSAL SITE
-  CONTAMINATED LANDS

**SHALE RESOURCES
TO BE DELETED
FROM THE LEGEND**

**SCHEDULE D TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 - 245**



CITY OF BRAMPTON
Planning, Design and Development

Date: 2005 02 17

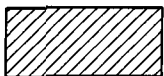
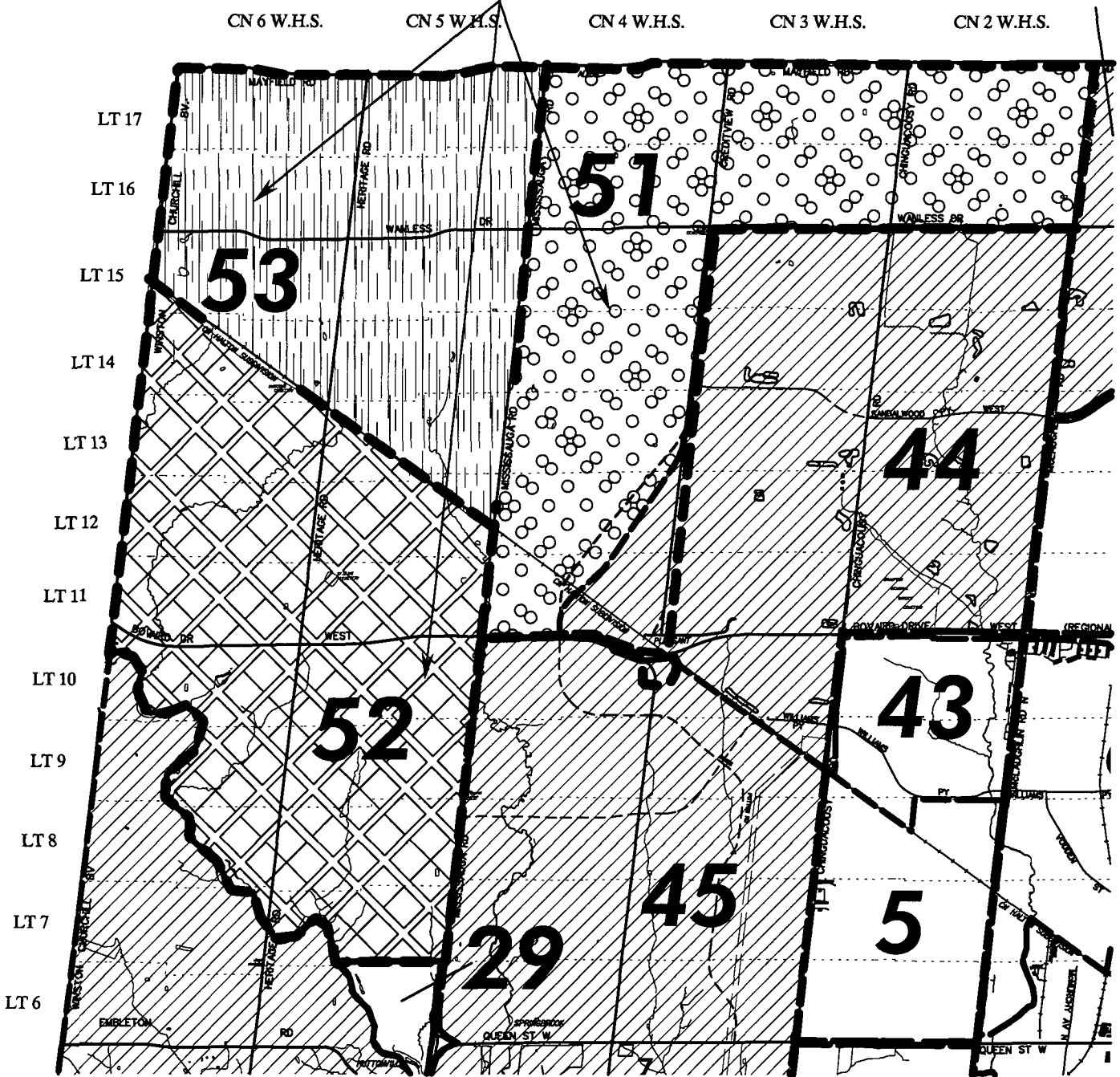
Drawn by: CJK

File no.schedfamend1

Map no. -

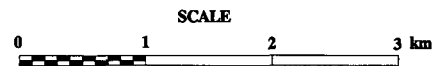
**EXTRACT FROM
SCHEDULE 'G'
CITY OF BRAMPTON
SECONDARY PLAN
AREAS**

Secondary Plan Areas 51, 52 & 53 to be added

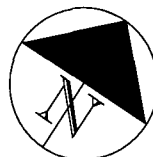


Newer Secondary Plan Areas Or Portions Thereof Subject To The New Housing Mix And Density Categories Of The Official Plan.

Area Subject to Amendment



**SCHEDULE E TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 245**



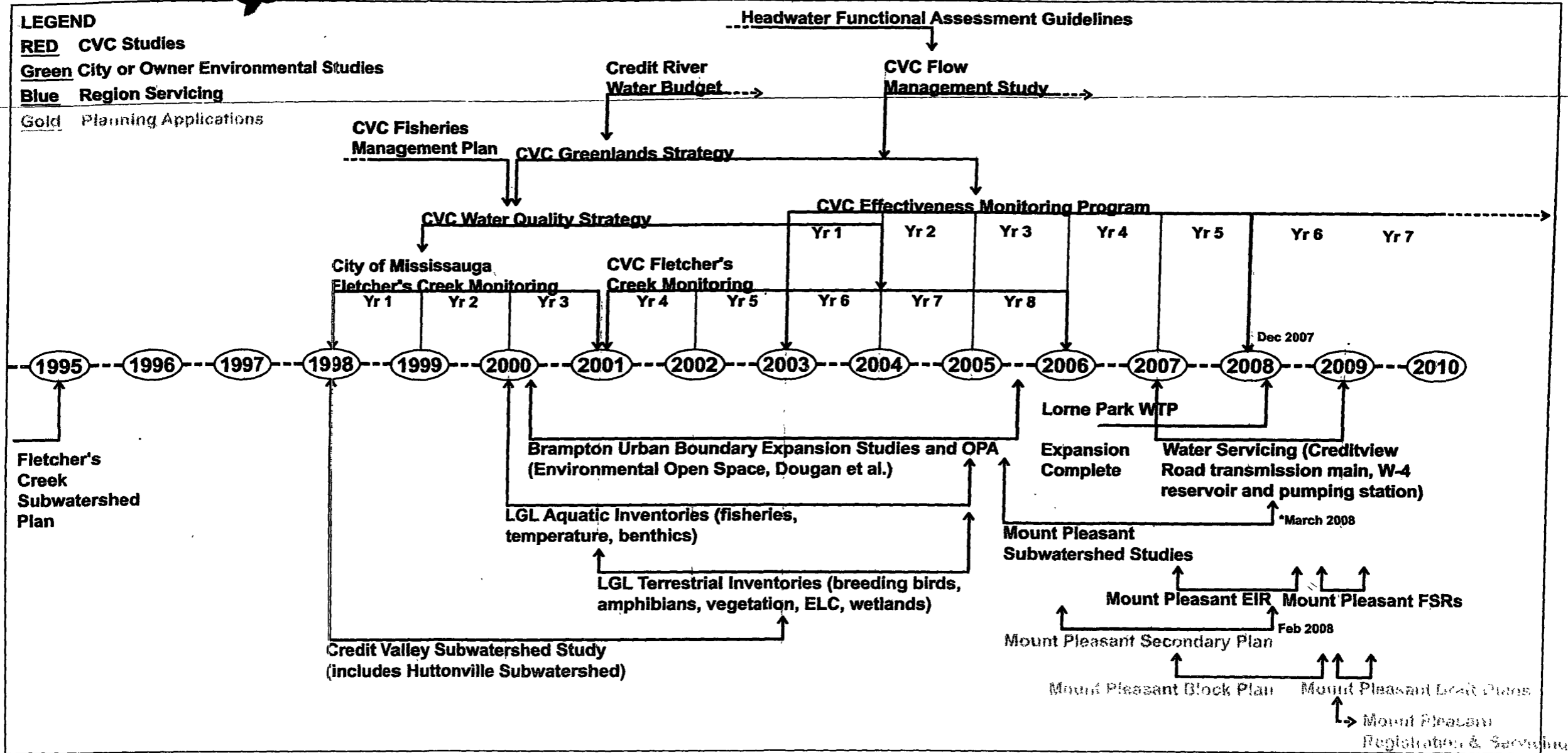
**CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT**

Date. 2005 05 09

Drawn by. MGV

File No. figure2-May9-05.dgn

Map No.



*CVC will not accept EIR's for review /approval until subwatershed studies are complete

ISSUE DATE:

Dec. 8, 2006

DECISION/ORDER NO:

3434



Ontario

Ontario Municipal Board

Commission des affaires municipales de l'Ontario

PL050743

PL060347

Sierra Club of Canada Peel Region Group, Ministry of Municipal Affairs and Housing, Brampton Brick Limited and Northwest Brampton Landowners Group Inc. have appealed to the Ontario Municipal Board under subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from a decision of the Region of Peel to approve Amendment # 15 to the Region of Peel Official Plan

OMB Case No. PL050743

OMB File No. O050117

The City of Brampton has appealed to the Ontario Municipal Board under subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from the failure of the Region of Peel to announce a decision respecting Proposed Amendment No. OP93-245 to the Official Plan for the City of Brampton

OMB Case No. PL060347

OMB File No. O060069

APPEARANCES:

Parties

Region of Peel

Sierra Club of Canada

Ministry of Municipal Affairs and Housing

Brampton Brick Limited

Northwest Brampton Landowners Group Inc.

City of Brampton

Therese Gain Taylor

Counsel

S. Garrod and B. Loewen

P. Boutis and H. Wilkins

I. Shacter and C. Cosentino

R. Webb and E. Pefhany

S. Snider

C. Grant

DECISION DELIVERED BY J. R. AKER AND ORDER OF THE BOARD

Settlements

In Decision/Order No. 2771 issued October 2, 2006 relating to the second prehearing conference held September 22, 2006, the Board acknowledges receipt of

Minutes of Settlement between the Province of Ontario (Province), the Regional Municipality of Peel (Region) and the City of Brampton (City) which included a modified Regional Official Plan Amendment No. 15 (ROPA 15) and a modified City of Brampton Official Plan Amendment No. 93-245 (OPA 93-245).

Since that time, counsel for the Region and the City have advised the Board and all parties, by electronic mail, of other settlements and agreements in principle and the preparation of Minutes of Settlement for execution.

At the outset of this hearing, the Board was provided with Minutes of Settlement between the Province, the Region, the City and Brampton Brick Limited. This settlement proposes modifications to both ROPA 15 and OPA 93-245.

In a similar manner, the Board was provided with Minutes of Settlement between the Province, the Region, the City and the Sierra Club of Canada. This settlement proposes modifications to OPA 93-245 but not to ROPA 15.

Lastly, the Board was provided with Minutes of Settlement between the Region, the City and the Regional Municipality of Halton (a participant) and the Town of Halton Hills (a participant). This settlement does not involve any modifications to ROPA 15 or OPA 93-245.

These four executed Minutes of Settlement are found in Exhibit 11, Tab 1, 2, 3, and 4. The Board was provided with a proposed ROPA 15 which includes all settlement modifications (Exhibit 11, Tab 5) and a consolidated OPA 93-245 incorporating all proposed modifications (Exhibit 11, Tab 6). Counsel for the Northwest Brampton Landowners Group Inc. stated that his client supports the Minutes of Settlement and the modified ROPA 15 and modified OPA 93-245 now before the Board. The Board was in receipt of a letter from Mr. Peter Dailleboust (Exhibit 16) notifying the Board that the Region of Halton and the Town of Halton Hills are withdrawing as participants as all options for the location of a North South Transportation Corridor on the Peel/Halton boundary have been satisfied through their settlement agreement.

Oral Motion For An Adjournment

Prior to the introduction of any evidence, Ms Therese Gain Taylor, representing Citizens for Ethical Civic Engagement, brought an oral motion to adjourn the hearing to Monday, December 4, 2006. The grounds for the motion were:

1. Would like to present a case;
2. Opportunity to summons Margaret Walton, a planner retained by the Sierra Club of Canada for this hearing;
3. Opportunity to summons Albert van Donkersgoed, Executive Director for the GTA Agricultural Action Committee; and
4. Opportunity to screen two documentaries which are not available until November 21, 2006.

Mr. Garrod, counsel for the Region, opposed the motion for adjournment on the following grounds:

1. The matter was before the Ontario Municipal Board for two prehearing conferences on June 26, 2006 and September 22, 2006;
2. The mover of the motion was present at both prehearing conferences and as a party to the hearing did not object to the Board's Procedural Order attached to Decision/Order 2711;
3. The Procedural Order clearly sets out the obligations of the parties and in particular sections 8, 11, 13 and 18 which state as follows:
 8. A party who intends to call witnesses, whether by summons or not, shall provide to the Board and the other parties a list of the witnesses and the order in which they will be called. This list must be delivered on or before September 29, 2006.

11. Expert witnesses who are under summons but not paid to produce a report do not have to file an expert witness statement; but the party calling them must file a brief outline of the expert's evidence, as in section 12.
13. On or before Friday, October 27, 2006, all parties shall provide copies of their visual evidence to all of the other parties. If a model will be used, all parties must have a reasonable opportunity to view it before the hearing.
18. No adjournments or delays will be granted before or during the hearing except for serious hardship or illness. The Board's Rules 61 to 65 apply to such requests.
4. All parties were advised by electronic mail, dated October 27, 2006, that the Region and City had reached an agreement in principle with the Sierra Club of Canada; and
5. All parties, both public and private, are present today and prepared to proceed.

Mr. Grant, counsel for the City, opposed the motion on the same grounds and in particular that:

1. The purpose of the two prehearing conferences is to provide structure and fairness for the hearing; and
2. The Procedural Order sets out the responsibilities of all parties.

Mr. Snider, counsel for the Northwest Brampton Landowners Group Inc., opposed the motion on the grounds that:

1. The Procedural Order is very clear;
2. The parties have both rights and obligations; and

3. There is no justification to grant an adjournment.

Based on the above submissions, the Board Orders that the motion is denied for the following reasons:

1. Ms Gain Taylor was present at the prehearing conference of June 26, 2006 which established November 14, 2006 as the start of the hearing. This provided over four months notice as to the start date of the hearing;
2. Ms Gain Taylor received party status at the second prehearing conference and did not object to the Procedural Order in Decision/Order 2711 issued October 2, 2006;
3. Section 8 of the Procedural Order states that a party who intends to call witnesses, whether by summons or not, shall provide a list to the other parties by September 29, 2006. The date for advising other parties of witnesses and those by summons is long past;
4. Section 11 of the Procedural Order requires a party to provide a brief outline of an expert witness statement who is under summons. This has not been done;
5. Section 13 of the Procedural Order requires all parties to provide copies of their visual evidence on or before October 27, 2006. Ms Gain Taylor is requesting to provide visual evidence that will not be available until November 21, 2006 which is well past the date of the hearing agreed to by all parties;
6. Section 18 of the Procedural Order states that no adjournments will be granted except for serious hardship or illness. The mover of the motion has not demonstrated to the satisfaction of the Board that either of these reasons for an adjournment has been met.

