



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 263-89

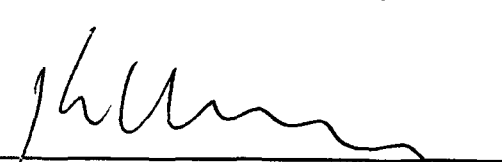
To adopt Amendment Number 170  
and Amendment Number 170 A  
the Official Plan of the City  
of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

1. Amendment Number 170 and Amendment Number 170 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 170 and Amendment Number 170 A to the Official Plan of the City of Brampton Planning Area.
3. Amendment Number 143 and 143A to the Official Plan of the City of Brampton Planning Area as adopted by By-law Number 81-88 is hereby repealed.

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

this 11th day of October, 1989.

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

RECEIVED  
AS FORM  
DEPT.  
BRAMPTON



Amendment Number 170 and 170A

to the

Official Plan

for the

City of Brampton

This amendment to the Official Plan for the City of Brampton Planning Area which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of Sections 17(9) and 21 of The Planning Act as follows:

1. Part 3.0 "Details of the Amendment and Policies Relative Thereto", item (13) is modified to read as follows:

"5.2.5 The Ministry of the Environment may require adequate separation distances where residential development is proposed adjacent to lands designated for industrial purposes on Schedule SP1(A). In this regard, the Ministry may require a minimum distance of:

- (i) 60.0 metres between a residential building and any light industrial building; and,
- (ii) 90.0 metres between a residential building and any general industrial building.

However, a lesser separation distance may be implemented, where appropriate, subject to the approval of the Ministry of the Environment. In addition, the City shall require appropriate berming, landscaping and site line barriers in the form of trees and shrubs, and/or fences as appropriate, and wall treatments in conjunction with separation distances to separate residential and industrial lots, where they directly abut."

2. Part 3.0 "Details of the Amendment and Policies Relative Thereto", item (17) is modified to indicate that the new policy is numbered "6.4.1".

3. Part 3.0 "Details of the Amendment and Policies Relative Thereto", item (21) is modified to read as follows:

(21) by adding to Part IV, Chapter 1A thereto the following sections:

"7.1.10. For lands designated "Low Density Residential - Snelgrove North and West" on Schedule SP1(A), smaller dwelling unit types shall generally be located:

- (i) adjacent to the Canadian Pacific Railway, west of Highway 10; and,
- (ii) adjacent to the Caledon/Brampton municipal boundary in the northeast quadrant of Highway Number 10 and Mayfield Road.

7.1.11. Residential development proposed on lands adjacent to agricultural uses shall be subject to the Agricultural Code of Practice.

7.1.12. Residential development proposed adjacent to arterial and provincial roadways, and railways shall be subject to noise control studies. Implementation of the recommendations from the studies shall be to the satisfaction of the City of Brampton, the Regional Municipality of Peel and the Ministry of the Environment.


7.1.13. The City may require developers to advise potential purchasers of property within the Snelgrove Secondary Plan Area of the existence and operation of the Brampton Flying Club."

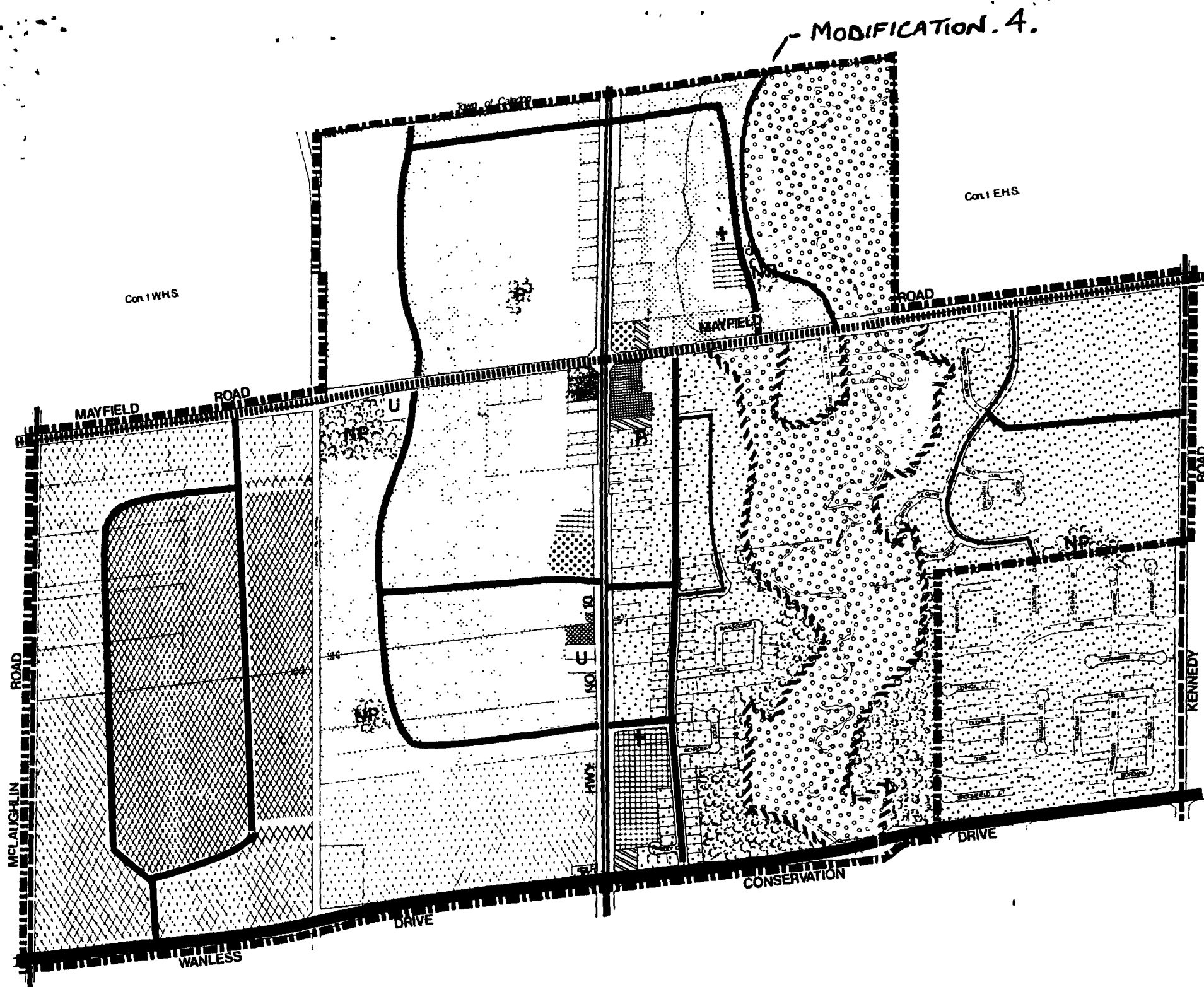
4. Schedule "E" to Official Plan Amendment 170 and 170A (Schedule SP1(A) "Snelgrove Secondary Plan - Land Use Concept") is modified to show the fill regulation line of the Metropolitan Toronto and Region Conservation Authority applicable to the Etobicoke Creek Valley located in the area northeast of Highway 10 and Mayfield Road, as outlined in red and labelled as Modification 4.

As thus modified this amendment is hereby approved pursuant to Section 21 of The Planning Act, as Amendment No. 170 and 170A to the Official Plan for the City of Brampton Planning Area save and except for the following which will be deferred for further consideration pursuant to section 17(10) of The Planning Act:

1. Schedule "E" to Official Plan Amendment No. 170 and 170A (Schedule SP1(A) "Snelgrove Secondary Plan - Land Use Concept") in so far as it applies to the location of the Local Road outlined in purple and labelled "Deferral 1".

Date: 1990-08-17

  
\_\_\_\_\_  
Diana L. Jardine, M.C.I.P.  
Director  
Plans Administration Branch  
Central and Southwest



# **SCHEDULE SP1(A)** **SNELGROVE SECONDARY PLAN**

## **LAND USE CONCEPT**

- LOW DENSITY RESIDENTIAL-SNELGROVE EAST
- LOW DENSITY RESIDENTIAL-SNELGROVE NORTH & WE
- INSTITUTIONAL
- SEPARATE ELEMENTARY SCHOOL SITE
- SERVICE COMMERCIAL
- CONVENIENCE COMMERCIAL
- HIGHWAY COMMERCIAL
- HIGHWAY AND SERVICE COMMERCIAL
- SPECIALTY OFFICE AND SERVICE COMMERCIAL
- GENERAL INDUSTRIAL
- LIGHT INDUSTRIAL
- PUBLIC OPEN SPACE
- NEIGHBOURHOOD PARK
- PARKETTE
- HAZARD LAND
- UTILITY
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- LOCAL ROAD
- SNELGROVE SECONDARY PLAN AREA BOUNDARY
- FILL REGULATION LINE

Scale 1:8000



SCHEDULE E. to OFFICIAL PLAN AMENDMENT  
 No. 170 AND 170 A

ORIGINAL

*By hu 263-89*

AMENDMENT NUMBER 170  
AND  
AMENDMENT NUMBER 170 A  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

21 OP 0031 170-1



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 263-89

To adopt Amendment Number 170  
and Amendment Number 170 A  
the Official Plan of the City  
of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

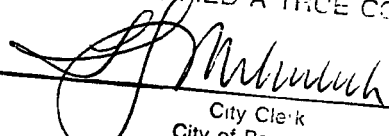
1. Amendment Number 170 and Amendment Number 170 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
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3. Amendment Number 143 and 143A to the Official Plan of the City of Brampton Planning Area as adopted by By-law Number 81-88 is hereby repealed.

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

this 11th day of October, 1989.

  
KENNETH G. WHILLANS - MAYOR

CERTIFIED A TRUE COPY  LEONARD J. MIKULICH - CLERK

  
City Clerk  
City of Brampton

OCT 19 1989

AMENDMENT NUMBER 170  
AND  
AMENDMENT NUMBER 170 A  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

1.0

Purpose

In 1983 City Council adopted a secondary plan for the Snelgrove Area (Official Plan Amendment Number 26). This secondary plan prescribed development at a maximum gross residential density of 3.0 units per acre. Development has proceeded in accordance with this density limitation, predominately in the area south-east of Mayfield Road and Highway Number 10.

More recently, there has been pressure for increased densities in undeveloped portions of Snelgrove (west of Highway Number 10, and in the north-east quadrant of Mayfield Road and Highway Number 10). This pressure has resulted from:

- increased residential densities which are planned north of the municipal boundary in Caledon; and,
- the need to provide for alternative (more affordable) forms of housing in Snelgrove.