Overview and Chronology of Events

The current Official Plan of the City of Brampton was approved by the Province in March 1997. The only lands not located within the urban boundary are approximately 6,000 acres located in the northwest quadrant of Brampton that are bounded by Mayfield Road to the north, the Credit River to the south, Winston Churchill Boulevard to the west and an irregular boundary formed by portions of McLaughlin Road North, Creditview Road and Mississauga Road to the east (Exhibit 15). North West Brampton is also located outside of the urban Boundary of the Regional Official Plan.

Provincial Highway 401 is south of the subject lands and ETR Highway 407 crosses Highway 401 southwest of the subject lands. i Trans Consulting were retained to address comprehensively the transportation needs of the area and to recommend transportation corridors to connect any future development with the 401/407 highway system which are south of the subject lands.

In order to determine the long term planning requirements for North West Brampton and to provide for the required infrastructure, the City Council adopted on March 8, 2000 Resolution PB076-2000 that directed staff of the City to proceed with an Urban Boundary Review and initiate background studies for the North West expansion area.

In August 2000 City Council endorsed a two-stage planning process starting with Phase 1 which included an Employment and Residential Land Demand Study for the City of Brampton, a Shale Resources Review and a Transportation Infrastructure Review. City Council, in December 2002, endorsed Phase 2 which directed staff to hold a public information meeting and to proceed with further component studies to address Environment and Open Space, Agriculture, Municipal Finance and Servicing. During this time frame, the Region advised the Ministry of Municipal Affairs and Housing of Brampton's initiation of a review of the proposed urban boundary expansion and included in the letter of June 25, 2001 the Region's comments on the draft Land Needs Study prepared by Hemson Consulting. On March 21, 2002 the Region held a statutory public meeting to determine the need for a review of the Regional Official Plan. It was determine that a Regional Official Plan Strategic Update would be required examining

issues through four Focus Areas including Environment, Human Services Planning, Regional Structure and Transportation.

The Board was provided with a nine page chronology relating to the North West Brampton Urban Boundary Review (Exhibit 13A, Attachment B) covering the time frame from March 8, 2000 to the Ontario Municipal Board hearing of November 14, 2006. During the six year time frame, significant legislation was passed by the Province of Ontario including the *Greenbelt Act* which received Royal Assent in February 2005, the *Places to Grow Act* which received Royal Assent in June 2005 and the Provincial Policy Statement (2005).

Position of Therese Gain Taylor and Participants

The Board heard evidence from Therese Gain Taylor and four participants: Suzanne Cook, Steven Kaasgaard, Marian Gain and Robert Heaton.

In the opinion of Ms Gain Taylor, ROPA 15 does not represent good planning and the settlements in this hearing are not in the public interest. In her opinion, ROPA 15 will not enhance the quality of life for the residents of Peel Region. In the short term, it will produce more cars, more pollution, more gridlock, more stress related illness and add to the overwhelming burden on our health care system. In the long term, it will remove a source of our food growing capacity at a time, in her opinion, when cheap imports will no longer be possible.

Ms Gain Taylor referred to the Provincial Policy Statement (2005) and in particular subsection 1.7.1(a) that long-term economic prosperity should be supported by optimizing the long-term availability and use of land and resources and subsection 1.7.1(g) that promotes the sustainability of the agri-food sector by protecting agricultural resources and minimizing land use conflicts. Ms Gain Taylor questions "Is not Class 1 farmland an important resource for the long-term prosperity of future generations of Peel and surrounding regions in the GTA?" and "How much more of our precious farmland can we bury before we know that we have gone too far?"

Ms Gain Taylor referred to Section 1.1.3.9 of the Provincial Policy Statement (2005) and in particular subsection 1.1.3.9 c) which is set out as follows:

1.1.3.9 A planning authority may identify a *settlement area* or allow the expansion of a *settlement area* boundary only at the time of a *comprehensive review* and only where it has been demonstrated that:

- c) in *prime agricultural areas*
 - 1. the lands do not comprise *specialty crop areas*;
 - 2. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 - 3. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*; and...

She relies on the witness statement of Ms Margaret Walton, a planner retained by the Sierra Club of Canada in preparation for this hearing, and her position that "ROPA 15 and the City of Brampton OPA 93-245 is not consistent with Section 1.1.3.9 c) of the Provincial Policy Statement 2005 and does not represent good planning." Similarly, she relies on the witness statement of Ms Melanie Hare and her conclusions that both ROPA 15 and OPA 93-245 are not consistent with the Provincial Policy Statement 2005 and ROPA 15 does not conform to the Greenbelt Plan and OPA 93-245 does not conform to a number of policies contained within the Growth Plan.

Ms Gain Taylor referred to Section 4.2.2 Prime Agricultural Areas as set out in the Growth Plan for the Greater Golden Horseshoe 2006 and in particular subsection 1 which states:

Through *sub-area* assessment, the Ministry of Public Infrastructure Renewal and other Ministers of the Crown, in consultation with municipalities and other stakeholders, will identify *prime agricultural areas*, including *specialty crop areas*, in the *GGH*, and where appropriate, develop additional policies for their protection.

In her opinion, this implies that important farmlands have been left out of the Greenbelt Plan and that meaningful participation is welcome in determining which lands need protection.

Ms Gain Taylor made reference to climate change, peak oil, the price of electricity, food security and the importance of preserving our prime agricultural land. She refers to a documentary by Al Gore called *An Inconvenient Truth* and a book by Ronald Wright called *A Short History of Progress*. Lastly, she states that Mr. Wright summarizes his book by saying:

“Don’t build on your agricultural land.”

“Don’t build on your agricultural land.”

“Don’t build on your agricultural land.”

The Board has tried to summarize the evidence of Ms Gain Taylor but the summary is not inclusive of all her evidence.

Ms Suzanne Cook, a resident of Brampton, spoke to the issue of food security and the need for political and societal support of farmers. In her opinion, local produce has less pesticides and the proposal before the Board will negatively impact on local farmers’ markets currently located in the subject lands. In her opinion, we need to protect the Greenbelt Area and to protect food supply and to think 50 years in advance.

Counsel for the City advised Ms Cook that the proposed Urban Expansion Area does not include the Greenbelt Area and indicated the Greenbelt Area as set out in Exhibit 15. Council for the Region advised Ms Cook that the *Greenbelt Act* and Greenbelt Plan take precedence over any municipal planning. Ms Cook appreciated that information.

Mr. Steven Kaasgaard, a resident of Brampton, brought a plate, knife, fork and a paving stone to the hearing (Exhibit 24) to demonstrate that farmers cannot grow agricultural products in an urban environment.

Ms Marian Gain, a resident of Georgetown, provided evidence similar to Ms Gain Taylor but did provide the Board with a DVD called *The End of Suburbia*. The Board did view this DVD, as agreed to by the parties, since the conclusion of the hearing. This DVD questions the sustainability of suburban development as global demand for fossil fuels begin to outstrip supply.

Lastly, Mr. Robert Heaton, a resident of nearby Glen Williams, expressed concern with traffic problems on Winston Churchill Boulevard and advised the Board of the long history of residents fighting urban expansion over farmland in the City of Mississauga which is directly south of the City of Brampton.

Position of the Region of Peel, City of Brampton, Ministry of Municipal Affairs and Housing, Northwest Brampton Landowners Group Inc., Sierra Club of Canada and Brampton Brick Limited

All six remaining parties either through Minutes of Settlement or by providing *viva voce* evidence or through submissions support the modifications and resultant amended ROPA 15 and OPA 93-245 now before the Board. Mr. David Waters, Manager of Land Use Policy in the City of Brampton Planning, Design and Development Department, and Mr. Bryan Hill, Planning Manager in the Planning Department of the Region of Peel, both provided land use planning evidence in support of the modified ROPA 15 and OPA 93-245. Mr. Jerome Hagarty, a professional agrologist and qualified as an expert in agricultural planning, provided an analysis of agricultural impacts and the tests set out in the provincial Policy Statement 2005.

The evidence of Mr. Waters is that OPA 93-245 represents a high level policy document that proposes to expand the urban boundary of the Official Plan of the City to include all of North West Brampton into an urban area. OPA 93-245 attempts to balance competing interests such as shale protection and agriculture while planning to accommodate a portion of future population growth and employment growth that has been forecasted for the Region of Peel. No general land use designations or natural heritage features are designated in OPA 93-245 but it provides a policy framework to guide subsequent stages of Planning for North West Brampton and the ultimate release of the lands.

The evidence of Mr. Waters is that the four settlements clarify and improve the wording and intent of both OPA 93-245 and ROPA 15.

The settlement with the Province of Ontario covers shale protection, the Growth Plan and the Greenbelt Plan. Policies have been added that continue to protect the shale resource and make it available for extraction west of Mississauga Road for a minimum of 10 years. Section 4.15.1 of OPA 93-245 clearly states that it is the policy of the Council of the City to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton. In the opinion of Mr. Waters, this section of OPA 93-245 clearly sets out that future planning must conform and implement the requirements of the Growth Plan. Mr. Waters took the Board to Schedule A and OPA 93-245 which clearly depicts the Greenbelt Area enhanced with the text reference that "Any lands within the Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan". This is repeated in Schedule D of ROPA 15 and in the opinion of Mr. Waters provides consistency between the two Official Plan Amendments by clearly stating that the Greenbelt Area is not part of the urban area.

The evidence of Mr. Waters is that the settlement with Brampton Brick Limited helps to clarify the Provincial position on shale protection and removes any perceived imbalance that would prevent the processing of a rezoning application for a shale extraction operation in the Corridor Protection Area.

The evidence of Mr. Waters is that the settlement with the Sierra Club of Canada incorporates additional details with regard to secondary planning based on the principles of the Provincial Growth Plan and further consideration of the Greenbelt Area. Specific modifications were added to guide the planning of the lands adjacent to the Greenbelt Area in North West Brampton. Modifications provide further direction for secondary planning based on the principles of the Growth Plan which focus on compact and complete communities. The modifications attempt to address climate change by promoting transit oriented development, intensification opportunities and pedestrian friendly development.

The evidence of Mr. Waters is that the fourth settlement with the Region of Halton and the Town of Halton Hills provides for consultation on any studies regarding the North-South Transportation Corridor that identify transportation issues along the Halton/Peel boundary.

In the opinion of Mr. Waters the amended OPA93-245 and amended ROPA 15 are consistent with the Provincial Policy Statement 2005 (PPS 2005). Both documents recognize the Provincial Growth Plan and that all planning for North West Brampton will have to follow the policies of the Provincial Growth Plan. The Growth Plan requires that new communities be compact and complete with densities and urban form that support transit and mixed land uses to create vibrant communities. Both documents recognize the Greenbelt Plan and include the Greenbelt Area in North West Brampton and state that the Greenbelt Area is not part of the urban area and are subject to the policies of the Greenbelt Plan.

Mr. Waters referred to Section 1.1.3.9 of the PPS 2005 which lists four criteria for allowing of a settlement area boundary expansion only after comprehensive review. He relies on the work completed by Hemson Consulting Ltd. (Exhibit 12, Volume 5, Tab 9) with regard to intensification and redevelopment and their conclusion that "the expansion of the regional Urban System meets the settlement area expansion criteria in the PPS" and "North West Brampton is the most logical location for urban expansion". He relies on the reports completed by i Trans Consulting Inc. (Exhibit 12, Volume 3, Tabs 9 and 12) and of the Region of Peel to address infrastructure and public service facilities such as transportation and water and sewer requirements. Mr. Waters relies on studies completed by AgPlan Limited such as the Updated Agricultural Assessment Report for North West Brampton (Exhibit 28B) that concludes "the proposed North West Brampton Study Area currently has a restricted and relatively lower potential for specialty crop production" and "there are no reasonable potential development area alternatives which could avoid prime agricultural soils in Peel Region" and "there are no reasonable potential development area alternatives with lower priority agricultural lands in the prime agricultural area". The evidence of Mr. Waters is that impacts from the expanding settlement area on agricultural operations will be addressed at the time of

secondary planning where the Minimum Distance Separation guidelines of the Ministry of Agriculture will be applied.

In his opinion, OPA 93-245 and ROPA 15 are consistent with the PPS 2005 and OPA 93-245 conforms to ROPA 15 as the two planning documents followed from a comprehensive planning process and in his words "mirror each other" and when approved will conform to the Official Plan of the Region of Peel. In his concluding opinion, Mr. Waters stated that the review process has taken over five years, protects the public interest and maintains the integrity of the planning process as prescribed by the *Planning Act* and represents good planning.

Mr. Bryan Hill, Planning Manager for the Region of Peel, provided planning evidence on a panel with Mr. Waters. From his perspective as Regional Planner responsible for this matter, his planning opinion is that ROPA 15 and OPA 93-245 as proposed to be modified by the settlements represent good planning for the Province, the Region and the City. He reviewed in detail the requirements for an amendment to the Regional Urban Boundary as set out in section 7.9.2.8(a) to (j) of the Region of Peel Official Plan (Exhibit 12, Volume 5, Tab A, Pages 129-130) and the requirements of the *Greenbelt Act* and the *Places to Grow Act*. His summarized opinion evidence is as follows:

1. The adoption of ROPA 15 and OPA 93-245 followed from a comprehensive planning process in compliance with the *Planning Act* that fully considered all of the requirements for an urban boundary expansion as established by the Regional Official Plan in section 7.9.2.8 and in the PPS 2005.
2. The proposed amendments as proposed to be modified by the settlements are consistent with the PPS 2005.
3. The proposed amendments as proposed to be modified by the settlements comply with the Greenbelt Plan made under the *Greenbelt Act*.

4. The proposed amendments achieve a balance of the competing Provincial, Regional and City planning interests and priorities relating to this matter.
5. The *Places to Grow Act* and Places to Grow Plan for the Greater Golden Horseshoe (2006) will ensure that the detailed planning and development of North West Brampton occurs in compliance with the requirements of these provincial planning initiatives, including ensuring that density and intensification requirements are implemented as required.
6. The Places to Grow Plan requires the Region of Peel to plan for 1.64 million people by 2031 and requires certain intensification and density targets to be met. ROPA 15 and OPA 93-245, as amended, will enable the Region of Peel to substantially achieve the population requirements of the Growth Plan.
7. OPA 93-245 implements ROPA 15 and provides an appropriate level of detail to guide the future planning and development of North West Brampton.

Mr. Jerome Hagarty, a professional agrologist and also qualified as a expert in agricultural planning, brought an interesting perspective to the hearing. In addition to his academic qualifications and his experience as a professional agrologist, Mr. Hagarty was born and raised on a farm in Ontario and was co-owner of the home farm until 1997.

Mr. Hagarty was retained to review and evaluate agricultural issues raised by the Sierra Club of Canada through its witness statements and to evaluate if the North West Brampton urban expansion satisfies the tests set out in the PPS 2005 for an expansion of a settlement area within a prime agricultural area and in particular subsection 1.1.3.9 (c) and (d) which allow for the expansion of a settlement area only where it has been demonstrated that:

P(c) in *prime agricultural areas*:

1. the lands do not comprise *specialty crop areas*;
 2. there are no reasonable alternatives which avoid *prime agricultural areas*; and
 3. there are no reasonable alternatives on lower priority agricultural lands in *prime agricultural areas*; and
- (d) impacts from new or expanding *settlement areas* on agricultural operations which are adjacent or close to the *settlement area* are mitigated to the extent feasible.

Mr. Hagarty reviewed the AgPlan Limited Agricultural Assessment Report of June 2006 (Exhibit 12, Volume 4, Tab 13) and provided an analyses encompassing the prime agricultural land status of the subject lands, the defining and designating of specialty crop areas, specialty crop production within North West Brampton and any agricultural impacts.

In his opinion, the analyses leads to the following conclusions:

1. The agricultural lands of North West Brampton, including those adjacent to Huttonville, are not designated as a Specialty Crop Area as specified within the definition for such lands within the Provincial Policy Statement;
2. A provincially approved evaluation process for Speciality Crop Area designation, in accordance with the definition of such lands within Provincial Policy, is currently not available;
3. Due to the relatively small and fragmented occurrence of such production in North West Brampton and the limited occurrence of unique, defining soil and climatic resources supporting such production, the Huttonville area agricultural lands north of the Credit River within North West Brampton, do not comprise a Specialty Crop Area as defined within Provincial Policy;

4. The AgPlan Agricultural Assessment (2004) prepared for the City of Brampton clearly demonstrates a lack of reasonable alternatives to accommodate needed development that can avoid prime agricultural lands or use prime agricultural lands of lesser agricultural priority;
5. Agricultural impact mitigation, including Minimum Distance Separation for agricultural facilities located adjacent to proposed development within North West Brampton, can occur as part of the secondary planning process; and
6. Given the above, it is concluded that the proposed Official Plan Amendments for North West Brampton and the Region of Peel meet the tests of the Provincial Policy Statement policy 1.1.3.9(c)(d).

Mr. Hagarty, rather than trying to undermine or contradict the witness statements of Ms Walton and Ms Hare, chose instead through his witness statement and *viva voce* evidence to put forward his position on the matter before the Board. Mr. Hagarty did agree with the conclusions found in the Updated Agricultural Assessment Report for the North West Brampton Urban Expansion Area prepared by AgPlan Limited (Exhibit 28B).

At the conclusion of Mr. Hagarty's evidence, counsel for the City of Brampton provided the Board with a letter from the President of the Peel Federation of Agriculture dated March 8, 2004 (Exhibit 29). The last paragraph clearly sets out their position on the matter before the Board:

It is the policy of the Ontario Federation of Agriculture that prime agricultural land should be preserved whenever possible. However, there are a number of mitigating factors in North West Brampton. Given the inevitable decline of agriculture in North West Brampton, the Peel Federation of Agriculture believes that the City of Brampton should plan the orderly transition of this area from agriculture to urban use.

Findings of the Board

Based on the *viva voce* evidence and the volumes of studies, reports and assessments, the Board finds that a lengthy exhaustive comprehensive planning process has been undertaken by the City of Brampton and the Region of Peel. Based on the planning evidence of Mr. Waters and Mr. Hill, the Board finds that the planning process considered all of the requirements for an urban boundary expansion set out in section 7.9.2.8 of the Regional Official Plan and section 1.1.3.9 of PPS 2005.

Based on the opinion evidence of Mr. Hill, the Board is satisfied that the guidance set out in section 7.9.2.8 for an expansion to the Regional Urban Boundary has been met. Based on the evidence of Mr. Waters, Mr. Hill and Mr. Hagarty, the Board finds the tests set out in section 1.1.3.9 of the PPS 2005 have been met. The evidence of the two planners was thorough and consistent and withstood the test of cross-examination. The expert opinion of the agrologist combined with his practical knowledge of farming is clear that the strong consideration for agriculture in the PPS 2005 must be balanced with all other planning considerations in the PPS 2005 including the expansion of a settlement area.

The Board finds that OPA 93-245 as amended and ROPA 15 as amended are consistent with the PPS 2005 and are consistent with the policies of the Region of Peel Official Plan.

During the planning process for OPA 93-245 and ROPA 15 the Province of Ontario made significant changes to the planning regime. The PPS 2005, the *Greenbelt Act 2005* and the *Places to Grow Act 2005* have forever changed planning in the Province of Ontario. Counsel for the Sierra Club of Canada submits that PPS 2005 provides an improved foundation to planning principles in Ontario to curb urban sprawl. Further, the Greenbelt Plan protects 1.8 million hectares of agricultural lands and environmentally sensitive lands. Where the Province anticipates growth, the growth must be managed in conformity with the Growth Plan including intensification opportunities. Counsel for the Sierra Club of Canada submits that these legislative initiatives begin to address more seriously the problems of climate change, food security, water quality and air quality.

Based on the evidence, the Board finds that amended OPA 93-245 and amended ROPA 15 comply with the Greenbelt Plan made under the *Greenbelt Act*. The maps and text reference clearly separate the Greenbelt Area from the urban area.

Based on the evidence, the Board finds that the amended OPA 93-245 and ROPA 15 will enable the Region and the City to substantially implement the Growth Plan for the Greater Golden Horseshoe (2006) and at the same time the *Places to Grow Act* 2005 and Growth Plan, in the detailed planning and development of North West Brampton, will ensure that density and intensification requirements are implemented. Counsel for the Province of Ontario submits that the modifications and resulting amendments to ROPA 15 and OPA 93-245 adequately address the provincial interest in accommodating growth.

The Board has reviewed carefully the concerns of Ms Gain Taylor and the four participants. Their concerns include pollution from more vehicles, traffic gridlock, loss of prime agricultural land, food security, climate change and peak oil. The evidence in the hearing is that the Growth Plan for the Greater Golden Horseshoe (2006) does contain intensification requirements to achieve higher residential densities and encourages a compact urban form. These planning requirements should reduce some dependency on automobiles. The proposed OPA 93-245 and ROPA 15 do protect transportation corridors and the settlement signed with the Region of Halton and the Town of Halton Hills should assist in transportation planning. The Board heard no evidence on peak oil and therefore cannot make a finding.

With respect to the issue of loss of prime agricultural land and food security the Board makes three findings:

1. The *Greenbelt Act* and Greenbelt Plan do protect large tracts of land in Ontario for agriculture;
2. The evidence and opinion of Mr. Hagarty is clear that sections 1.1.3.9 (c) and (d) of the PPS 2005 are satisfied;
3. The position of the Ontario Federation of Agriculture through correspondence from the Peel Federation of Agriculture states that the

City of Brampton should plan the orderly transition of this area from agriculture to urban use.

The single party and the participants opposed to OPA 93-245 and ROPA 15, as amended, raised their concerns in this hearing but did not retain any expert witnesses to substantiate their concerns.

Having considered all the evidence, the Board finds that amended OPA 93-245 and amended ROPA 15 represent good planning and should be approved.

The Order of the Board is attached hereto as Attachment 1.

The Board so Orders.

J. R. AKER
MEMBER

PL050743
PL060347**ONTARIO MUNICIPAL BOARD**

Sierra Club of Canada Peel Region Group, Ministry of Municipal Affairs & Housing, Brampton Brick Limited and Northwest Brampton Landowners Group Inc. have appealed to the Ontario Municipal Board under subsection 17(24) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from a decision of the Region of Peel to approve Amendment #15 to the Region of Peel Official Plan

OMB File No. O050117

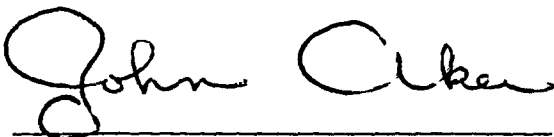
The City of Brampton has appealed to the Ontario Municipal Board under subsection 17(40) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended, from the failure of the Region of Peel to announce a decision respecting Proposed Amendment No. OP93-245 to the Official Plan for the City of Brampton

OMB File No. O060069

Having heard and considered the evidence and submissions of the parties and having reviewed the Minutes of Settlement filed with the Board as Exhibit II, the Board Orders as follows:

1. The appeals of Amendment #15 to the Region of Peel Official Plan (ROPA 15) by the Minister of Municipal Affairs and Housing, the Sierra Club of Canada, Brampton Brick Limited and the Northwest Brampton Landowners Group Inc. are allowed in part and ROPA 15 is hereby modified and approved in the form attached hereto as Schedule "A".
2. The appeal of proposed Amendment OP93-245 to the City of Brampton Official Plan by the City of Brampton is allowed in part and amendment OP93-245 is hereby modified and approved in the form attached hereto as Schedule "B".
3. In all other respects, the appeals by the Minister of Municipal Affairs and Housing, the Sierra Club of Canada, Brampton Brick Limited, the Northwest Brampton Landowners Group Inc. and the City of Brampton are hereby dismissed.

So Orders the Board.



J. A. Aker, Member

REGION OF PEEL

REGIONAL OFFICIAL PLAN STRATEGIC UPDATE

**REGIONAL OFFICIAL PLAN AMENDMENT NO.15-
AMENDMENT TO EXTEND THE REGIONAL
URBAN BOUNDARY**

(NORTH WEST BRAMPTON)

Includes All Settlement Modifications

November 8, 2006

THE CONSTITUTIONAL STATEMENT

Part A, The Preamble does not constitute part of this Amendment.

Part B, The Amendment, consisting of amendments to the Text and the Schedules of the Official Plan for Peel Region 1996, constitutes Amendment No.15 to the Official Plan for Peel Region.

PART A – THE PREAMBLE

1. Purpose of the Amendment

The purpose of the Amendment is to expand the 2021 Regional Urban Boundary to include North West Brampton and amend the planning horizon for the Urban System in the Regional Official Plan from 2021 to 2031.

2. Location

The subject lands comprise an area of approximately 2,428 hectares (6,000 acres) in North West Brampton, and are bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west; and irregular portions of McLaughlin, Creditview and Mississauga Roads to the east, as shown on Schedule D

3. Basis

On March 8, 2000 Brampton City Council decided to advance the Official Plan Review and directed staff to proceed with the initiation of a planning process for the North West expansion area in order to evaluate the long-term opportunities of those lands currently outside the City's urban boundary.

The North West Brampton Review planning process was undertaken in accordance with the PPS and the specific relevant policies in both the Brampton and Peel Region Official Plans. In particular, Policy 7.9.2.8 of the Regional Official Plan sets out the following key matters to be addressed when considering an amendment to the 2021 Regional Urban Boundary:

- a) environmental and resource protection;
- b) ensuring that there are no reasonable alternative locations which avoid the *Prime Agricultural Areas* and no reasonable alternative locations with lower priority agricultural lands;
- c) the compliance with the minimum distance separation formulae;
- d) population and employment growth forecasts in accordance with Table 1;
- e) development potential, including *intensification* opportunities, within the existing areas, in the proposed expansion areas and their inter-relationship;
- f) opportunities for efficient use of land. Regional *infrastructure* and *services* in existing areas;

- g) fiscal impact including property assessment;
- h) the financial and physical abilities to provide necessary *services* to the proposed area, including the suitability and availability of water and sewer servicing;
- i) the growth management strategies of the Region and the area municipalities
and
- j) other relevant Regional interests.

To satisfy these key Regional policy requirements, the following component studies for North West Brampton were carried out in two phases:

- Employment/Residential Demand Review
- Shale Resources Evaluation
- Transportation Infrastructure Review
- Environmental/Open Space
- Agriculture Study
- Municipal Fiscal Impact
- Servicing Study

The purpose of these component studies was to evaluate whether expanding the Regional urban boundary to include North West Brampton was appropriate while taking into account Provincial, Regional and City interests. Regional staff participated on Technical Advisory Committees directing the preparation of studies and prepared the Phase 2 servicing study. Regional staff provided Council with regular status updates on North West Brampton.

In addition to the component studies, the North West Brampton Landowners Group submitted a Shale Resource Study prepared by Gartner Lee Limited in November 2004, which undertook an "assessment of the shale resources in Southern Ontario in order to provide a provincial context for the shale resource in North West Brampton". This study supported the overall findings of the City's July 2002 shale study prepared by MHBC Planning Limited and ESG International. In turn, the City's consultant's, MHBC Planning Limited and ESG International, carried out a peer review of the Gartner Lee work and concluded that it was consistent with their own study and also provided valid additional information on the general distribution and overall quantum of potential shale resources.

With the City's urban boundary review in progress, in March 2002, Regional Council directed staff to review the Regional Official Plan by examining four areas as part of a Regional Official Plan Strategic Update (ROPSU). The regional

structure is one of the four focus areas which include consideration of the proposed expansion of the Regional Urban Boundary to include North West Brampton.

In April 2005, the Region retained Hemson Consulting Limited to determine whether the proposal to expand the Region's urban boundary is consistent with the new 2005 Provincial Policy Statement and meet the applicable comprehensive review criteria. Hemson's report of June 2005 confirmed that the urban boundary expansion is consistent with the Provincial Policy Statement and meet the applicable comprehensive review criteria

It has thus been determined that these studies have satisfied the requirements of Policy 7.9.2.8 with respect to items a) to i), and that there are no further requirements pertaining to "other relevant Regional interests" in the context of item j) of this policy.

The impetus behind the need to expand the 2021 Regional Urban Boundary in Brampton and extend the planning horizon of the ROP for Brampton from 2021 to 2031 are:

- Component studies in the area of growth forecasting, geology, environment, transportation, servicing and municipal finance undertaken for the City of Brampton since 2001 established the need to expand the urban boundary of the City to accommodate projected population and employment growth to 2031.
- The Growth Plan for the Greater Golden Horseshoe 2006 (Growth Plan), states the Province's expectation that 3.7 million additional people and 1.8 million jobs will be created in the Greater Golden Horseshoe by 2031. It is also notable that the Growth Plan designates Downtown Brampton as one of 25 "Urban Growth Centres" in the Greater Golden Horseshoe.
- With the exception of 500 acres of land adjacent to the Credit River Valley designated as part of the Greenbelt Plan, the remaining lands within North West Brampton are not subject to the recently released Provincial Greenbelt Plan. This amendment specifically achieves conformity with the Greenbelt Plan by identifying these Credit River Valley buffer lands as lands subject to the Provincial "Greenbelt Plan.
- The expansion of the urban system to include all of North West Brampton is a logical extension of the existing urban boundary recognizing abutting development, the potential availability of Regional and City services and the need to protect for the future North-South Transportation Corridor.

The studies undertaken by Brampton and the Region satisfactorily address the requirements of Section 7.9.2.8 of the Regional Official Plan, as well as the 2005 Provincial Policy Statement.

PART B – THE AMENDMENT

All of the Amendment entitled PART B – THE AMENDMENT, consisting of the attached text and Schedules constitute Amendment No.15 to the Region of Peel Official Plan 1996.

a. Amendments to Text

1. Chapter 1, Introduction, Section 1.3, paragraph one is deleted and replaced with the following:

“This Plan outlines strategies to guide growth and *development* in *Peel Region* for the period 2005 to 2031 for the Urban System and 2005 to 2021 for the Rural System. The reference year for the Plan is 2001, which was a Federal Census year”.

2. Chapter 1, Introduction, Section 1.3.4, the second sentence in paragraph three is deleted and replaced with the following:

“Chapter 4 contains growth forecasts for Peel’s Urban System to the year 2031 and for the Rural System to the year 2021, allocates the forecasted population and employment growth among the three area municipalities, and contains policies regarding population and employment growth.”

3. Chapter 3, Resources, reference to “2021” in Section 3.2.2.4 and between the words “the” and “Regional” in the first sentence in the last paragraph of Section 3.2.2.9, is deleted and replaced with “2031”.

4. Chapter 4, Population and Employment Forecasts, Section 4.1.1:

- i) The second sentence in the first paragraph is deleted and replaced with the following:

“The forecasts serve as the basis for determining Regional *services* and establishing land requirements to accommodate growth within the Urban System to the year 2031, and within the Rural System to the year 2021.”

- ii) The last sentence in paragraph two is deleted and replaced with the following:

“The Population, Household, and Employment forecasts for the years 2011, 2021 and 2031 are shown in Table 1”.