Accordingly, this amendment implements revisions to the Snelgrove Secondary Plan; in particular:

- an increase in the maximum gross residential density within undeveloped portions of Snelgrove from 3.0 units per acre to 5.9 units per acre (lands south of Mayfield Road and east of Highway Number 10 which are substantially developed or approved for development, shall continue to be subject to a maximum density of 3.0 units per acre); and,
- adjustments to other land use allocations (e.g. parks, open space school sites and convenience commercial) to satisfy the needs of the proposed increase in resident population.



## 2.0 Location

The lands subject to this amendment are generally bounded by the 15th sideroad to the south, McLaughlin Road and the Canadian Pacific Railway Lines to the west, the City of Brampton limits to the north, and Kennedy Road to the east, comprising Lots 16, 17 and 18 in Concession 1, E.H.S. and Concession 1, W.H.S. The lands subject to this amendment are shown outlined on Schedule A to this Amendment.

## 3.0 Details of the Amendment and Policies Relative Thereto

### 3.1 Amendment Number 170 :

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 designation of the lands shown outlined as the "Snelgrove Secondary Plan Area" on Schedule A to this amendment, from the designations now shown on Schedule "A" (General Land Use Designations) to the designations shown on Schedule A to this amendment;
- (2) by adding to Schedule "F", (Commercial) thereto, a "Convenience Commercial" designation in the location shown on Schedule "B" to this amendment;
- (3) by adding to Schedule "F", (Commercial) thereto, a "Highway and Service Commercial" designation in the location shown on Schedule "B" to this amendment;
- (4) by adding to Schedule "F", (Commercial) thereto, a "Specialty Office and Service Commercial" designation in the location shown on Schedule "B" to this amendment;
- (5) by changing on Schedule "K", (Secondary Plan Areas) thereto, the identification of the lands shown outlined as the "Subject Lands" on Schedule "C" to this amendment from Secondary Plan Area "1B" to Secondary Plan Area "1A", as shown on Schedule "C" to this amendment;

- (6) by deleting the column headed "Area 1" in Table 1 (Housing Mix and Density for New Residential Development Areas) in Section 2.1.1., and substituting therefor the following column headed "Area 1":

<u>Housing Types Mix</u>	<u>Area 1</u>
Percent "Single Family Density" Types	100%
Percent "Semi-Detached Density" Types	0%
Percent "Townhouse Density" Types	0%
Percent "Cluster Housing and Apartment Density" Types	0%
<u>Minimum Gross Residential Density</u>	
Units Per Hectare	-
(Units Per Acre)	-
<u>Maximum Gross Residential Density</u>	
Units Per Hectare	10.0
(Units Per Acre)	(4.0)

- (7) by extending the "New Development Area Number 1" boundary shown on Schedule "D" (New Development Areas) to include the lands outlined as the "Subject Lands" on Schedule "D" to this Amendment;
- (8) by deleting subsection 2.10.1 in its entirety and renumbering subsequent sections of section 2.10 accordingly;

- (9) by adding to the list of amendments pertaining to Secondary Plan Area Number 1A, set out in the first paragraph of subsection 7.2.7.1, Amendment Number 170 ;
- (10) by deleting therefrom Schedule SP1(A), and substituting therefor Schedule "E" to this amendment;
- (11) by adding to Part IV, Chapter 1A thereto, the following as section 4.1:

"4.1      Neighbourhood Parks

Neighbourhood Parks as designated on Schedule SP1(A) shall be developed in accordance with the provisions of Chapter 2, policy 2.5.1.3.17 of the Official Plan, and the following:

- 4.1.1      A Neighbourhood Park with an area of approximately 2.5 acres (1.0 hectares) shall be located in the vicinity of the planned separate elementary school site designated on Schedule SP1(A), in the north-east quadrant of Highway Number 10 and Mayfield Road.
- 4.1.2      A Neighbourhood Park with an area of approximately 7.5 acres (3.0 hectares) shall be located at the south-east corner of Mayfield Road and the Canadian Pacific Railway as shown on Schedule SP1(A).
- 4.1.3      A Neighbourhood Park with an area of approximately 2.3 acres (0.93 hectares) shall be located west of Highway Number 10, in part of Lot 16, Concession 1, W.H.S., as shown on Schedule SP1(A).
- 4.1.4      A Neighbourhood Park with an area of approximately 4.3 acres (1.7 hectares) shall be located west of Kennedy Road, in part of Lots 16 and 17 Concession 1 E.H.S., as shown on Schedule SP1(A)."

- (12) by adding to Part IV, Chapter 1A thereto, the following as section 4.2:

"4.2 Parkettes:

Parkettes designated on Schedule SP1(A) shall be developed in accordance with the provisions of Chapter 2, policy 2.5.1.3.16 of the Official Plan, and the following:

4.2.1 A Parkette with an area of approximately 1.3 acres (0.5 hectares) shall be located in the north-west quadrant of Highway Number 10 and Mayfield Road as shown on Schedule SP1(A).

4.7.7 A Parkette with an area of approximately 0.6 acres (0.3 hectares) shall be developed in the area east of Highway Number 10, south of Mayfield Road, as shown outlined on Schedule SP1(A).

- (13) ~~by deleting therefrom section 5.2.5 of Part IV, Chapter 1A, and substituting therefor the following:~~

MODIFICATION  
NO. 1  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

~~"5.2.5. The minimum distance required between any light industrial building and a residential building shall be 60.0 metres. In addition, the City shall require appropriate berming and wall treatments to separate industrial and commercial lots, where they directly abut."~~

- (14) by deleting therefrom section 6.2 of Part IV, Chapter 1A, and substituting therefor the following:

"6.2. Service Commercial

6.2.1 Definition

The lands designated for Service Commercial purposes are intended for such uses as small scale retail, service and office uses which are moderate generators of vehicular traffic, such as

personal services, convenience retail, medical and specialized services catering to a city-wide area, restaurants and small offices".

(15) by renumbering section 6.3 of Part IV, Chapter 1A thereto as section 6.4;


(16) by adding to Part IV, Chapter 1A thereto, the following as section 6.3

"6.3      Highway and Service Commercial

6.3.1    Definition

Lands designated for Highway Commercial purposes are intended for a combination of automobile service station uses permitted under section 6.1.1 of this chapter (with the exception of automotive repair facilities), and service commercial uses under section 6.2.1."

(17) by deleting therefrom section 6.4.1 of Part IV, Chapter 1A and substituting therefor, the following:

MODIFICATION  
NO. 2       ~~"6.4.1"~~  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

The Convenience Commercial facility designated on Schedule SP1(A) in the area west of Highway Number 10, south of Mayfield Road, shall consist of one or more retail or service establishments planned and developed as a unit to serve the residential population of Snelgrove. The maximum site area to be developed for convenience commercial purposes shall be approximately 3.9 acres (1.6 hectares).

(18) by adding to Part IV, Chapter 1A thereto, the following as section 6.4.2:

"6.4.2    The lands designated "Convenience Commercial" at the north-east corner of Highway Number 10 and the seventeenth sideroad shall consist of one or more

retail or service commercial establishments, planned and developed as a unit in accordance with the policies of Chapter 2, subsection 2.2 of the Official Plan. The maximum site area to be developed for convenience commercial purposes shall be approximately 0.4 hectares (1.0 acre)."

- (19) by adding to Part IV, Chapter 1A thereto, the following as section 6.5:

"6.5      Specialty Office and Service Commercial

6.5.1      Schedule SP1(A) designates lands at the south-east corner of Mayfield Road and Highway Number 10 as "Specialty Office and Service Commercial." These lands have an area of approximately 3.0 acres (1.2 hectares), and are intended to be used for:

- (i)      office uses;
- (ii)      service commercial uses as defined by section 6.2.1 of this chapter; and,
- (iii)      convenience commercial and retail purposes provided that the gross commercial floor area devoted to these uses does not exceed approximately 4,000 square feet (371.6 square metres).

- (20) by deleting therefrom, section 7.1.1. of Part IV, Chapter 1A, (Low Density Residential - Definition) and substituting therefor the following:

"7.1.1.      Definition

Lands designated on Schedule SP1(A) as "Low Density Residential - Snelgrove East" shall be developed at a maximum gross residential density of 3.0 units per acre (7.4 units per gross residential hectare).

Lands designated on Schedule SP1(A) as "Low Density Residential - Snelgrove North and West" shall be developed at a maximum gross residential density of 5.9 units per acre (14.6 units per gross residential hectare)."

- (21) ~~by adding to Part IV, Chapter 1A thereto the following as section 7.1.10:~~

MODIFICATION  
NO. 3  
←  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

~~"7.1.10. For lands designated "Low Density Residential - Snelgrove North and West" on Schedule SP1(A), smaller dwelling unit types shall generally be located:~~

- ~~(i) adjacent to the Canadian Pacific Railway, west of Highway Number 10; and,~~
- ~~(ii) adjacent to the Caledon/Brampton municipal boundary in the north-east quadrant of Highway Number 10 and Mayfield Road."~~

- (22) by deleting therefrom section 8.3 of Part IV, Chapter 1A, and substituting therefor the following:

"8.3 The population projected for the Snelgrove Secondary Plan area, and the abutting areas within the City of Brampton and Town of Caledon, supports the reservation of an approximately 8.0 acre (3.25 hectare) separate elementary school site. Such separate school site, if required, shall be provided within the general area designated for this purpose on Schedule SP1(A) in the north-east quadrant of Mayfield Road and Highway Number 10. The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply.

(23) by adding to Part IV, Chapter 1A thereto, the following as section 8.4:

"8.4 Prior to registration of plans of subdivision, City shall encourage landowners within the Snelgrove Secondary Plan Area, and within abutting areas in Brampton and the Town of Caledon to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the above referenced school sites, as may be required by the appropriate school boards".