5. Table 1: Population and Employment Forecasts for Peel, is deleted and replaced with the following new Table. 1

TABLE 1: Population ¹ , Household and Employment Forecasts									
Year	2011			2021			2031		
	Population	Households	Employment	Population	Households	Employment	Population	Households	Employment
Brampton	500,000	155,000	225,000	625,000	200,000	280,000	695,000	230,000	310,000
Mississauga ²	695,000	235,000	470,000	715,000	250,000	495,000	730,000	265,000	500,000
Caledon ²	66,000	22,000	30,000	84,000	29,000	37,000			
Total: Peel	1,261,000	412,000	725,000	1,424,000	479,000	812,000	1,509,000 ³	524,000 ³	847,000 ³

Notes: ¹ Census population excluding Census undercount

² The Mississauga and Caledon Population, Household and Employment Forecasts are under review.

³ The 2031 Peel totals include the 2021 Caledon forecasts

6. Chapter 4, Population and Employment Forecasts, Section 4.2.2.3, reference to "2021" is deleted and replaced with "2031".
7. Chapter 5, Regional Structure, Section 5.2, reference to "2021" in the Title, and in paragraphs one, two and three is deleted and replaced with "2031"; and reference to "2021" in Sections 5.2.1.1, 5.2.1.3, 5.2.1.4, 5.2.2.1, 5.2.2.2, 5.2.2.3, 5.2.2.4, Section 5.3, the introductory paragraph, and Sections 5.3.2.1 and 5.3.2.2 is deleted and replaced with "2031".
8. Chapter 5, Regional Structure, by adding the following new section to it:

"5.3.4 North West Brampton Urban Development Area

The North West Brampton Urban Development Area within the Urban System comprise approximately 2,428 hectares (6,000 acres) of land bounded by Mayfield Road to the north, the Credit River to the south, Winston Churchill Boulevard to the west, and irregular portions of McLaughlin, Creditview and Mississauga Roads to the east, as shown on Schedule D.

5.3.4.1 Objectives

- 5.3.4.1.1 To accommodate a significant portion of the future growth of the designated greenfield areas of Peel Region.
- 5.3.4.1.2 To develop complete and transit supportive communities.
- 5.3.4.1.3 To recognize and protect environmental features of Provincial and Regional significance.
- 5.3.4.1.4 To ensure the provision of major infrastructure while minimizing the financial impact on Peel Region and member area municipalities.
- 5.3.4.1.5 To achieve orderly, cost effective and timely development.
- 5.3.4.1.6 To provide for the protection of the provincially significant shale resource, in advance of urban development.

5.3.4.2 Policies

5.3.4.2.1. The policies of the Growth Plan apply to the Northwest Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of Regional Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of Northwest Brampton.

5.3.4.2.2 In addition to the policies in this Plan that govern the Region's Urban System, it is the policy of Regional Council to require the City of Brampton to ensure that its official plan, including all amendments and secondary plans, adhere to the following policies:

- a) That a natural heritage system be designated in conformity with sub-watershed studies approved by Credit Valley Conservation prepared under terms of reference approved by and to the satisfaction of Credit Valley Conservation;
- b) That development be phased to ensure the orderly progression of development into North West Brampton in relation to the ongoing development of lands within the existing urban boundary, in accordance with the City's Growth Management Program
- c) That a Phase 1 area and amount of development within North West Brampton be defined in the Brampton Official Plan based on the amount of development that can be supported by the existing and planned arterial road network and transit systems, exclusive of a North-South Transportation Corridor;
- d) That development of any subsequent phase of North West Brampton, beyond Phase 1, shall be permitted to proceed only if the development can be supported by the existing and planned arterial road network and transit systems, inclusive of a North-South Transportation Corridor, and only after the alignment, jurisdiction and financing mechanism of a viable North-South Transportation Corridor has been determined to the Region's satisfaction such that the

construction of a highway within the North-South Transportation Corridor will occur in time to meet traffic demands including traffic demands generated from the subsequent phases of development;

- e) Maximize the opportunity afforded by the Mount Pleasant GO station to provide significant transit service and the development of transit-supportive land uses and densities;
- f) Provide for the protection of the shale resource in advance of urban development, recognizing that the population, household and employment forecasts that are the basis of the Regional Official Plan will ultimately require the utilization of all the North West Brampton lands to accommodate growth. In the meantime, the City of Brampton shall designate all lands in North West Brampton, west of Mississauga Road as a policy area to be known as the "North West Brampton Policy Area" (NWBPA). The NWBPA is to provide for the protection and potential use of the shale resource, while recognizing that the long term use of these lands will be for urban purposes. The following principles shall be reflected in the Brampton Official Plan to apply to the lands in the NWBPA:
 - i. The extraction of shale shall be permitted to occur without an amendment to the Brampton Official Plan, subject to policies to be included in the Brampton Official Plan governing the rezoning of the lands for mineral extraction in the City's zoning by-law, and subject to the issuance of a License under the Aggregate Resources Act;
 - ii. The City shall ensure that any shale extraction operation will not unduly restrict alternatives for the planning of a potential North-South Higher Order Transportation Corridor in North West Brampton;

- iii. Notwithstanding the protection of the shale resource that is provided by the provisions of the NWBPA and the Regional Official Plan, and policy 5.3.4.2.2(f)(v) in particular, all long range planning, including approvals, financing and construction of infrastructure during this ten year period shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps prior to the adoption of amendments, including background studies, secondary planning and block planning, in relation to lands within the NWBPA may be undertaken on the same basis, and the Province and the Region shall actively participate, as appropriate, in any such infrastructure planning program or land use planning program for North West Brampton;
- iv. With the exception of policies 3.3.2.2 and 3.3.2.5, the policies of section 3.3 and Schedule "C" of the Regional Official Plan shall continue to apply to the area identified as HPMARA on Schedule "C" of this Plan that are within the NWBPA designation in the Brampton Official Plan;
- v. No amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of this 10 year time period, the Region of Peel, in consultation with the Province and the City of Brampton, shall undertake a review to determine whether it is in the public interest to replace the NWBPA with general urban land use designations. The factors to be considered in the review will be focused on a review of the following:
- Whether any Licence under the Aggregate Resources Act has been issued for the extraction of shale on

any lands in the NWBPA or whether any application has been made and is pending for such a Licence; and,

- An assessment of population and employment forecasts in the City of Brampton and the Region of Peel; and,
- Any relevant provincial policies then in effect.

If it is determined as a result of that review that the NWBPA is to be deleted in whole or in part and replaced by general urban land use designations in the Brampton Official Plan, an amendment to Schedule "C" of the Regional Official Plan shall be initiated by the Region to implement the result of the review by deleting any affected portions of HPMARA in North West Brampton, simultaneously with any necessary amendments to the Brampton Official Plan.

- vi. Notwithstanding the references throughout this section to the 10 year time frame, if the Region receives a written request for an earlier review from the Province through MMAH in consultation with other ministries, Regional Council may determine that the review of the NWBPA will occur sooner and any official plan amendments necessary to implement the results of the review may occur sooner,.

- g) Provide measures to minimize the financial impact of major infrastructure development on the Region and member area municipalities.

9. Chapter 5, Regional Structure, Section 5.4, reference to "2021" in paragraph one and in Section 5.4.2.1, is deleted and replaced with "2031".
10. Chapter 6, Regional Services, Section 6.3.2.1, the first sentence is deleted and replaced with the following:

"Require and provide full municipal sewage and water services to accommodate growth in the Urban System to the year 2031, and the three Rural Service Centres to the year 2021."

11. Chapter 7, Implementation, Section 7.2.2.7 reference to "2021" is deleted and replaced with "2031".
12. Chapter 7, Implementation, Section 7.8.2.11 reference to "2021" in the first bullet is deleted and replaced with "2031".
13. Chapter 7, Implementation, Section 7.9, by deleting the first sentence and replacing it with the following:

"The objectives and policies contained in this Plan set the direction for *Peel* until 2031 for the Urban System and 2021 for the Rural System."

14. Chapter 7, Implementation, Section 7.9.2.8, reference to "2021" in the first bullet is deleted and replaced with "2031".

b) Amendments to Schedules

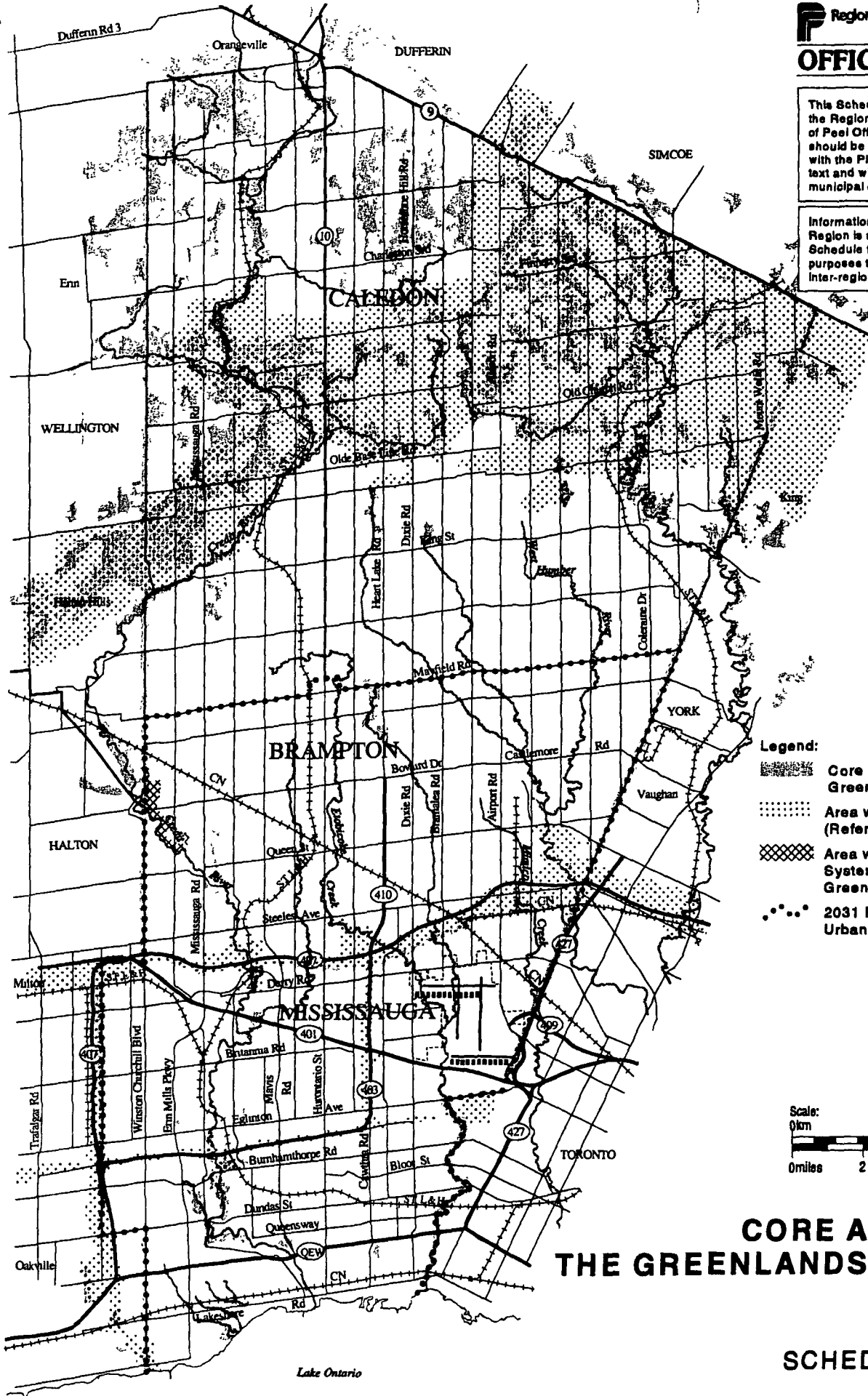
1. Schedule A, Core Areas of the Greenlands System in Peel, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and identify the area within the 2031 Urban Boundary subject to the Provincial Greenbelt Plan, as shown on the attached Schedule A.
2. Schedule B, Prime Agricultural Area, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and remove the Prime Agricultural designation from lands within the 2031 Regional Urban Boundary, as shown on the attached Schedule B.
3. Schedule C, High Potential Mineral Aggregate Resource Areas (HPMARA) is amended to delete the HPMARA on all lands in North West Brampton that are east of Mississauga Road and to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and insert a note stating "High Potential Aggregate Resource Area within the 2031 Urban Boundary is subject to the policy in Section 5.3.4.2.2 f), as shown on the attached Schedule C.
4. Schedule D, Regional Structure, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and to redesignate the lands identified as North West Brampton Urban Development Area from "Rural System" to "Urban System", as shown on the attached Schedule D.
5. Schedule E, Major Road Network, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and identify the Conceptual North-South Corridor/Bramwest Parkway Study Area and

conceptual North-South Corridor study area in Halton Region, as shown on the attached Schedule E.

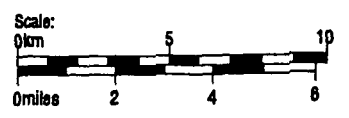
6. Schedule F, Regional Road Right-of-Way Requirements, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, as shown on the attached Schedule F.
7. Schedule G, High Order Transit Network, is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, and show the Mount Pleasant GO Rail Station within the 2031 Urban Boundary as an existing GO Train Station, as shown on the attached Schedule G.
8. Schedule H, L.B.P.I.A Operating Area is amended to show the location of the 2031 Regional Urban Boundary and the corresponding reference in the Legend, as shown on the attached Schedule H.

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



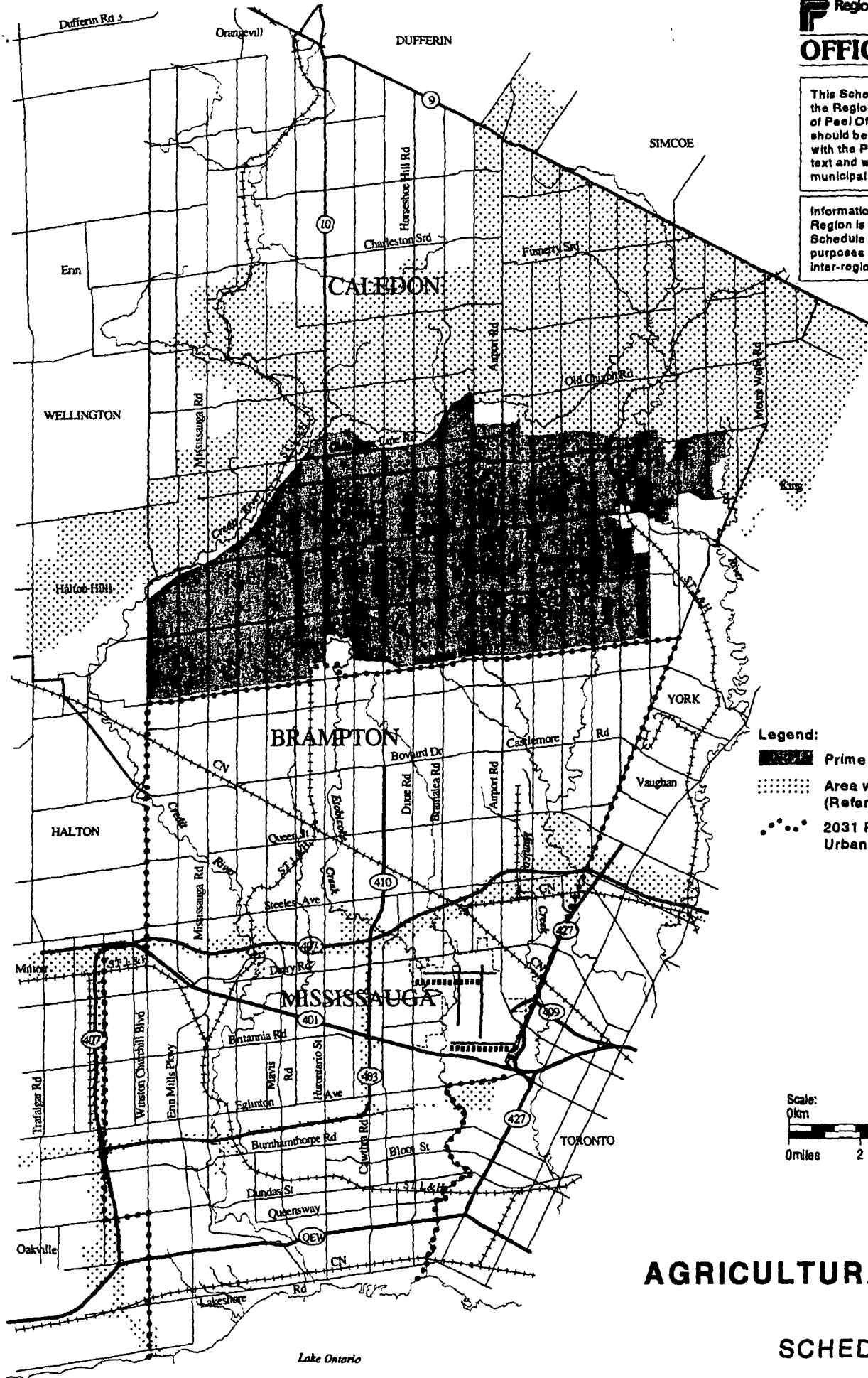
- Legend:**
- Core Area of the Greenlands System
 - Area with Special Policies (Refer to Figure 2)
 - Area within the Urban System subject to Provincial Greenbelt Plan
 - 2031 Regional Urban Boundary



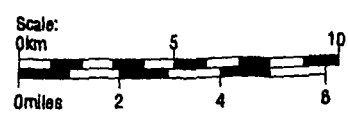
CORE AREAS OF THE GREENLANDS SYSTEM IN PEEL

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



- Legend:**
- Prime Agricultural Area
 - Area with Special Policies (Refer to Figure 2)
 - 2031 Regional Urban Boundary






PRIME AGRICULTURAL AREA

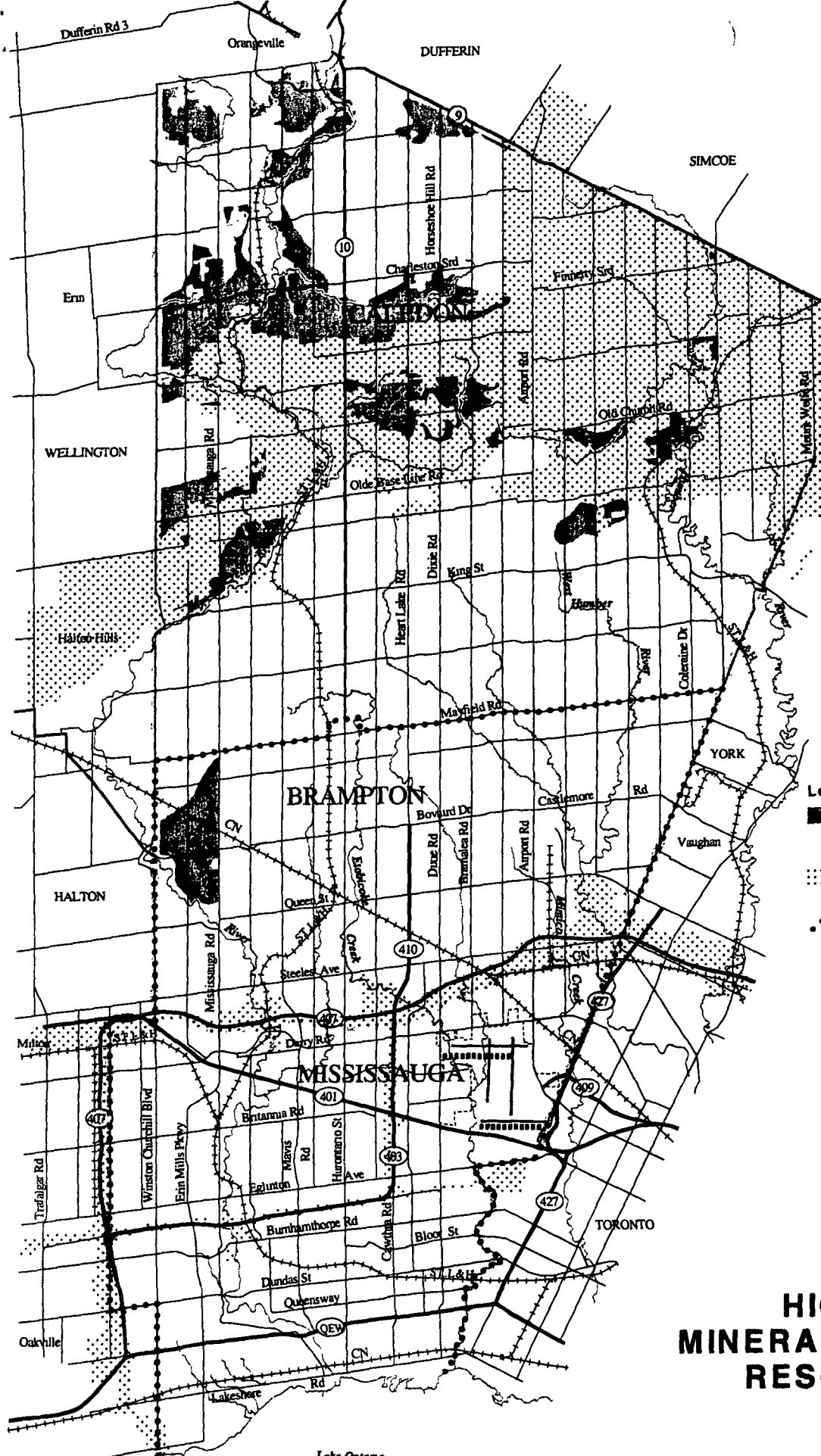
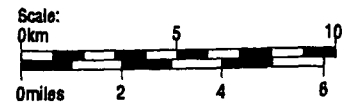
OFFICIAL PLAN

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

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High Potential Mineral Aggregate Resource Area within the 2031 Urban Boundary is subject to policy in section 5.3.4.2.2f.

- Legend:**
-  High Potential Mineral Aggregate Resource Area
 -  Area with Special Policies (Refer to Figure 2)
 -  2031 Regional Urban Boundary



HIGH POTENTIAL MINERAL AGGREGATE RESOURCE AREAS

OFFICIAL PLAN

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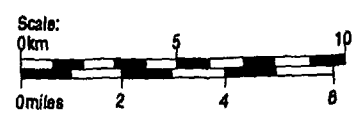
Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

The Town of Orangeville has undertaken studies, which have not been supported by the Region of Peel and the Town of Caledon, relating to the possibility of an expansion of the Orangeville settlement area into its neighbouring municipalities, including the Town of Caledon.

Any lands within the Greenbelt Plan Area are not part of the urban area and are subject to the policies of the Greenbelt Plan.

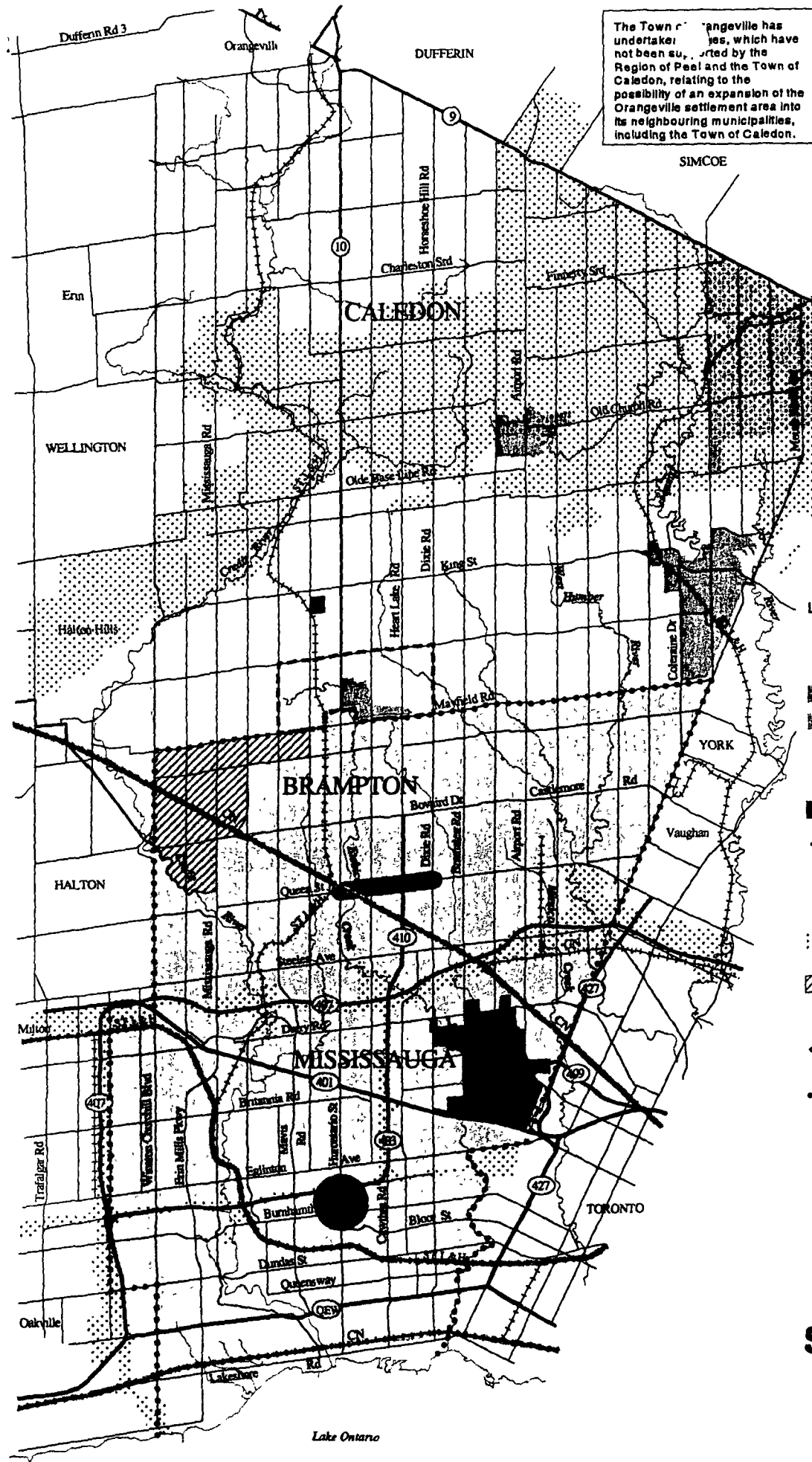
Legend:

- Urban System
- Rural System
- Rural Service Centre
- Estate Residential Community
- Urban Area Outside Region of Peel
- Airport
- Study Area Boundary (Refer to Policy 5.4.3.2.4)
- Regional Urban Node
- Area with Special Policies (Refer to Figure 2)
- Northwest Brampton Urban Development Area (see section 5.3.4)
- Inter-Regional Rail Line
- 2031 Regional Urban Boundary



REGIONAL STRUCTURE

SCHEDULE ROPA 15 **D**
September 2008



Lake Ontario

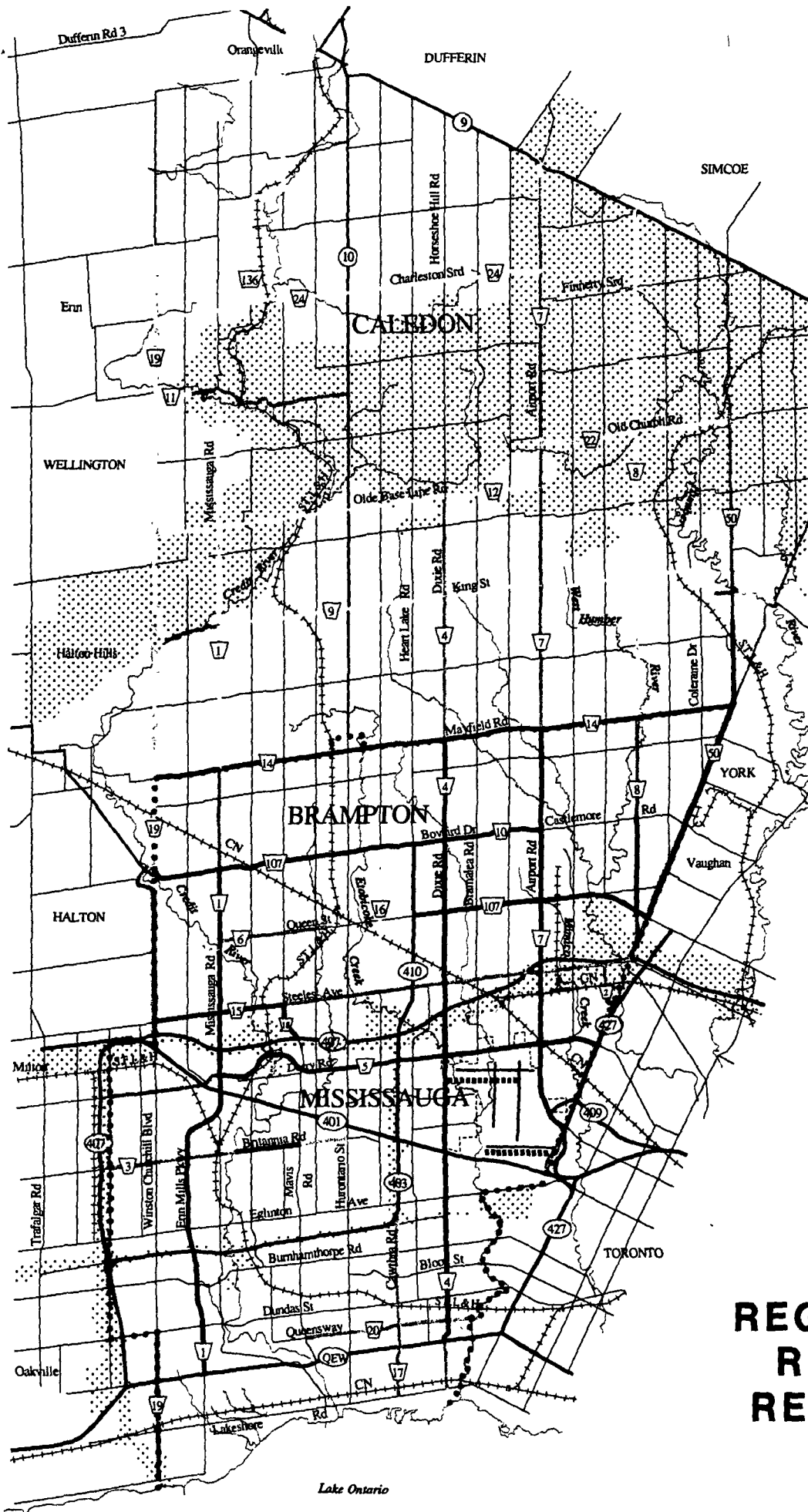
OFFICIAL PLAN

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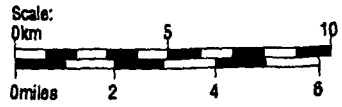
The general extent of the Rights-of-Way are shown on this Schedule. For a precise interpretation see detailed maps available at the Regional Public Works Department.

Rights-of-Way for other Major Roads, as shown on Schedule E, are identified in Area Municipal Official Plans.