3.2 Amendment Number 170 A:

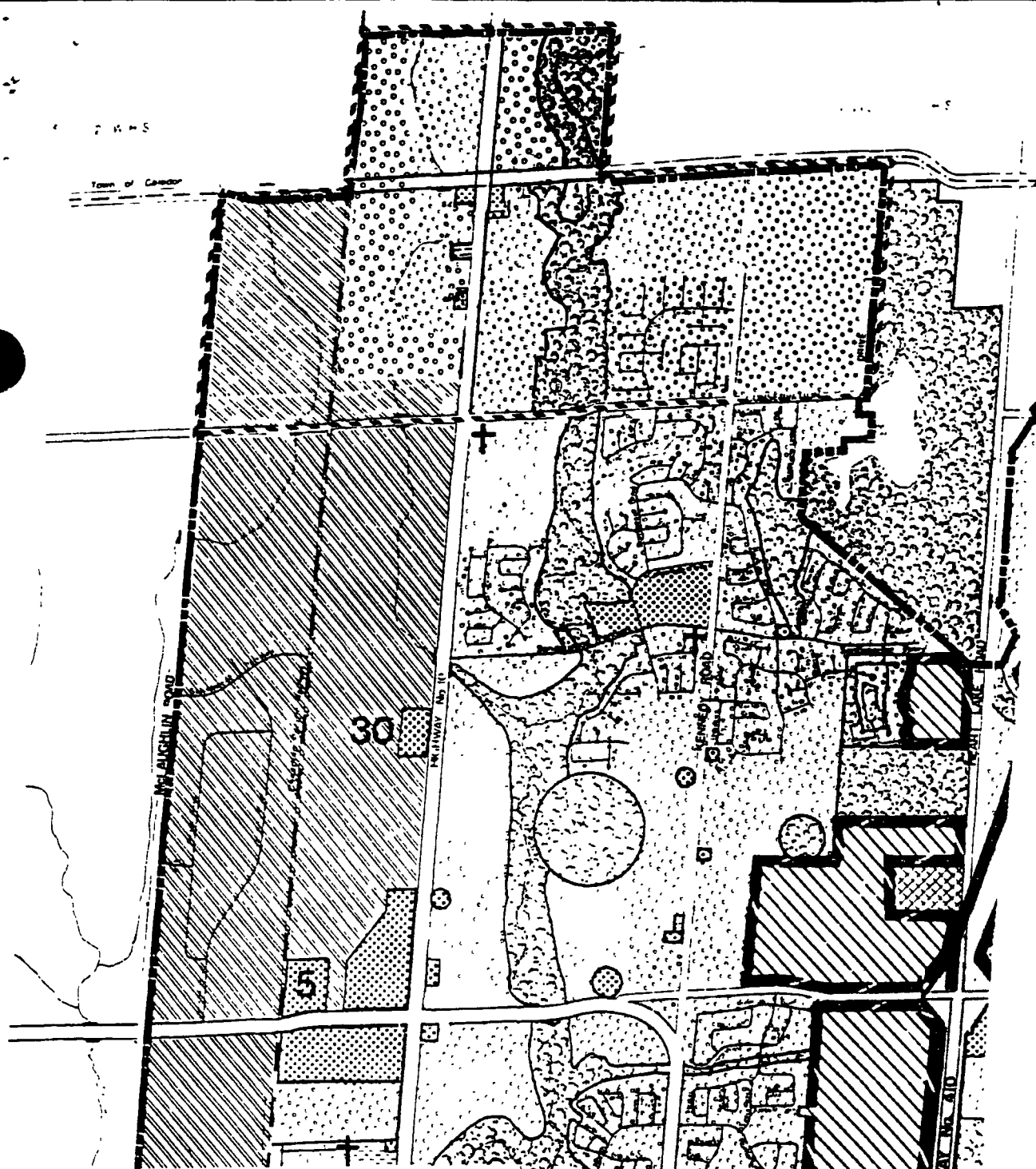
The document known as the Consolidated Official Plan of the City of Brampton Planning Area, is hereby further amended:

- (1) by deleting the land use designations shown on Plate Number 2 thereto, for those lands outlined on Schedule "F", as the "Subject Lands," to this amendment, and noting thereon, the following:

"Refer to Official Plan,  
Chapter 1(A)."

- (2) by repealing in its entirety, Chapter C32 of the document known as the Consolidated Official Plan of the City of Brampton Planning Area.

22/89/icl



## GENERAL LAND USE DESIGNATIONS

### SCHEDULE 'A'

----- URBAN BOUNDARY

RESIDENTIAL

OPEN SPACE

COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

PRIVATE COMMERCIAL RECREATION

AGRICULTURAL

RURAL SETTLEMENTS (EXPANSION)

RURAL SETTLEMENTS (INFILLING)

● RURAL SETTLEMENTS (MAINTENANCE)

PARKWAY BELT WEST

PROVINCIAL FREEWAY (HWY. 410)

RURAL ESTATE

RURAL ESTATE EXPANSION

RURAL-COMMERCIAL

OPEN SPACE - CEMETERIES

SPECIAL STUDY AREA

SPECIALTY AGRICULTURAL

----- SNELGROVE SECONDARY PLAN AREA

SCHEDULE A to OFFICIAL PLAN  
AMENDMENT 170 AND 170 A



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**CITY OF BRAMPTON**  
Planning and Development

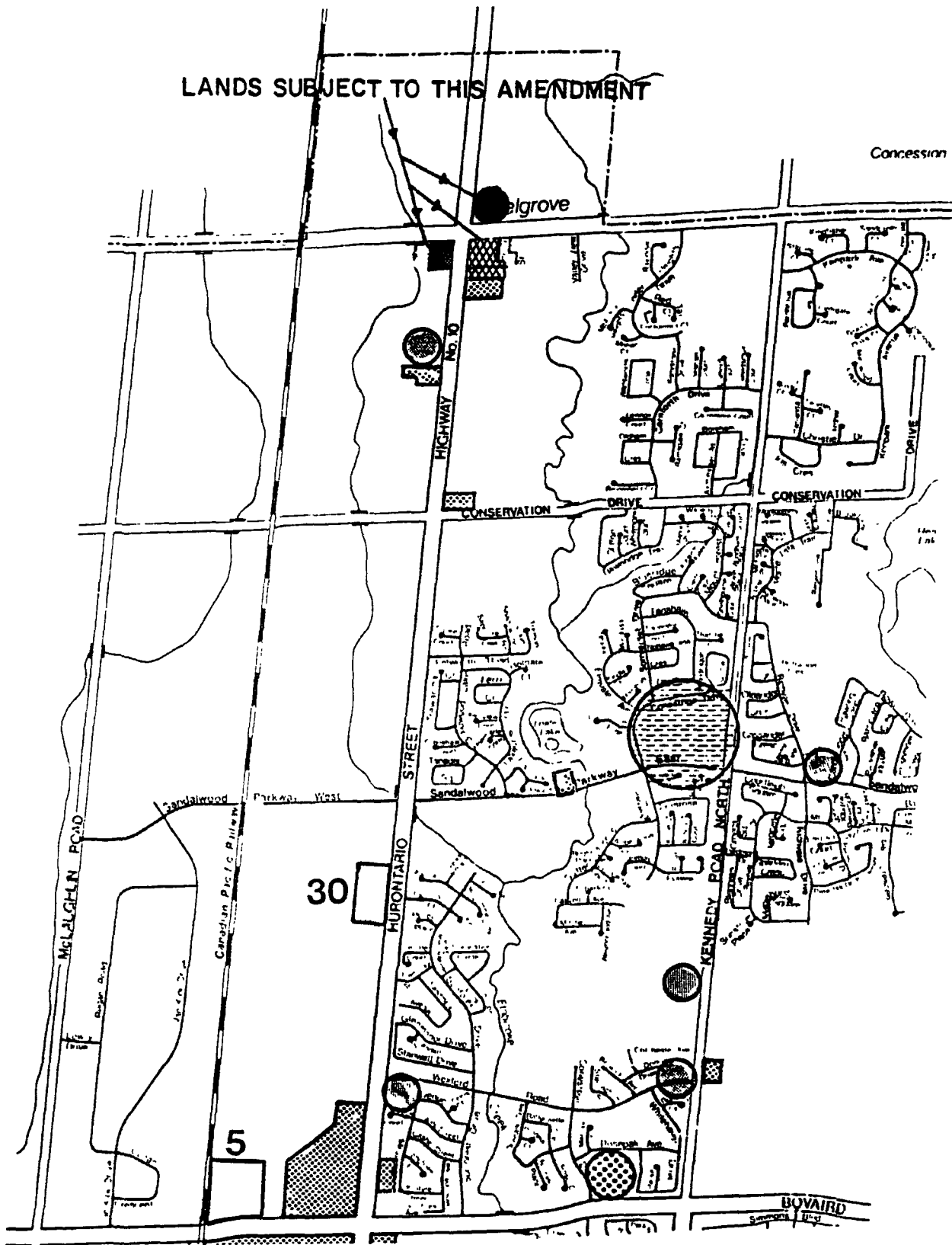
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Concession 1 W H S

Concession 1 E H S

# LANDS SUBJECT TO THIS AMENDMENT

Concession



## COMMERCIAL\*

### SCHEDULE 'F'

- CENTRAL COMMERCIAL CORRIDOR
- FOUR CORNERS COMMERCIAL
- SPECIALTY OFFICE SERVICE COMMERCIAL
- REGIONAL COMMERCIAL
- DISTRICT COMMERCIAL

- NEIGHBOURHOOD COMMERCIAL
- CONVENIENCE COMMERCIAL
- HIGHWAY & SERVICE COMMERCIAL
- SITE SPECIFIC DESIGNATIONS
- RURAL COMMERCIAL