Legend:

	Metres	Feet
	20	66
	26	86
	30	100
	36	120
	36/45	120/150
	(45 metres at intersections)	
	40	130
	43.5	145
	45	150
	50	165
	Area with Special Policies (Refer to Figure 2)	
	2031 Regional Urban Boundary	

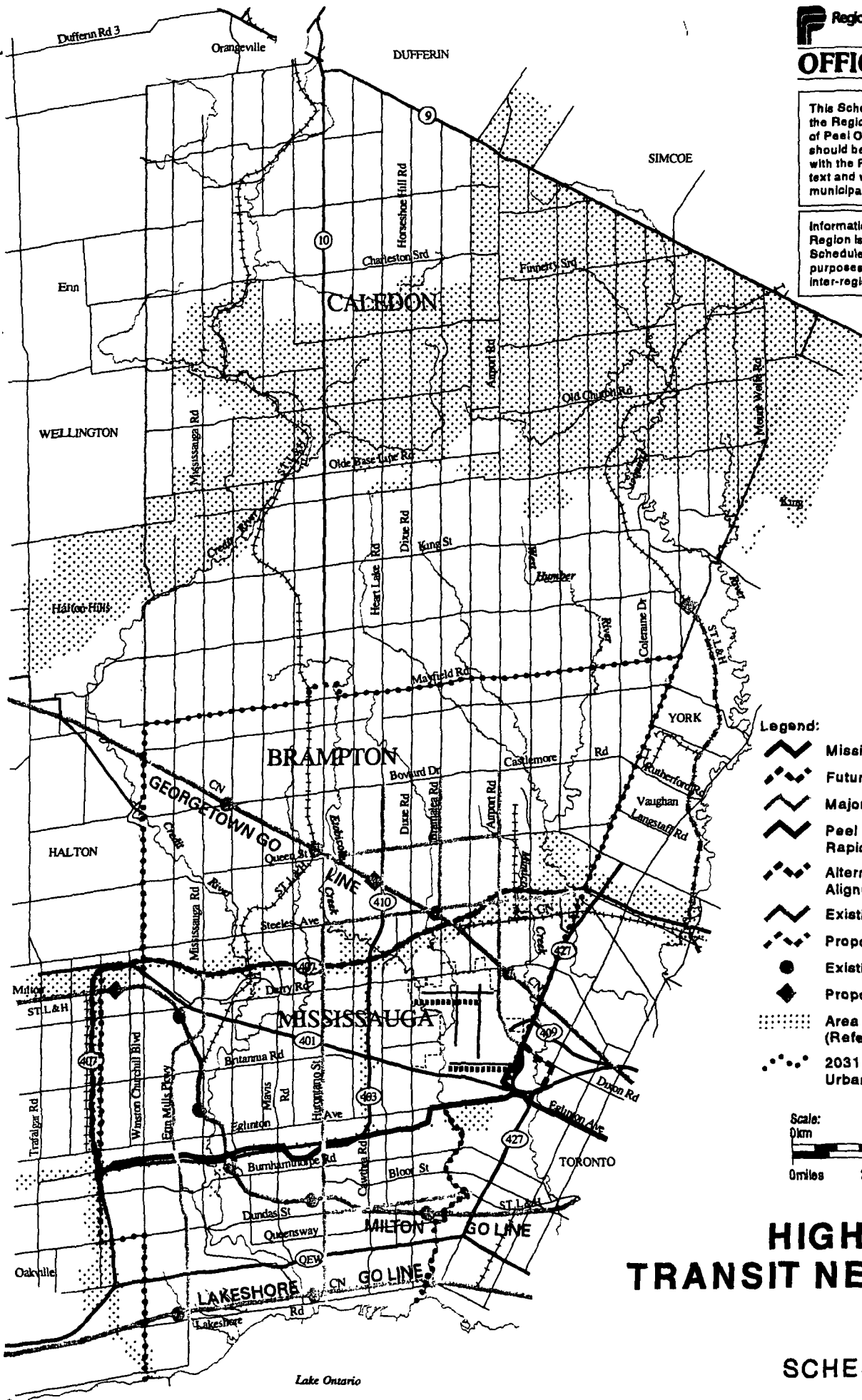


REGIONAL ROAD RIGHT-OF-WAY REQUIREMENTS

OFFICIAL PLAN

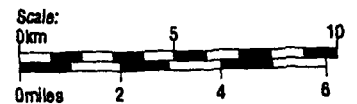
This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



Legend:

- Mississauga Transitway
- Future Transitway
- Major Bus Transit Corridor
- Peel Region Preferred Rapid Transit Alignment
- Alternative Rapid Transit Alignment
- Existing GO Rail Line
- Proposed GO Rail Line
- Existing GO Rail Station
- Proposed GO Rail Station
- Area with Special Policies (Refer to Figure 2)
- 2031 Regional Urban Boundary



HIGH ORDER TRANSIT NETWORK

SCHEDULE

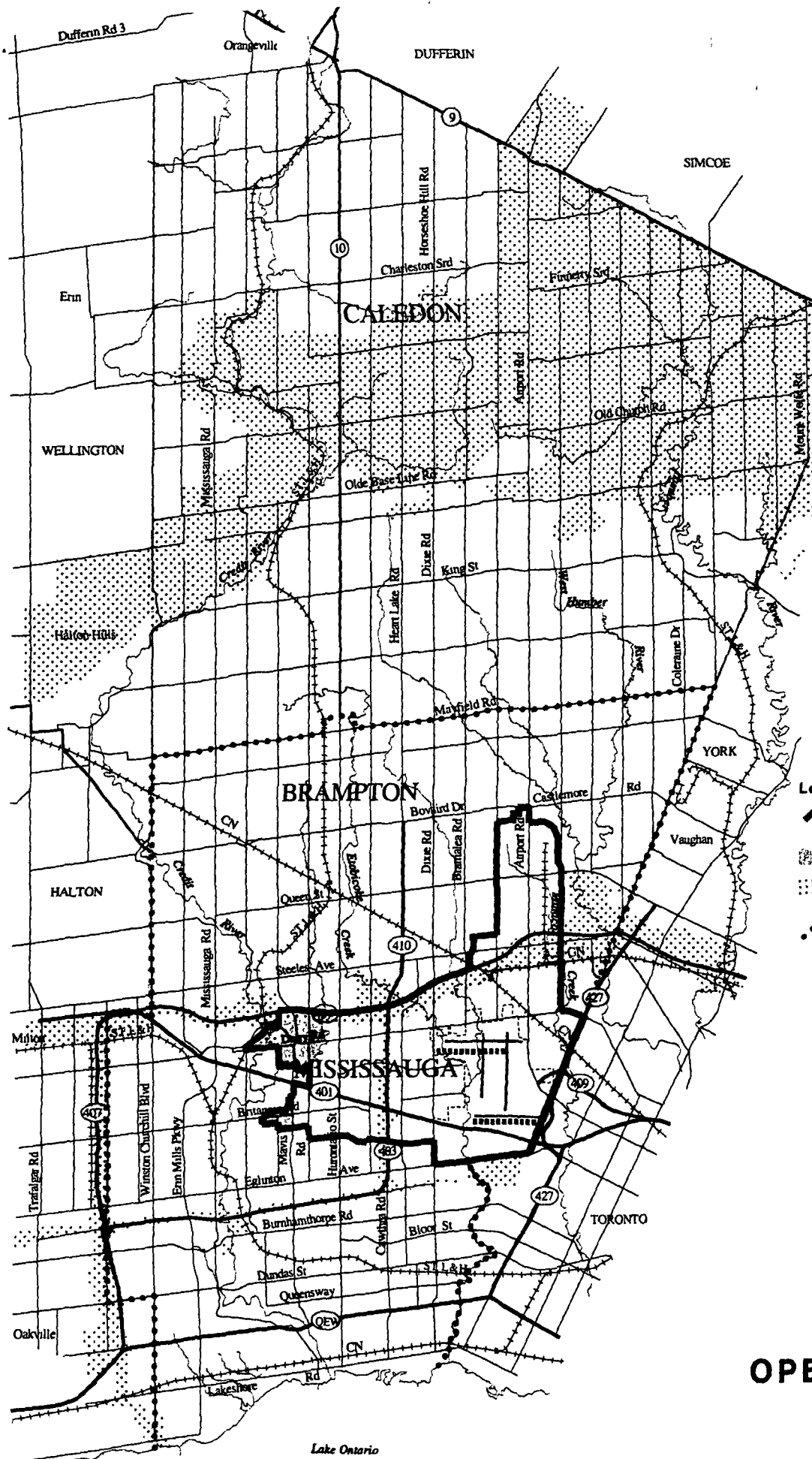






June 2005

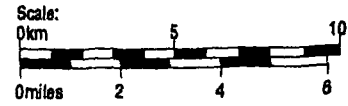
OFFICIAL PLAN

This Schedule forms part of the Regional Municipality of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



- Legend:**
-  L.B.P.I.A. Operating Area Boundary
 -  Exempt Area
 -  Area with Special Policies (Refer to Figure 2)
 -  2031 Regional Urban Boundary



L.B.P.I.A. OPERATING AREA

SCHEDULE **H**
June 2005

**Consolidated Version Incorporating All Proposed Modifications
(for hearing scheduled to commence November 14, 2006)**

AMENDMENT NUMBER OP93 - 245

to the Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purposes of this amendment are to:

- expand the Urban Boundary of the City of Brampton Official Plan to include all of North West Brampton as an urban development area;
- extend the planning horizon of the Official Plan from 2021 to 2031;
- protect an area of North West Brampton for the planning and development of a potential North-South Transportation Corridor;
- provide for future North West Brampton wide studies to determine the appropriate mix and staging of residential and employment lands and related financial implications thereof and to identify the amount of North West development that can be supported by arterial only road improvements pending a commitment to a Higher Order Transportation Corridor; and,
- establish the general framework to guide the preparation of detailed secondary plans in North West Brampton that will include a variety of residential, employment, commercial, institutional and open space uses, including the protection of the shale resource west of Mississauga Road for a period of ten years from the date of approval of this amendment at which time the issue of shale protection will be the subject of a review as set out in Section 5.3.4 of the Peel Region Official Plan.

This proposed Official Plan Amendment together with supporting component studies forms the basis of a related request by the City of Brampton to have the Region of Peel amend its Official Plan. The principal purpose of Regional Official Plan Amendment 15 (ROPA 15) is to amend the 2021 Regional Urban Boundary to conform to the Urban Boundary expansion as proposed by the City of Brampton and to change the planning timeframe applicable to Brampton from 2021 to 2031.

2.0 LOCATION

The subject lands comprise an area of about 2,428 hectares (6,000 acres) in North West Brampton, and are bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and an irregular boundary formed by portions of McLaughlin, Creditview and Mississauga Roads to the east.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (1) by changing on Schedule "A", GENERAL LAND USE DESIGNATIONS thereto, the designations of "AGRICULTURAL" TO "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" and "SPECIAL STUDY AREA" with the associated legend identification and text reference, all as shown on Schedule A to this amendment;
- (2) by deleting on Schedule "A", GENERAL LAND USE DESIGNATIONS thereto, the URBAN BOUNDARY designation and associated legend identification, as shown on Schedule A to this amendment;
- (3) by adding on Schedule "B" MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the designation of the North-South Transportation Corridor, and the extensions of Williams Parkway and Sandalwood Parkway and revising the road classification for Heritage Road and Wanless Drive, all as shown on Schedule B to this amendment;
- (4) by changing on Schedule "C" MASS TRANSIT NETWORK thereto, the designation of "FUTURE COMMUTER RAIL STATION" to "EXISTING COMMUTER RAIL STATION" designations as shown on Schedule C to this amendment;
- (5) by revising on Schedule "F" PUBLIC UTILITIES AND RESOURCES thereto, the "Shale Resources" designation by deleting it in its entirety and replacing it with the HPMARA identification from Schedule "C" of the Region of Peel Official Plan and to identify that the lands subject to this amendment west of Mississauga Road as part of the North West Brampton Policy Area (NWBPA) as shown on Schedule D to this amendment;
- (6) by identifying on Schedule "G" SECONDARY PLAN AREAS thereto, the new areas subject to Secondary Plan Areas, 51, 52 and 53 as shown on Schedule E to this amendment;
- (7) by updating in Part I: THE GENERAL PLAN, population, employment and housing statistics and extending the planning period of the Official Plan to 2031;

- (8) by changing in Part I: THE GENERAL PLAN, Section 4.7.1 Agricultural Designation thereof, the heading "Agricultural Designations" to "Agriculture";
- (9) by revising in Part I: THE GENERAL PLAN, Section 4.7.1 thereof, the Objective heading and related policy by adding to it the word "formerly" between the words "areas" and "designated";
- (10) by revising Part I: THE GENERAL PLAN, thereof, to delete and replace the current policy in Section 4.7.1.1 with the following: "No lands within the City of Brampton are designated "Agriculture" on Schedule "A" to this Plan. However, agricultural activities and related uses will be permitted to continue operating over as long a term as possible. The City shall, in evaluating the establishment or expansion of agricultural uses, consider the minimum distance separation (MDS) guidelines for livestock operations."
- (11) by revising Part I: THE GENERAL PLAN, thereof, to delete Sections 4.7.1.2 to 4.7.1.3, 4.7.4 and 4.7.7 and renumbering the remaining Sections in a orderly and sequential manner.
- (12) by revising Part I: THE GENERAL PLAN, thereof, to delete the current heading and first paragraph of Section 4.7.6 and replace it with the following:

"Site Specific Designations

Two site-specific provisions are permitted by the City on lands within the former "Agricultural" designation as shown on Schedule "A" (identified by numbers) that are exceptions to the generality of the foregoing and the general intent and purpose of the Plan. The specific locations and related policies are set out below:"(13) by adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.13 Special Study Areas" thereof, as subsection "4.13.4" the following policies:

- (13) by adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.10 Special Study Areas" thereof, as subsection 4.13.4 the following policies:

"4.13.4 North-South Corridor Protection Area

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase I Report, July 2001) prepared for the North West Brampton Urban Boundary Review recommended the need for a Higher Order North-South Transportation facility in order to service the future urban

development of these lands and to accommodate future traffic growth from points north and west of the municipality.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a north-south connection in the vicinity of West Brampton/East Halton.

Based on complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and Provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified the need for a physical connection of a North-South Higher Order Transportation Corridor to Highways 401 and 407 and identified a Corridor Protection Area in West Brampton and South East Halton.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407. Council recognize that this facility will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.

4.13.4.1 Consent to sever, minor variance, subdivision, site plan, zoning applications and applications for approval of mineral aggregate operations within the Corridor Protection Area coincident with the Special Study Area designation identified on Schedule "A" to this Plan shall not be approved if it is determined that the development proposal would unduly restrict the alternatives for the planning or construction of a North-South higher order transportation facility as contemplated by Section 4.13.4 of this Plan.

4.13.4.2 The alignment of the North-South Higher Order Transportation Corridor shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the North West Brampton Urban Boundary Review and the Bram West Review planning programs should continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South transportation facility, provided that any official plan amendment adopted as a result of these planning processes identifies and protects all feasible potential alignments.

It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City.

- (14) by adding in Part I: THE GENERAL PLAN, a new heading "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" after Section 4.14 thereof, and the following new policies as Section 4.15:

4.15 North West Brampton Urban Development Area

- 4.15.1 The City has undertaken growth and land demand studies have concluded that to accommodate population and employment forecasts to 2031, it will be necessary to expand the urban boundaries set out in the Brampton and Regional Official Plans.

Provincial growth forecasts expect 3.7 million additional people and 1.8 million jobs to be created in the Greater Golden Horseshoe by 2031.

North West Brampton is immediately adjacent to the Official Plan Urban Boundary with new development abutting this boundary and City and Regional services can be extended into the expansion area. It is therefore in the long term public interest to expand the urban boundary of the Official Plan to include all of North West Brampton in order to provide certainty regarding areas intended for future growth in the municipality.

The North West Brampton Urban Development Area is planned to be a compact, complete and connected community. This Area will also provide opportunities for mixed-use development including a range of housing types, and densities as well as employment lands.

The North West Brampton Urban Development Area is intended to contain:

- (i) a residential community with a mix of housing types and densities to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans; and,
- (ii) strategically located employment lands positioned adjacent to future transportation and transit infrastructure.

Development in North West Brampton will be structured around natural heritage systems, Greenbelt lands, transportation and transit corridors and existing built up areas.

The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of City Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

North West Brampton will be planned in such a manner to encourage the development of complete communities. Complete communities will be well-designed, offer a variety of transportation choices, contain a mix of housing for people in all stages of life, offer a range of employment opportunities, and provide shopping and community services that meets the needs of residents and businesses.

Urban development adjacent to the Greenbelt Area will support and enhance the natural characteristics of the Greenbelt Area as set out in the Greenbelt Plan.

- 4.15.2 In order for the full development of North West Brampton to occur, the future North-South Transportation Corridor must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road(s) is extended to properly service North Brampton.

Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

The amount of North West Brampton development to be released without the future North-South Transportation Corridor in place will be determined prior to the establishment of general land use designations in the Official Plan. Transportation Demand Management strategies will be developed and implemented in areas of North West Brampton to encourage a balanced transportation system.

In order for the full development of North West Brampton to occur, transit systems must be planned to provide appropriate levels of service for those residing or working in the City, including North West Brampton.

4.15.3 Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:

- (i) Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Inverted "L". The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Inverted "L" and cover the balance of North West Brampton.

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletchers and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference and resulting workplan to the satisfaction of the City of Brampton and CVC. Subwatershed studies may be commenced but not completed until five years of effectiveness monitoring are incorporated.

- (ii) Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through approved subwatershed studies;
- (iii) Stage 3 - the adoption of a secondary plan containing environmental protection strategies based on approved subwatershed studies;

- (iv) Stage 4 - an Environmental Implementation Report completed for each block plan area to the satisfaction of the CVC and the City of Brampton;
- (v) Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,
- (vi) Stage 6 - all other related growth management considerations that have been satisfied.

4.15.4 The environmental planning process for North West Brampton shall be undertaken in accordance with Appendix 1 of this amendment and Section 4.15.3 of this Plan. Appendix 1 can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.

4.15.5 The North West Brampton Policy Area (NWBPA) designation on Schedule "F" of this Plan implements the High Potential Mineral Aggregate Resource Area (HPMARA) identified on Schedule "C" of the Regional Official Plan. The purpose of the North West Brampton Policy Area (NWBPA) is to provide for the protection and potential use of shale under the following policy structure, while recognizing that the long term use of these lands will be for urban purposes. It is the intent of this Plan that no amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of the 10 year time period, the Region of Peel in consultation with the Province and the City of Brampton shall undertake a review of the NWBPA as set out in Section 5.3.4. of the Regional Official Plan, or earlier if it is initiated by the Province. Notwithstanding the above referenced 10 year time frame, if the Region receives a written request for an earlier review from the Province through MMAH in consultation with other ministries, Regional Council may determine that this review and any associated amendments may occur sooner.

4.15.5.1 Notwithstanding Section 4.15.3 of this Plan, within the NWBPA, extraction of shale shall be permitted to occur without an amendment to this Plan, subject to the property being zoned for mineral extraction in the City's zoning by-law and the issuance of a Licence under the Aggregate Resources Act.

- 4.15.5.2 In conjunction with the Provincial and Regional regulations, the City shall regulate a shale extraction operation and accessory uses to ensure that environmental and community impacts are minimized, consistent with the standards laid down in pertinent legislation and municipal regulations.
- 4.15.5.3 The City shall support the undertaking of environmental impact and hydro-geological studies in accordance with provincial legislation and policies of the Region of Peel and Credit Valley Conservation to ensure that significant features or ecological functions, surface and ground water resources are protected from the adverse effects of mineral extraction.
- 4.15.5.4 It is the policy of the City that the design of the extraction, operation and rehabilitation of any shale extraction operation shall not preclude the long term use of these lands for urban purposes and shall not preclude the subsequent urbanization of the site and surrounding area.
- 4.15.5.5 The City shall require that any shale extraction operation be subject to the requirements of Section 4.13.4.1 of this Plan.
- 4.15.5.6 A warning clause shall be required, as a condition of development approval, for all residential plans of subdivision located within 500 meters of the NWBPA, as identified on Schedule "F" of the Brampton Official Plan. The warning clause shall address the potential for impacts on the use and enjoyment of the subject property due to the possible interim use of lands in the NWBPA for shale extraction. Any development proposed in such areas shall be appropriately planned and designed to recognize the potential of a shale extraction operation within the NWBPA.
- 4.15.5.7 Urban Development within the NWBPA may only occur after the City of Brampton adopts an amendment(s) to establish general urban land use designations in the City of Brampton Official Plan. No such amendment(s) may be passed until all the requirements of Section 5.3.4 of the Regional Official Plan have been satisfied. However, the City may finalize and endorse background studies as the basis for such amendments.
- 4.15.5.8 Any amendment proposing to establish general urban land use designations will be supported by one or more of the following studies:
1. Planning Justification;

2. Staging and Sequencing;
3. Functional Servicing;
4. Transportation; and,
5. Community Design.

4.15.5.9 Staging and sequencing strategies required in association with Section 4.15.5.6 of this Plan for lands outside of the High Potential Mineral Aggregate Resource Area as shown on Schedule "C" of the Regional Official Plan shall address issues related to shale extraction, such as the provision for appropriate setbacks, access, air quality, noise mitigation and truck haulage routes where resource extraction operations are established.

4.15.5.10 Notwithstanding the protection of the shale resource that is provided by the provisions of this Plan and the Regional Official Plan, all long range planning, including approvals, financing and construction of infrastructure, shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps, including the background studies identified in section 4.15.7.8 of this Plan and block planning, in relation to lands within the NWBPA may be undertaken on the same basis.

4.15.6 When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:

- (i) maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;
- (ii) integrating new development with the surrounding areas, including natural heritage systems, the Greenbelt Area, transportation systems and transit corridors and existing built up areas;
- (iii) incorporating opportunities for mixed-use and higher density development at appropriate locations in accordance with the principles of the Provincial Policy Statement;
- (iv) incorporating intensification opportunities identified by the City in consultation with the Region of Peel;
- (v) creating viable employment areas that provide a range of employment opportunities with access to rail and future and existing highways and arterial roads and/or public

- transit and where compatible, integrated within residential communities;
- (vi) integrating the logical and cost effective extension of Regional and City services;
 - (vii) phasing development in an efficient manner recognizing land use, servicing, transportation, population projections and other growth management considerations;
 - (viii) incorporating measures intended to conserve energy in developments and infrastructure and to increase the useage of public transit;
 - (ix) promoting nodal development at a community and neighbourhood scale at appropriate locations;
 - (x) promoting live/work/play/shop opportunities that are accessible to pedestrians and transit users;
 - (xi) protecting natural heritage features and areas;
 - (xii) supporting the implementation of the City's Transportation and Transit Master Plan;
 - (xiii) protecting transit rights-of-way early on in the planning process to encourage the provision of a convenient and accessible transit system;
 - (xiv) encouraging safe, convenient, continuous and accessible pedestrian sidewalks and bicycle paths to reduce dependence on the automobile and to encourage healthy living;
 - (xv) encouraging the construction of trail systems and promoting a connected open space and pathway system with linkages to existing open space networks;
 - (xvi) linking new and existing trails, open spaces and pathways where possible;
 - (xvii) encouraging street configurations that support walking and cycling and the early integration of viable transit services;
 - (xviii) developing complete communities that are compact, transit-oriented and pedestrian friendly with a mix of uses and a variety of housing choices, jobs and supporting services and facilities;
 - (xix) providing for a range of housing opportunities in terms of dwelling types and densities; and,
 - (xx) identifying intensification areas in secondary plans, where appropriate, at major transit nodes and corridors and establishing mixed use and density target ranges for these intensification areas.

4.15.7 Subwatershed studies undertaken as part of secondary planning for North West Brampton will address the cumulative impacts of future development on existing drinking water wells and examine the potential for groundwater recharge within the study area. This assessment will be undertaken to the satisfaction of the Region of Peel in accordance with the environmental planning program for North West Brampton set out in Section 4.15.5 of this Plan.

4.15.8 The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types and densities ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.

The Mount Pleasant GO Transit Station and surroundings will be an important node for the City and the focus of integrated economic, residential, civic, cultural and recreational and transportation uses. Higher density residential development in association with retail and office uses will be encouraged in proximity to the GO Transit Station, and all public and private spaces will be designed in a pedestrian friendly manner. Mixed-use and density target ranges will be established for this area in the secondary plan.

Major transit corridors in the Mount Pleasant Transit Oriented Community will be considered as intensification corridors and as the focus of higher density and transit supportive development in the Secondary Plan. Major intersections on or near the vicinity of these corridors will be considered for mixed-use, nodal development where appropriate, and density target ranges will be established to encourage the successful development of complete communities.

The City's Community Park will be designed to maximize its use and accessibility to the community while retaining a predominantly open space character.

The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include a regional retail component situated in the general vicinity of Mississauga Road and Bovaird Drive West. Any regional retail component will complement the transit-oriented mixed-use community in proximity to the Mount Pleasant GO Transit Station.

The Mount Pleasant Secondary Plan Area will be planned in the context of adjacent areas to encourage a transit oriented, mixed-use community.

4.15.9 Prior to the release of development in North West Brampton, a growth management strategy, taking into account intensification opportunities identified by the City in consultation with the Region of Peel, shall be adopted to establish a development phasing strategy.

4.15.10 Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban development.

- (15) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 51: Mount Pleasant:

"Area 51: Mount Pleasant Transit Oriented Community

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (16) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 52: Huttonville North:

Area 52: Huttonville North

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (17) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 53: Mount Pleasant West:

"Area 53: Mount Pleasant West

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

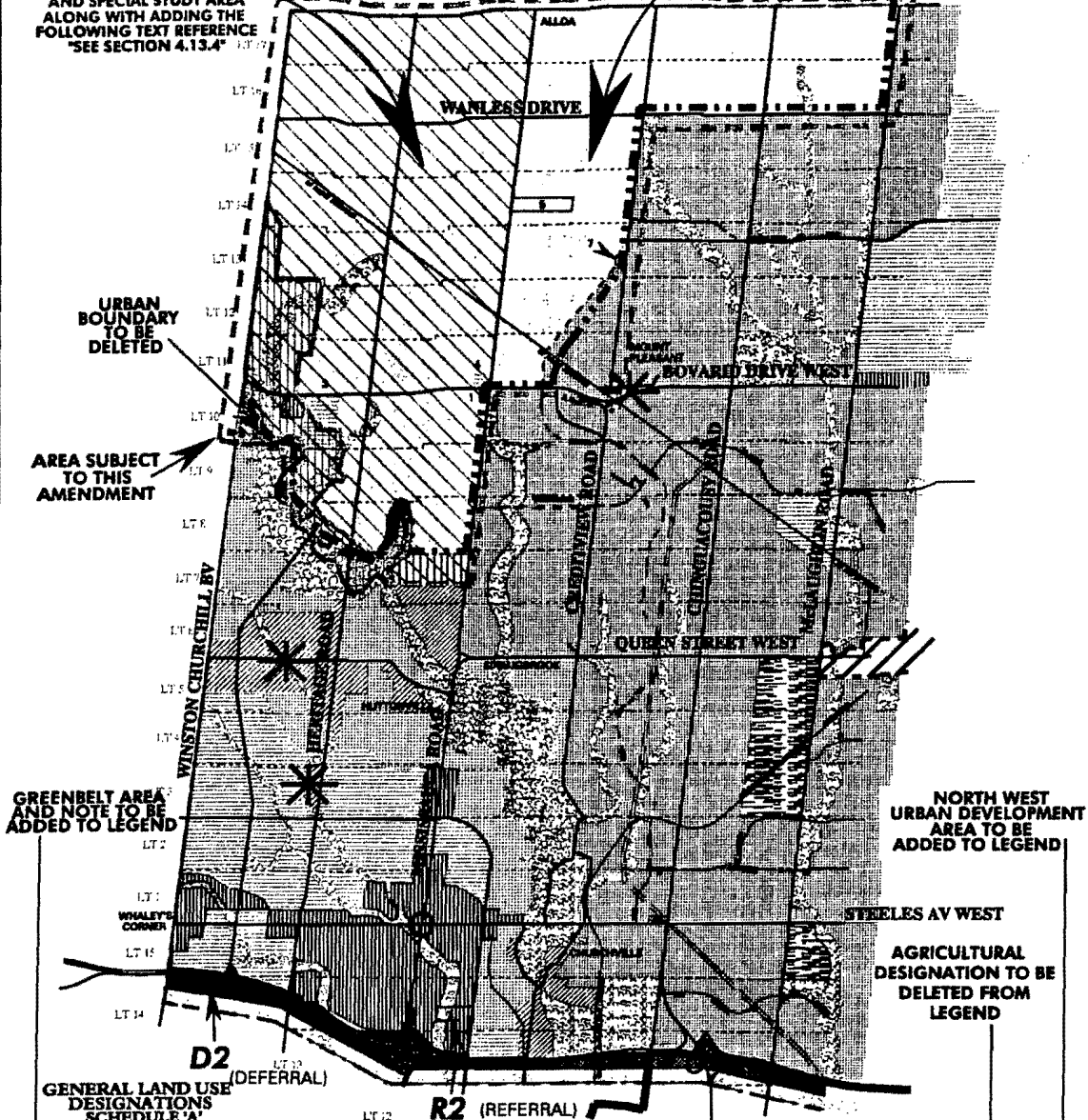
Approved as to Content:

John B. Corbett, MCIP, RPP
Commissioner, Planning, Design & Development

AGRICULTURAL CHANGED TO NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA, AND SPECIAL STUDY AREA ALONG WITH ADDING THE FOLLOWING TEXT REFERENCE "SEE SECTION 4.13.4"

AGRICULTURAL CHAN' BRAMPTON URBAN I TO NORTH WEST OPMENT AREA

MAYFIELD ROAD



GREENBELT AREA AND NOTE TO BE ADDED TO LEGEND

NORTH WEST URBAN DEVELOPMENT AREA TO BE ADDED TO LEGEND

AGRICULTURAL DESIGNATION TO BE DELETED FROM LEGEND

D2 (DEFERRAL)
GENERAL LAND USE DESIGNATIONS SCHEDULE 'A'

R2 (REFERRAL)

EXTRACT FROM SCHEDULE A GENERAL LAND USE DESIGNATIONS

- | | | | |
|--|---------------------|--|--|
| | RESIDENTIAL | | PRIVATE COMMERCIAL RECREATION |
| | ESTATE RESIDENTIAL | | AGRICULTURAL |
| | VILLAGE RESIDENTIAL | | PARKWAY BELT WEST / UTILITY |
| | PRIMARY OFFICE NODE | | NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA |
| | OFFICE NODE | | PROVINCIAL FREEWAYS (407 / 410 / 427) |
| | INDUSTRIAL | | SPECIAL STUDY AREA |
| | BUSINESS INDUSTRIAL | | SPECIAL POLICY AREA |
| | COMMUNITY SERVICES | | TRANSPORTATION CORRIDOR CONCEPTUAL ALIGNMENT |
| | OPEN SPACE | | L.B.P.I.A. OPERATING AREA |
| | CENTRAL AREA | | URBAN BOUNDARY |