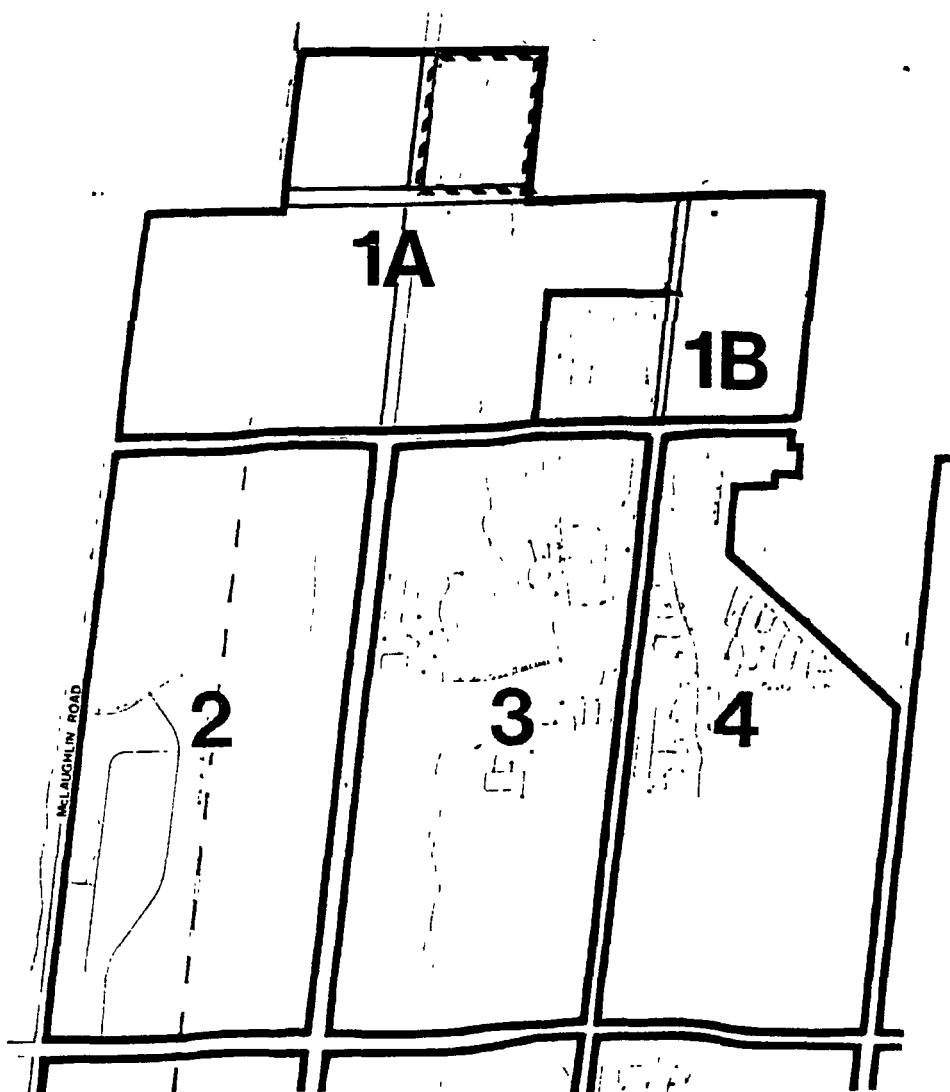
SCHEDULE B to OFFICIAL PLAN  
AMENDMENT 170 AND 170 A



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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
File no. SP-1 Map no. 6/7



SCHEDULE K - SECONDARY PLAN AREAS

--- SUBJECT LANDS

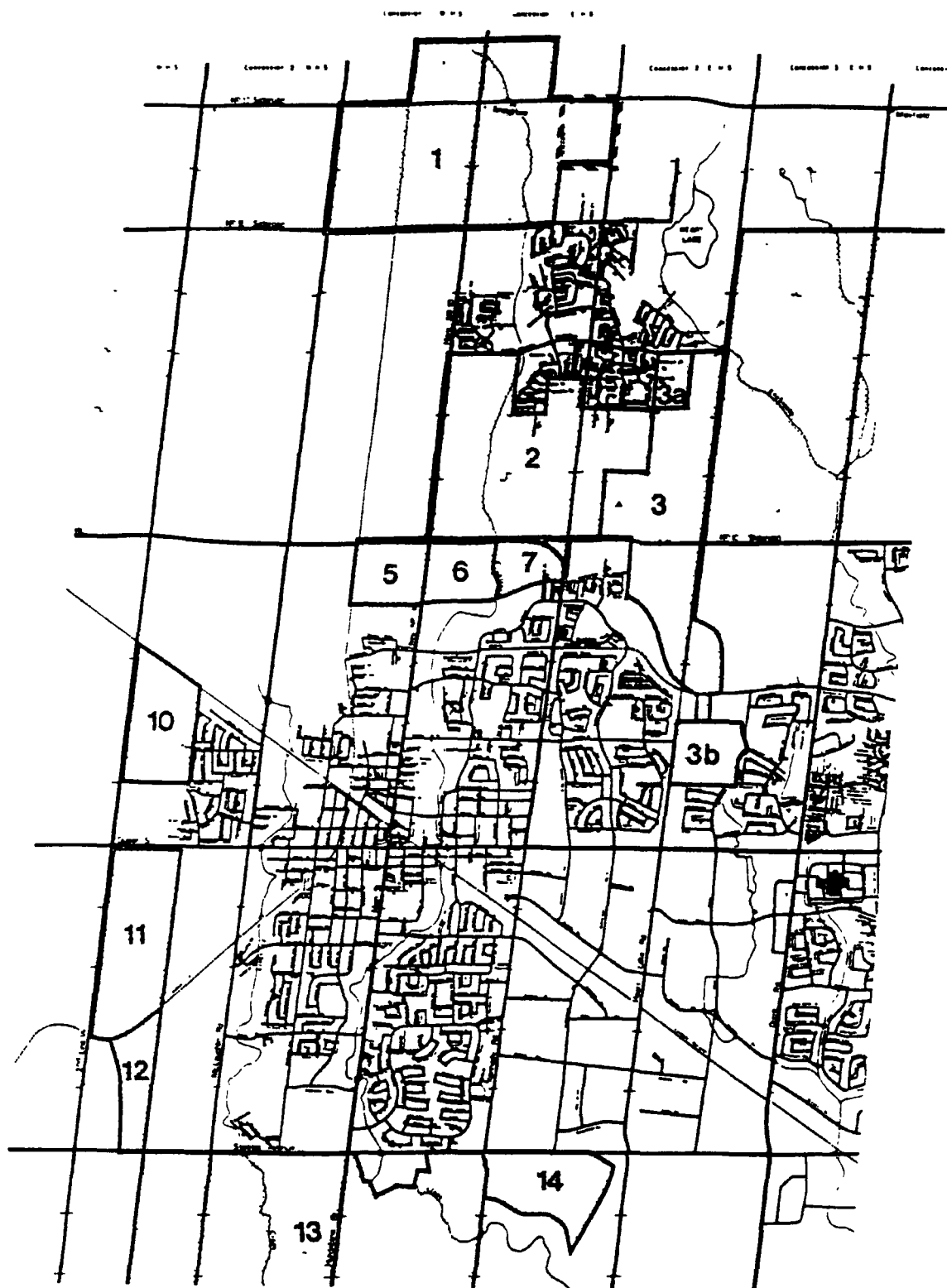
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AMENDMENT 170 AND 170 A



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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
File no. SP-1 Map no. 6/7



## NEW DEVELOPMENT AREAS

### SCHEDULE 'D'

 NEW DEVELOPMENT AREAS

 SUBJECT LANDS

SCHEDULE D to OFFICIAL PLAN  
AMENDMENT 170 AND 170 A

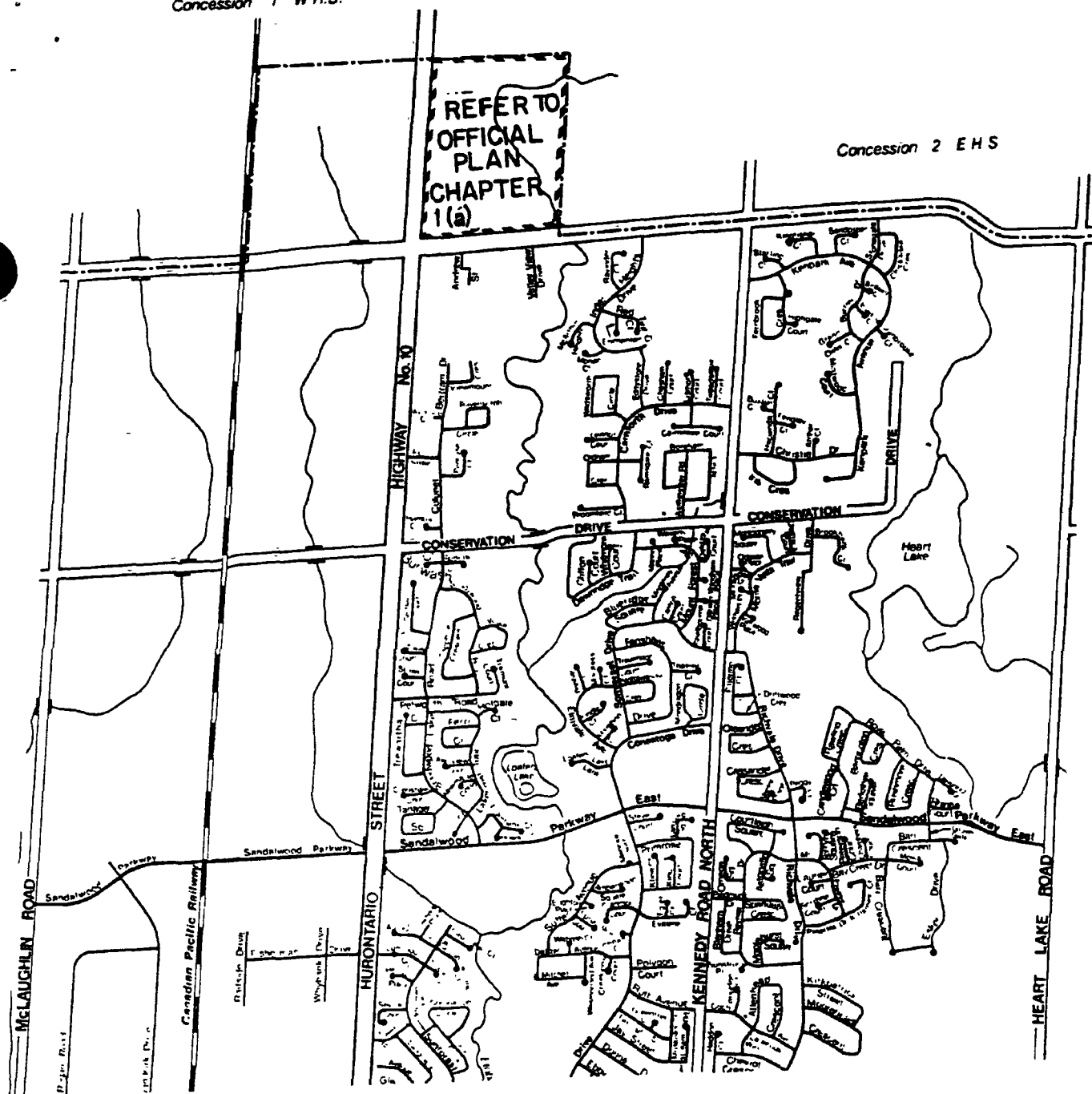


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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
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REFER TO  
OFFICIAL  
PLAN  
CHAPTER  
1(a)



**--- SUBJECT LANDS**

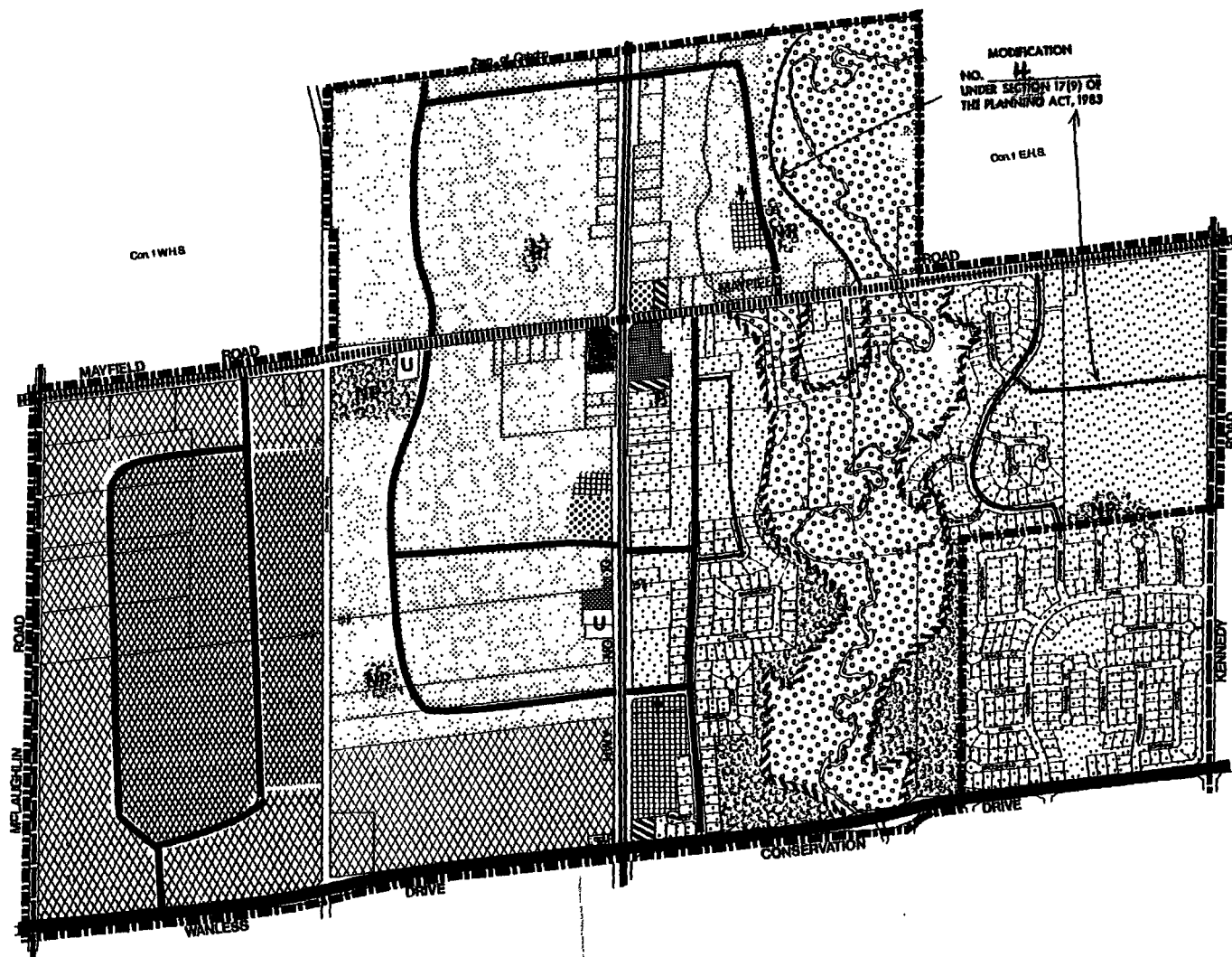
**SCHEDULE F to OFFICIAL PLAN  
AMENDMENT 170 AND 170 A**



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**CITY OF BRAMPTON**  
Planning and Development

**Date:** 1989 08 22    **Drawn by:** CJK  
**File no.** SP-1        **Map no.** 6/7



## SCHEDULE SP1(A) SNELGROVE SECONDARY PLAN

### LAND USE CONCEPT

- LOW DENSITY RESIDENTIAL-SNELGROVE EAST
- LOW DENSITY RESIDENTIAL-SNELGROVE NORTH & WEST
- INSTITUTIONAL
- SEPARATE ELEMENTARY SCHOOL SITE
- SERVICE COMMERCIAL
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- MAJOR COLLECTOR ROAD
- MINOR COLLECTOR ROAD
- LOCAL ROAD
- SNELGROVE SECONDARY PLAN AREA BOUNDARY
- FILL REGULATION LINE

Scale 1:6000

SCHEDULE E. to OFFICIAL PLAN AMENDMENT  
No. 170 AND 170 A

**BACKGROUND MATERIAL TO**  
**AMENDMENT NUMBER**  
**AND**  
**AMENDMENT NUMBER A**

Attached are copies of the planning reports dated February 15th 1989, October 2nd 1989 and August 11th 1989 including notes of a public meeting held on August 2nd 1989 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands and written submissions received.

1. Peel Board of Education dated June 22, 1989, and July 17, 1989.
2. Dufferin Peel Roman Catholic Separate School Board dated March 16, 1989, and August 4, 1989.



# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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February 15, 1989

TO: The Chairman and Members of  
Planning Committee

FROM: Planning and Development Department

RE: Snelgrove Secondary Plan  
Development Densities and Policy Review  
Our File Numbers: SP-1

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## ORIGIN

Late in 1988, Council considered a report dealing with proposed modifications to Amendment Number 79 to the Town of Caledon Official Plan (providing for the development of lands north of the municipal boundary in Snelgrove for urban residential purposes). In particular, staff set out the detailed planning implications for Brampton related to the proposed density increases in the Amendment Number 79 area from the originally proposed 3.2 units per acre to 4.9 - 9.7 units per gross acre. In summary, the concerns identified by staff pertained to the potential incompatibility of the proposed urban residential growth in Caledon, with the established very low density development in adjacent areas of Brampton. Subsequent to their consideration of this report, Council directed staff to pursue further discussions with the Town of Caledon to resolve these concerns.

In the interim, certain events have transpired which may have a significant impact on the intensity of future development in Snelgrove, and requires policy direction from Planning Committee; in particular:

- the development proponents in the Caledon Amendment Number 79 area have agreed to a reduction in density from a total of 776 to 737 single family residential lots (in addition to 110 townhouse units) which translates to 5.1 units per gross residential acre; and,

- an application has been received from Mazurka Construction to amend the Brampton Official Plan and Zoning By-law pertaining to lands located in Snelgrove (part of lots 16 and 17, Concession 1, W.H.S.) which proposes residential development at densities far in excess of those currently prescribed by the Snelgrove Secondary Plan.

These events indicate increasing pressure from developers and the Town of Caledon for significantly intensified densities in Snelgrove. Accordingly, it is the purpose of this report to:

- review the planning background related to the current density policies contained in the Snelgrove Secondary Plan;
- summarize the density characteristics of existing, approved and proposed developments in Snelgrove;
- evaluate the scope of the increased density proposals of the Mazurka Construction proposal in Brampton, and in the Amendment Number 79 area in Caledon;
- identify the specific impacts of increasing development densities in Snelgrove;
- assess alternative courses of action which Planning Committee may pursue; and,
- request specific direction from Planning Committee.

## BACKGROUND

Low density residential development was originally envisaged for the Snelgrove area in Official Plan Amendment Number 52 to the Official Plan for the former Township of Chinguacousy. This land use concept was further refined in 1983 when City Council adopted a secondary plan for Snelgrove (Official Plan Amendment Number 26 to the Brampton Official Plan). This

secondary plan originally provided for approximately 119 hectares (295 acres of low density residential development at a density of 3.0 units per gross residential acre. This translates into an original design population of 3,098 people accommodated in 885 residential dwelling units. This density is typically associated with large lot single-family residential development characterized by:

- lot widths of approximately 18 to 20 metres (60 to 65 feet); and,
- lot areas of approximately 720 square metres (7,800 square feet).

The Snelgrove Secondary Plan also:

- allocated other land uses, including open space/parks and commercial facilities which were specifically designed in terms of location and designated land area to serve the intended density of residential development;
- provided the basis for determining the need for other community services including schools and recreation facilities; and,
- established development criteria to complement large lot, low density residential growth.

The planning rationale for this land use concept was based on:

- the need to provide, in accordance with the City's housing mix strategy, a supply of serviced, large lot executive single-family dwellings, which is not extensively available elsewhere in Brampton;
- Council's objective to preserve the village character of the Snelgrove area; and,
- a land use strategy to provide a marked transition area between the more intensive urban area to the south, and the rural communities to the north and west.

PREVAILING DEVELOPMENT CHARACTERISTICS

An inventory of existing, draft approved and proposed residential development in Snelgrove was prepared to:

- evaluate the current status of development in Snelgrove relative to the density policies of the secondary plan; and,
- provide the basis to assess the potential impact of the increased density proposals in the Caledon Amendment Number 79 area, and the Mazurka application in Brampton.

This development inventory is shown on Table 1 and Map 1. From this analysis it is evident that:

- the cumulative density for existing residential development (registered plans of subdivision) is 3.5 units per acre;
- the cumulative density for draft approval plans of subdivision is 3.2 units per acre;
- the cumulative density for proposed plans of subdivision is 3.0 units per acre; and,
- if all plans of subdivision were completed as currently proposed, the resulting gross residential density would be 3.4 units per acre.

Thus, it can be concluded that:

- the density policies of the Snelgrove Secondary Plan are being effectively implemented within a reasonable range of interpretation;
- Council has been consistent in approving draft plans of subdivision at the density limits prescribed by the secondary plan;

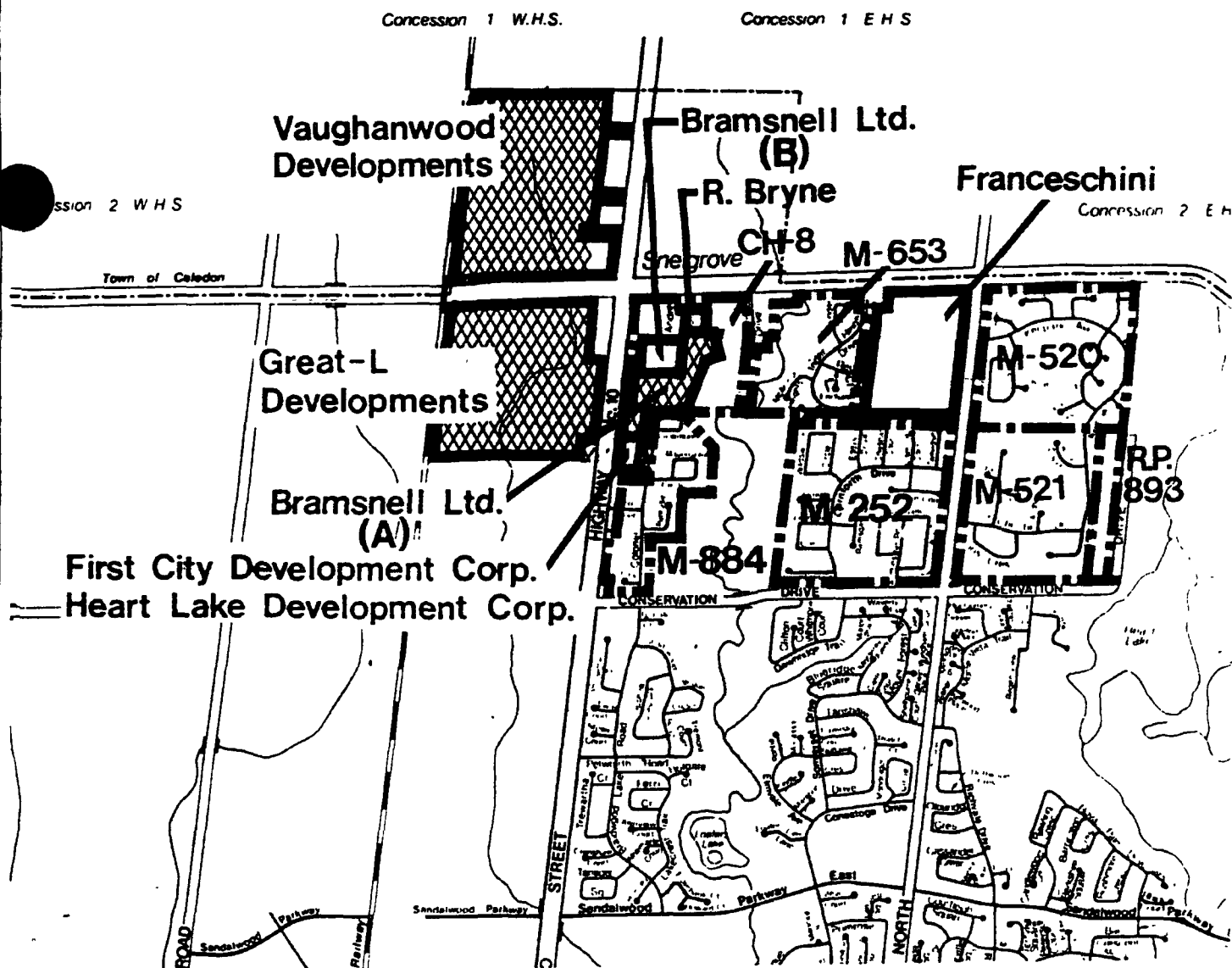
- the development pattern in the Snelgrove area, has been firmly established at the low density range of 3.0 units per acre; and,
- market expectations in the Snelgrove area should continue to follow the established density characteristics, as evidenced by the cumulative densities of proposed plans of subdivision at 3.0 units per acre.

TABLE 1

INVENTORY OF EXISTING, DRAFT APPROVED AND  
PROPOSED RESIDENTIAL DEVELOPMENT IN SNELGROVE  
(Refer to Map 1)

STATUS	DEVELOPMENT	AREA (ACRES)	UNITS	DWELLING TYPE	DENSITY (U.P.A.)
EXISTING (Registered Plans)	M-520	74.1	309	Singles	4.2
	M-521	52.4	166	Singles	3.2
	M-252	76.8	265	Singles	3.3
	M-653	33.9	108	Singles	3.2
	M-884	34.8	108	Singles	3.1
	SUBTOTAL	272.0	956		3.5
DRAFT APPROVED	Great-L	69.3	231	Singles	3.3
	Vaughanwood	90.9	283	Singles	3.1
	Bramsnell(A)	14.1	45	Singles	3.1
	SUBTOTAL	174.3	559		3.2
EXISTING AND DRAFT APPROVED	TOTAL	446.3	1515		3.2
PROPOSED	R. Bryne	3.9	10	Singles	2.6
	Bramsnell(B)	2.1	8	Singles	3.8
	First City	1.9	6	Singles	3.2
	SUBTOTAL	7.9	24		3.0
ALL SUBDIVISIONS	TOTAL	454.2	1539		3.4
N/E HWY #10 and Mayfield Road	OPA 143 Secondary Plan	58.3	175	Singles	3.0

F2-6



-  Received
-  Draft Approved
-  Registered

Map 1

**Subdivision Status**  
**Snelgrove Secondary**  
**Plan Area**



**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 02 13  
File no.

Drawn by: P.S.  
Map no.

**TOWN OF CALEDON AMENDMENT NUMBER 79**  
**AND MAZURKA CONSTRUCTION**

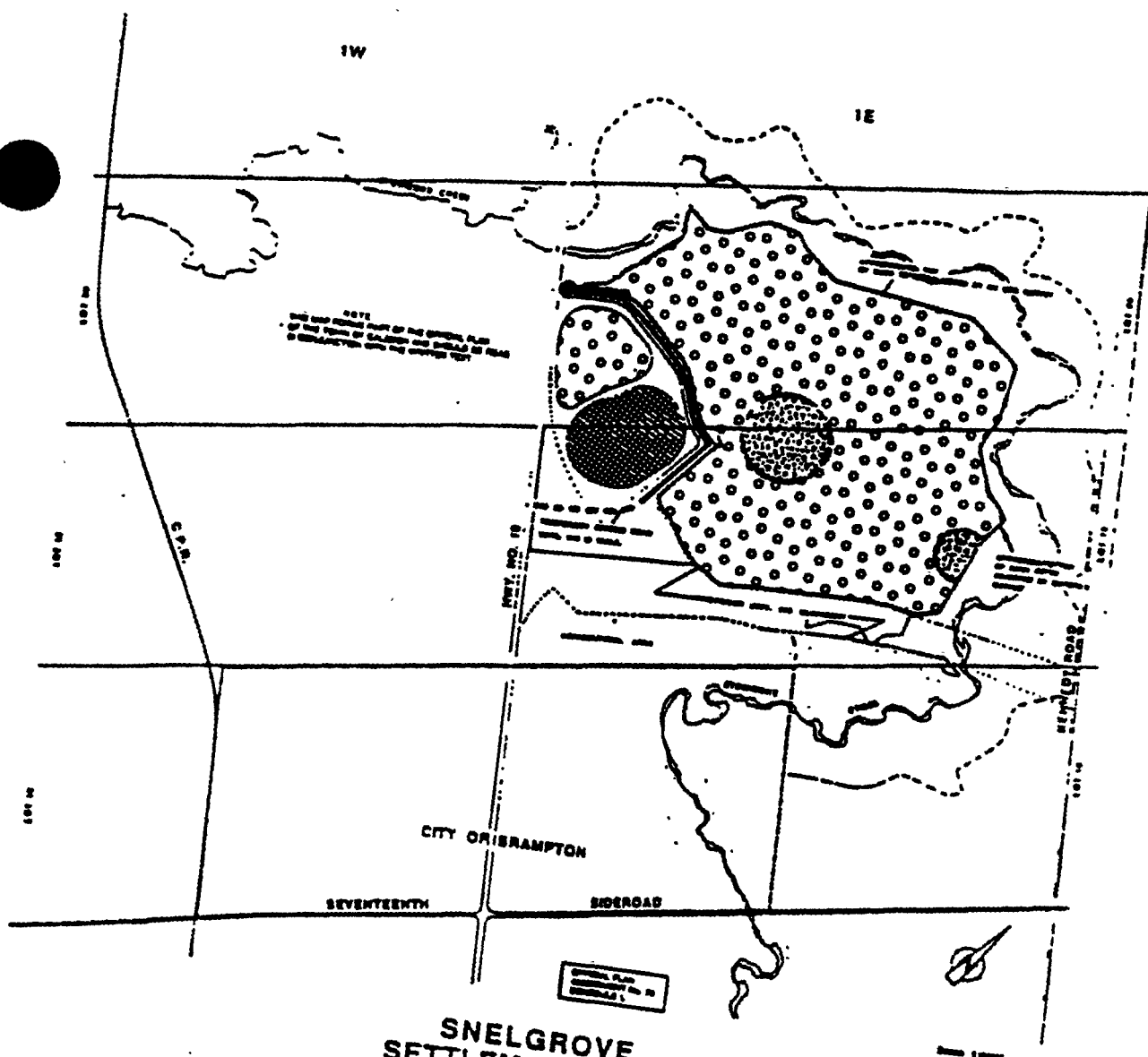
**Amendment Number 79:**

As previously noted, the Town of Caledon has adopted Official Plan Amendment Number 79 which provides for the development of lands north of the municipal boundary in Snelgrove for urban residential purposes. The area subject to the amendment has a total area of 179 hectares (442 acres), 86 hectares (212 acres) of which may be classified as valley and hazard lands (see Map 2). The proposed land uses, as originally adopted by Town Council, include:

- very low density residential development at 3.23 units per gross acre (yielding a total of 686 single-family dwelling units);
- two blocks of commercial development;
- institutional uses (library and fire hall); and,
- open space and hazard lands.

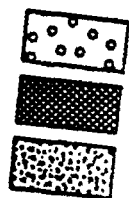
Amendment Number 79 has been referred to the Ontario Municipal Board, on the basis of an objection by the Association of Peel People Evaluating Agricultural Land (APPEAL). In addition, the Town of Caledon has also requested the Minister of Municipal Affairs to modify Amendment Number 79 to, among other matters:

- increase residential densities from 3.23 units per gross acre to 4.9 to 9.7 units per gross acre, including townhouse development, to meet the recently proposed Provincial Affordable Housing Policy (i.e. that a minimum 25 percent of the units are "affordable housing"). In this regard, the province has placed considerable pressure on the Town to provide for affordable housing in the amendment area; and,



# SNELGROVE SETTLEMENT AREA LAND USE PLAN TOWN OF CALEDON

## LEGEND



Residential

Commercial/Institutional

Open Space



Hazard Lands

Flood Line

Boundary of Settlement Area

MAP 2



- reflect the selection of a preferred route for Highway Number 410 by the Ministry of Transportation.

City Council has previously considered a report outlining staff's concerns pertaining to these modifications. With respect to the density issue, the principal concerns of staff related to:

- Amendment Number 79, is counter to the density transition planning in the north Brampton area;
- the development proposal in the Amendment Number 79 area would create a relatively dense urban neighbourhood that is severed from abutting areas of Brampton, and related community services, which will no doubt serve the needs of this area; and,
- Official Plan Amendment Number 79 would introduce a higher density area on the basis of fulfilling the Provincial Affordable Housing Policy. It is the view of staff that the well established planning strategies for the Snelgrove Area should not be compromised to meet affordable housing objectives that can be better achieved in the higher density areas of Brampton.

It is on this basis that staff have previously recommended that Caledon be notified of Brampton's objections to the proposed modifications to Amendment Number 79 regarding the density issues. However, as previously noted, Council has directed staff to pursue further discussions with the Town of Caledon to resolve these concerns. In this regard, staff have convened meetings with representatives from the Town of Caledon, the province, and the development proponent in the Amendment Number 79 area. The result of these discussions is that a reduction in the density has been proposed to a maximum of 5.1 units per acre. This has been achieved by:

- reducing the total number of lots from 886 units to 847 units (consisting of 737 single family units and 110 townhouse units); and,

- increasing the lot width of the single family lots from 13 to 15 metres (43 to 50 feet).

Considering that:

- there will be a significant geographic separation between the Amendment 79 area and lower density residential development south of the municipal boundary, due to the proposed alignment of the preferred Highway Number 410 right-of-way in intervening lands in Caledon;
- the increase in lot width of the single-family residential lots in Caledon will enhance compatability with larger lot development in the Snelgrove Secondary Planning Area; and,
- there is strong provincial support for the provision of affordable housing in the Amendment Number 79 area;

then it would be difficult for the City to oppose the modified density provisions of Amendment Number 79.

However, it must be recognized that this increase in the intensity of development in Caledon may exert some pressure for increased densities south of the municipal boundary in the Snelgrove Secondary Plan Area. This prospect is highlighted by the recent development application by Mazurka Construction as described below:

Mazurka Construction:

An application to amend the City's Official Plan and Zoning By-law has been received to permit a residential plan of subdivision (See Map 3) on lands located in Snelgrove (part of Lots 16 and 17, Concession 1, W.H.S.). The land use and density allocations related to this proposal are as follows:

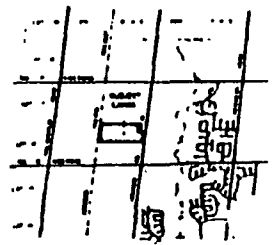
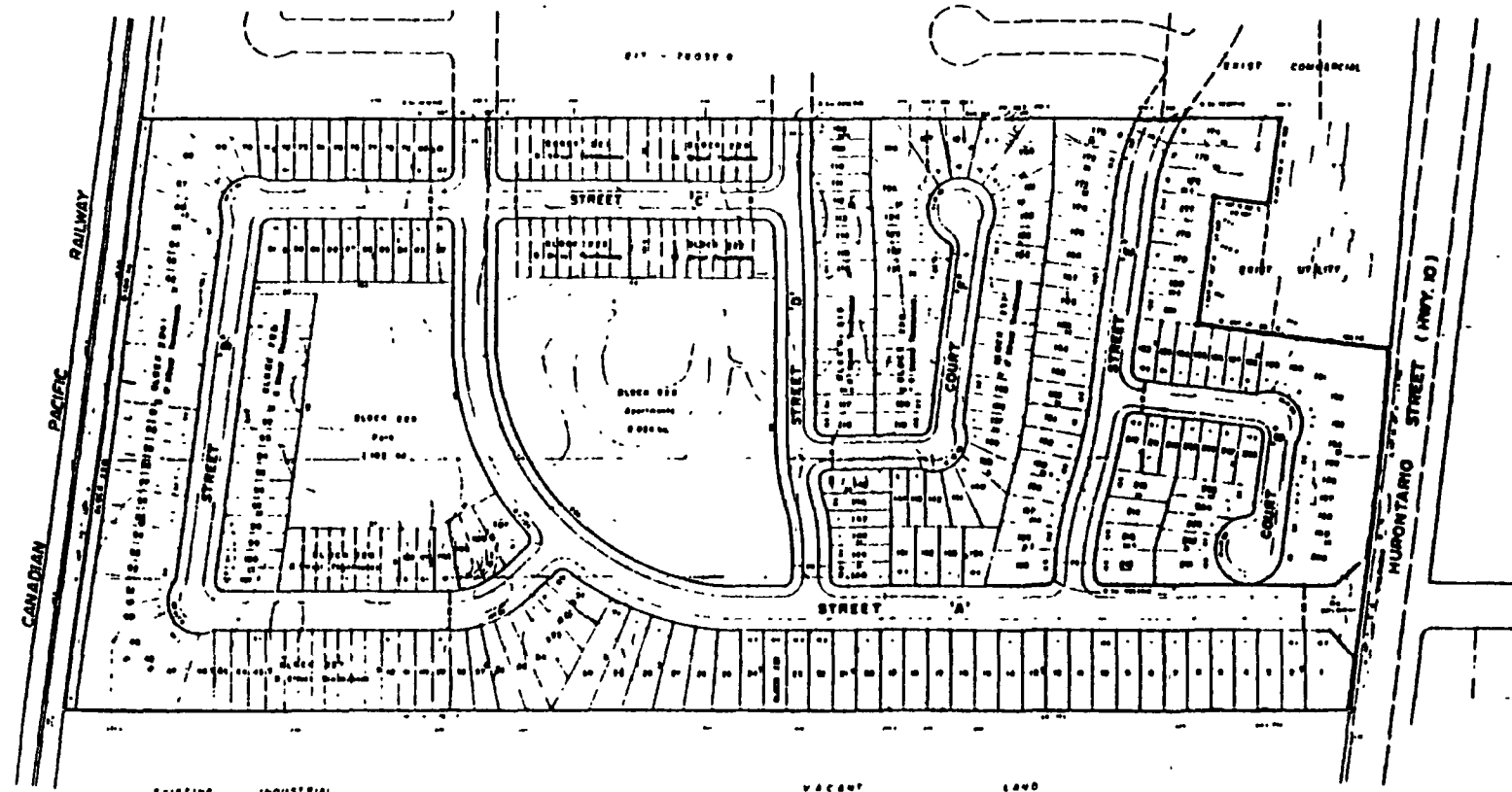
# DRAFT PLAN OF SUBDIVISION

PART OF THE EAST HALF OF LOT 16 CONCESSION I W.H.S. CITY OF BRAMPTON REGION OF PEEL

SCALE - 1:1000

DATE - November 30, 1988

Revised January 18, 1989



KEY PLAN

## GENERAL NOTES

1. THIS PLAN IS A DRAFT PLAN AND IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.  
 2. THE PLAN IS SUBJECT TO THE APPROVAL OF THE CITY OF BRAMPTON.  
 3. THE PLAN IS SUBJECT TO THE APPROVAL OF THE REGION OF PEEL.  
 4. THE PLAN IS SUBJECT TO THE APPROVAL OF THE PROVINCIAL GOVERNMENT.  
 5. THE PLAN IS SUBJECT TO THE APPROVAL OF THE FEDERAL GOVERNMENT.  
 6. THE PLAN IS SUBJECT TO THE APPROVAL OF THE UNITED NATIONS.

## ADDITIONAL NOTES

1. THE PLAN IS SUBJECT TO THE APPROVAL OF THE CITY OF BRAMPTON.  
 2. THE PLAN IS SUBJECT TO THE APPROVAL OF THE REGION OF PEEL.  
 3. THE PLAN IS SUBJECT TO THE APPROVAL OF THE PROVINCIAL GOVERNMENT.  
 4. THE PLAN IS SUBJECT TO THE APPROVAL OF THE FEDERAL GOVERNMENT.  
 5. THE PLAN IS SUBJECT TO THE APPROVAL OF THE UNITED NATIONS.

## OWNER'S CERTIFICATE

I, the undersigned, being the owner of the property described in the above plan, do hereby certify that the same is a true and correct copy of the original plan as filed in the office of the Registrar of Titles.

*[Signature]*

## SURVEYOR'S CERTIFICATE

I, the undersigned, being a duly qualified surveyor, do hereby certify that the above plan is a true and correct copy of the original plan as filed in the office of the Registrar of Titles.

*[Signature]*

PAUL H. SWEET & ASSOCIATES  
 Surveyors & Engineers

11-01

MAP 3

1. Single Family Dwelling Units:

- 9.1 metre (30 feet) lot width - 151 units
- 12.2 metre (40 feet) lot width - 65 units
- TOTAL SINGLE FAMILY: - 216 units.

2. Street Townhouses: 94 units.

3. High Density Residential Apartments (at 60 units per acre): 300 units.

4. Total Dwelling Units = 610.

5. Gross Residential Density = 20.1 units per acre.

The lands subject to this application are designated "Industrial" and "Low Density Residential" by the Snelgrove Secondary Plan, with the density limitations at 3.0 units per acre as previously described. This application:

- obviously represents a significant departure from the land use and policy provisions of the secondary plan; and,
- is more characteristic of development normally associated with higher density areas in south Brampton.

Accordingly, Council must carefully evaluate the various options for processing this application considering:

- the impacts of the drastic density increases proposed for this site for the Snelgrove area;
- the implications for other development proposals in this locality; and,

- the approach Council assumes for responding to the Caledon Amendment Number 79 modification proposals.

#### IMPLICATIONS

The proposed density increases in the Snelgrove area have significant implications with respect to:

- the impact on the established development pattern;
- the appropriateness of other land use designations in the locality; and,
- the impact on the provision of services in Snelgrove.

It was previously concluded in this report that the current density characteristics of Snelgrove have been firmly established at the low density range of 3.0 units per gross acre. The introduction of an isolated development proposal at greatly intensified densities would have obvious land use impacts on the developed portions of Snelgrove. It would also be inappropriate to compromise the expectations of existing residents who have located in Snelgrove on the premise of a planned low density residential environment. Thus, there is no planning justification for the City to abrogate its established planning principles for Snelgrove, considering the extent of lands which have already been developed in accordance with the approved secondary plan. As previously noted, the provision of affordable housing is not a defensible planning justification for increased densities in Snelgrove since:

- no documentation has been advanced to verify that the increased densities will yield affordable dwelling units in accordance with the recently proposed provincial housing policy statement; and,
- the affordable housing objectives can be better achieved, with less community impact, in the higher density areas of Brampton.

The approval of increased densities on a site specific basis would also set an undesirable precedent for other developments in Snelgrove. Under these circumstances, it could reasonably be expected that the remaining undeveloped land in Snelgrove would also be proposed for comparable densities of development, in direct conflict with the secondary plan. In addition, Table One as presented earlier, shows that there are approximately 174 acres of land which are now subject to draft plan of subdivision approval. There is reasonable expectation that these plans could be re-submitted at higher densities based on the precedent set by other approvals. To illustrate the potential impact of increased densities in Snelgrove, on lands currently under draft approval, the number of additional units was calculated on the basis of the 5.1 units per gross acre as proposed in the Caledon Amendment Number 79 area. This results in an additional 329 dwelling units for a total of 889 units, compared to the 559 units currently proposed in draft plans of subdivision. Thus, even a minor increase in densities, comparable to those proposed in Caledon, would have a significant impact on the development pattern in the Snelgrove Secondary Plan area.

Additional land use demands could also be placed on the Snelgrove area as a result of increased densities. For example, the new population growth generated from increased densities could justify the need for additional commercial facilities. In this regard, the current secondary plan only provides for commercial development to satisfy the demand generated from the prevailing low density residential designations. Thus, the City must be prepared to consider additional commercial expansion if increased residential densities are approved.

Similarly, the secondary plan has also allocated parkland on the basis of very low density residential development. This open space structure would not be adequate to satisfy the active parkland requirements associated with residential densities, such as those proposed in the Mazurka application.

There would also be attendant increases in the demand for community services such as schools, recreation centres and public transit. It is not certain that such demands can be satisfied given the resource allocations given to these services, based on the current low density residential growth assumptions of the Snelgrove Secondary Plan.

Based on this discussion, it would be inappropriate at this time to consider any significant increases in residential development densities due to the land use and servicing constraints inherent in the prevailing provisions of the Snelgrove Secondary Plan.

#### **ALTERNATIVE COURSES OF ACTION**

This report has:

- set out the long-standing planning rationale to support the current approach to low density residential development in the Snelgrove Secondary Plan Area;
- confirmed that the prevailing development pattern in Snelgrove has been firmly established at the low density range of 3.0 units per gross acre;
- resolved that there is tenuous planning justification to pursue the City's objection to the Caledon Amendment Number 79 provided that the density be approved at a maximum of 5.1 units per gross acre, and the minimum lot width for single-family residential development be 15.0 metres (50 feet);
- identified the impacts associated with the potential approval of increased densities in the Caledon Amendment Number 79 Area, and the Mazurka application in Brampton; and,
- identified the limitations inherent in the current Snelgrove Secondary Plan to accommodate a significant increase in residential densities.

Given these conclusions, the following options are available to Planning Committee:

1. Notify the Town of Caledon that the City will withdraw its objections to the proposed Amendment Number 79 provided that:
  - a) the density be reduced to a maximum of 5.1 units per gross acre;
  - b) the total number of dwelling units be reduced from 886 to 847 units; and,
  - c) the minimum lot width for single-family residential units be increased from 13 metres to 15 metres (43 to 50 feet).

and,

2. Request that the current application by Mazurka Construction affecting part of Lots 16 and 17, Concession 1, W.H.S. in Snelgrove be re-submitted to conform with the current density provisions of the Snelgrove Secondary Plan.

or

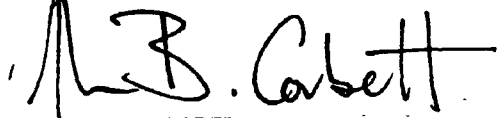
3.
  - a) Direct staff to undertake a review of the density and land use provisions of the Snelgrove Secondary Plan to identify an appropriate residential density range within the current servicing and development limitations of the Snelgrove Area; and,
  - b) Request that the current application by Mazurka Construction be deferred until the secondary plan review is completed.

Accordingly, it is recommended that:

1. Planning Committee provide direction to staff with respect to this matter.




Respectfully submitted,

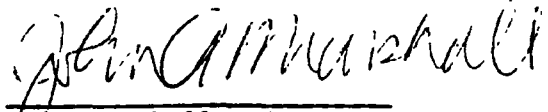


John B. Corbett, M.C.I.P.  
Policy Planner

AGREED



F.R. Dalzell, Commissioner,  
Planning and Development



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

JBC/am/20

## INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning &amp; Development



October 2, 1989

TO: THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PLANNING AND DEVELOPMENT DEPARTMENT

RE: SNELGROVE SECONDARY PLAN REVIEW  
OUR FILE: SP-1RECEIVED  
CLERK'S DEPT.

OCT 10 1989

REQ. No.:  
FILE No.:

## BACKGROUND:

At its meeting of August 24, 1989 City Council directed staff to prepare an official plan amendment to implement certain revisions to the Snelgrove Secondary Plan. These revisions entailed:

- an increase in the maximum gross residential density within undeveloped portions of Snelgrove, from 3.0 units per acre to 5.0 units per acre (lands south of Mayfield Road and east of Highway Number 10 which are substantially developed or approved for development, shall continue to be subject to a maximum density of 3.0 units per acre); and,
- adjustments to other land use allocations (e.g. parks, open space, and school sites) to satisfy the needs of the proposed increase in resident population.

In addition, City Council also directed specific additions to the commercial structure in Snelgrove, in particular:

- the addition of Highway and Service Commercial uses at the south west corner of Highway Number 10 and Mayfield Road; and,
- the addition of office and service commercial uses at the south-east corner of Highway Number 10 and Mayfield Road (Dinevski property).

With respect to the Dinevski property, staff have met with the landowner's consultants to derive a satisfactory land use mix and site development plan. In this regard, the proposed official plan amendment designates the subject property as "Specialty

Office and Service Commercial" with the following policy direction:

"Schedule SP1(A) designates lands at the south-east corner of Mayfield Road and Highway Number 10 as "Specialty Office and Service Commercial". These lands have an area of approximately 3.0 acres (1.2 hectares), and are intended to be used for:

- (i) office uses;
- (ii) service commercial uses; and,
- (iii) convenience commercial and retail purposes provided that the gross commercial floor area devoted to these uses does not exceed approximately 4,000 square feet (371.6 square metres).

This land use mix has been devised for the subject lands to:

- create an office specialization for the site which is not planned elsewhere in Snelgrove; and,
- limit the extent of convenience commercial and retail purposes to be consistent with the market potential in Snelgrove.

It is intended that the proposed office and service commercial orientation will maximize the development potential of the subject lands, without significant impact on other convenience and retail commercial nodes in Snelgrove.

A draft official plan amendment incorporating these revisions to the Snelgrove Secondary Plan is attached for the consideration of Council.

**RECOMMENDATION:**

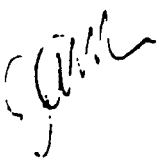
To implement Council's directions with respect to the Snelgrove Secondary Plan Review, it is recommended that:

1. The attached official plan amendment be adopted; and,
2. Staff be directed to submit the official plan amendment to the Ministry of Municipal Affairs for approval.

AGREED:

  
J.G. METRAS,  
CITY SOLICITOR

  
for F.R. DALZELL, COMMISSIONER  
PLANNING AND DEVELOPMENT.



F3-4

AMENDMENT NUMBER \_\_\_\_\_  
AND  
AMENDMENT NUMBER \_\_\_\_\_A  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number \_\_\_\_\_

To adopt Amendment Number \_\_\_\_\_  
and Amendment Number \_\_\_\_\_ A  
the Official Plan of the City  
of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

1. Amendment Number \_\_\_\_\_ and Amendment Number \_\_\_\_\_ A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number \_\_\_\_\_ and Amendment Number \_\_\_\_\_ A to the Official Plan of the City of Brampton Planning Area.
3. Amendment Number 143 and 143A to the Official Plan of the City of Brampton Planning Area as adopted by By-law Number 51-77 is hereby repealed.

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

this \_\_\_\_\_ day of \_\_\_\_\_, 198 .

\_\_\_\_\_  
KENNETH G. WHILLANS - MAYOR

\_\_\_\_\_  
LEONARD J. MIKULICH - CLERK

F3-5

F3-6

AMENDMENT NUMBER \_\_\_\_\_  
AND  
AMENDMENT NUMBER \_\_\_\_\_A  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON PLANNING AREA

1.0

Purpose

In 1983 City Council adopted a secondary plan for the Snelgrove Area (Official Plan Amendment Number 26). This secondary plan prescribed development at a maximum gross residential density of 3.0 units per acre. Development has proceeded in accordance with this density limitation, predominately in the area south-east of Mayfield Road and Highway Number 10.

More recently, there has been pressure for increased densities in undeveloped portions of Snelgrove (west of Highway Number 10, and in the north-east quadrant of Mayfield Road and Highway Number 10). This pressure has resulted from:

- increased residential densities which are planned north of the municipal boundary in Caledon; and,
- the need to provide for alternative (more affordable) forms of housing in Snelgrove.

Accordingly, this amendment implements revisions to the Snelgrove Secondary Plan; in particular:

- an increase in the maximum gross residential density within undeveloped portions of Snelgrove from 3.0 units per acre to 5.9 units per acre (lands south of Mayfield Road and east of Highway Number 10 which are substantially developed or approved for development, shall continue to be subject to a maximum density of 3.0 units per acre); and,
- adjustments to other land use allocations (e.g. parks, open space school sites and convenience commercial) to satisfy the needs of the proposed increase in resident population.

2.0 Location

The lands subject to this amendment are generally bounded by the 15th sideroad to the south, McLaughlin Road and the Canadian Pacific Railway Lines to the west, the City of Brampton limits to the north, and Kennedy Road to the east, comprising Lots 16, 17 and 18 in Concession 1, E.H.S. and Concession 1, W.H.S. The lands subject to this amendment are shown outlined on Schedule A to this Amendment.

3.0 Details of the Amendment and Policies Relative Thereto

3.1 Amendment Number :

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 designation of the lands shown outlined as the "Snelgrove Secondary Plan Area" on Schedule A to this amendment, from the designations now shown on Schedule "A" (General Land Use Designations) to the designations shown on Schedule A to this amendment;
- (2) by adding to Schedule "F", (Commercial) thereto, a "Convenience Commercial" designation in the location shown on Schedule "B" to this amendment;
- (3) by adding to Schedule "F", (Commercial) thereto, a "Highway and Service Commercial" designation in the location shown on Schedule "B" to this amendment;
- (4) by adding to Schedule "F", (Commercial) thereto, a "Specialty Office and