GREENBELT AREA (Any lands within the Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan)

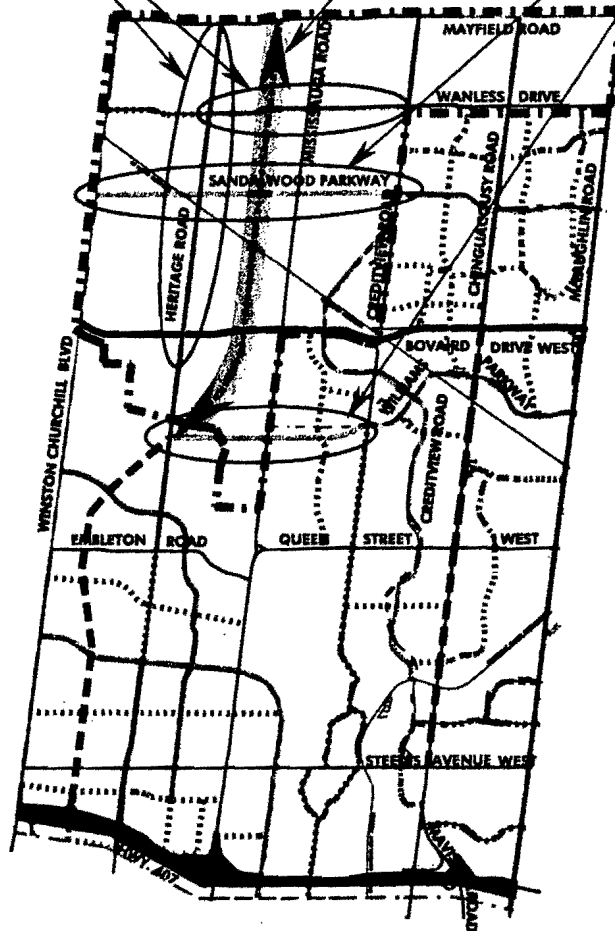
URBAN BOUNDARY DESIGNATION TO BE DELETED FROM LEGEND

**SCHEDULE A TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 - 245**



CITY OF BRAMPTON
Planning, Design and Development
Date: Feb. 18, 2005
Revised May 19, 05
Revised Feb. 08, 06
Revised Feb. 09, 06
Revised June 09, 06
Revised Aug. 03, 06
File no. future A.dgn
Drawn by: J. Kennedy
Map no.

"MINOR ARTERIAL - 36 METRES (120 Feet)" TO BE ADDED
"COLLECTOR - 23-26 Metres (76-86 Feet)" TO BE
REDESIGNATED TO "MINOR ARTERIAL - 36 Metre (120 Feet)"
"NORTH-SOUTH TRANSPORTATION
CORRIDOR" TO BE ADDED



**MAJOR ROAD NETWORKS RIGHT-OF WAY WIDTHS
EXTRACT FROM SCHEDULE 'B'**

FREEWAY
HIGHWAY

TRANSPORTATION CORRIDOR
CONCEPTUAL ALIGNMENT

MAJOR ARTERIAL

40 - 45 Metres (130 / 150 Feet)

36 Metres (120 Feet)

MINOR ARTERIAL

36 Metres (120 Feet)

30 Metres (100 Feet)

26 Metres (86 Feet)

COLLECTOR

30 Metres (100 Feet)

23 - 26 Metres (76 - 86 Feet)

Alternative Alignment

AREA SUBJECT TO THIS AMENDMENT

**SCHEDULE B TO OFFICIAL PLAN
AMENDMENT OP93 - 245**



CITY OF BRAMPTON
Planning, Design and Development

Date: 2005 02 18

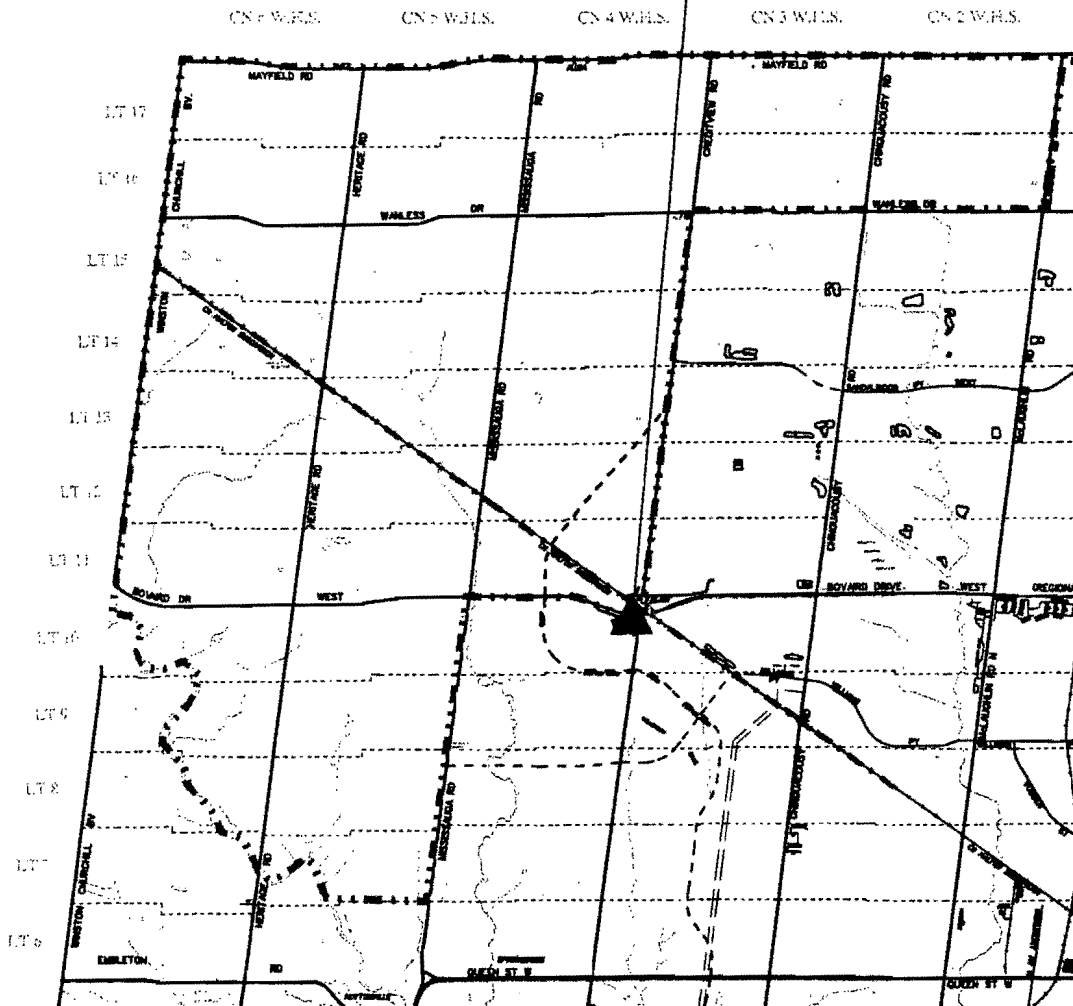
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






File no. schedbamend1

Map no. -

EXTRACT FROM SCHEDULE 'C' CITY OF BRAMPTON MASS TRANSIT NETWORK

**"Future Commuter Rail Station" changed to
"Existing Commuter Rail Station"**



- | | | | |
|---|--------------------------------|---|--|
|  | EXISTING COMMUTER RAIL |  | CONCEPTUAL RAPID TRANSIT ALIGNMENT |
|  | POTENTIAL COMMUTER RAIL |  | POTENTIAL HIGH - OCCUPANCY VEHICLE LANE OR RESERVED BUS LANE |
|  | EXISTING COMMUTER RAIL STATION |  | AREA SUBJECT TO THIS AMENDMENT |
|  | FUTURE COMMUTER RAIL STATION | | |

**SCHEDULE C TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 245**



**CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT**

Date: 2005-02-23

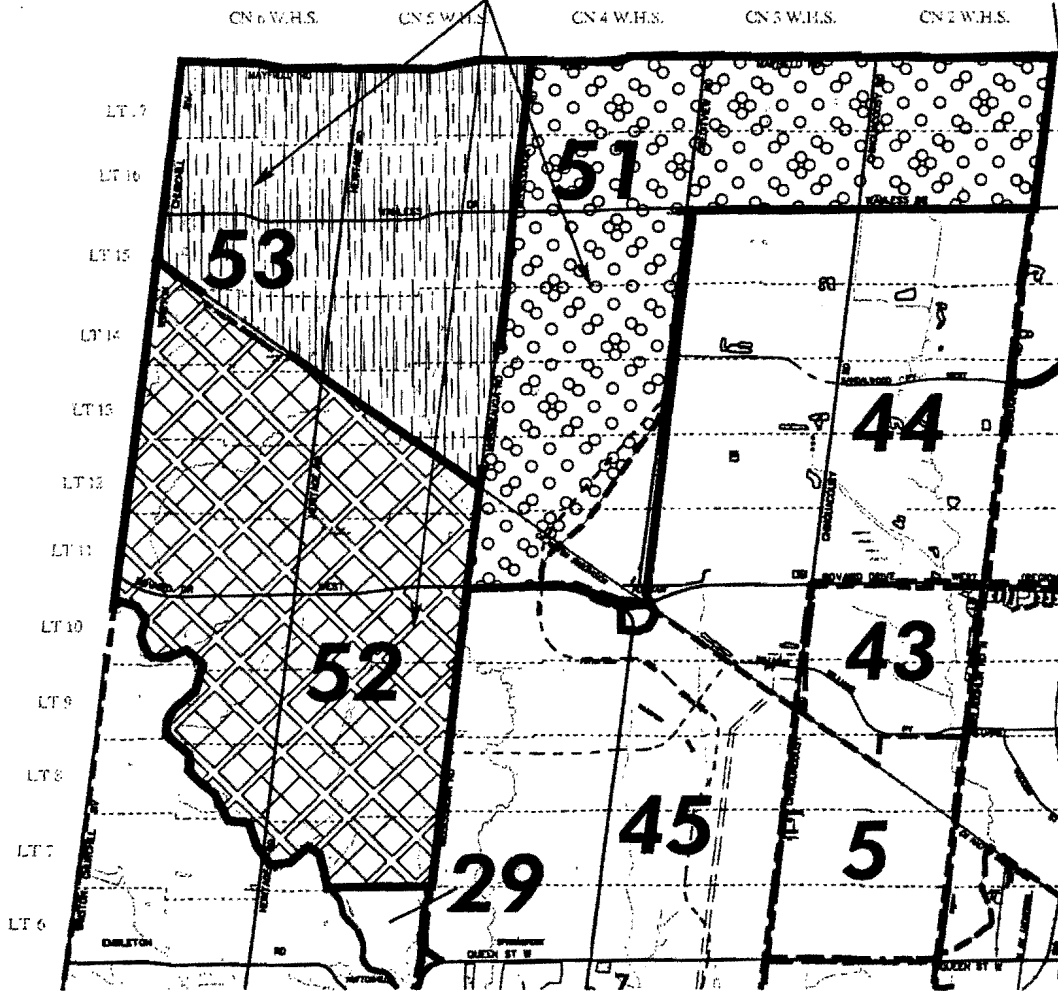
Drawn by: A.R.d.

File No. Sch...B...Feb18-05

Map No.

**EXTRACT FROM
SCHEDULE 'G'
CITY OF BRAMPTON
SECONDARY PLAN
AREAS**

Secondary Plan Areas 51, 52 & 53 to be added



**Newer Secondary Plan Areas Or Portions Thereof Subject To The
New Housing Mix And Density Categories Of The Official Plan.**

Area Subject to Amendment



**SCHEDULE E TO OFFICIAL PLAN
AMENDMENT NUMBER OP93**



**CITY OF BRAMPTON
PLANNING, DESIGN & DEVELOPMENT**

Date: 2005 05 09

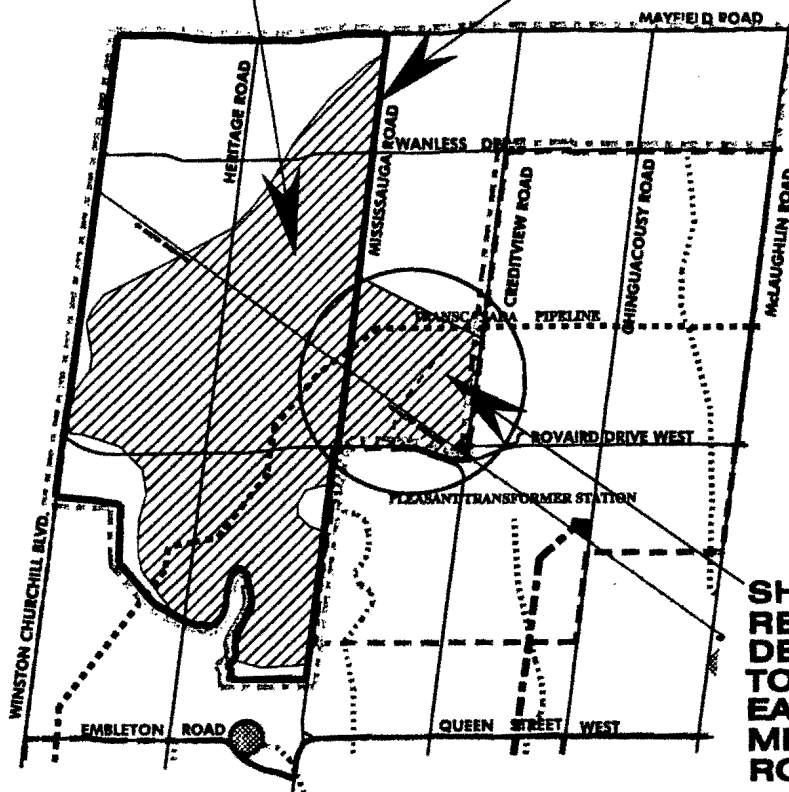
Drawn by: MGJ

File No. figures2-May9-05.dgn

Map No.

SHALE RESOURCES DESIGNATION AS IDENTIFIED ON F-1011 POTENTIAL MINERAL RESOURCE AREA SCHEDULE 'C' OF THE REGION OF PEEL OFFICIAL PLAN WEST OF MISSISSAUGA ROAD






NORTHWEST BRAMPTON POLICY AREA BOUNDARY TO BE ADDED



SHALE RESOURCES DESIGNATION TO BE DELETED EAST OF MISSISSAUGA ROAD

----- **Area Subject to This Amendment**

PUBLIC UTILITIES AND RESOURCES EXTRACT FROM SCHEDULE 'F'

- MAJOR EXISTING SANITARY TRUNK SEWERS
- MAJOR POTENTIAL SANITARY TRUNK SEWERS
- MAJOR EXISTING WATERMAIN TRUNKS AND LOOPS
- MAJOR POTENTIAL WATERMAIN TRUNKS AND LOOPS
- HYDRO TRANSMISSION LINE
- FUTURE UTILITY CORRIDOR
- TRANSCANADA GAS PIPELINE
-  LICENSED PITS AND QUARRIES
-  SHALE RESOURCES
-  NORTHWEST BRAMPTON POLICY AREA (NWBPA) - SEE SECTION 4.15.5
-  EXISTING OR FORMER WASTE DISPOSAL SITE
-  CONTAMINATED LANDS

**MODIFICATION # _____
SCHEDULE D TO OFFICIAL PLAN
AMENDMENT NUMBER OP93 - 245**



CITY OF BRAMPTON
Planning, Design and Development

DATE LAST REVISED: 2006 02 13 Drawn by: CJK

File no.schedfamend1

Map no. -

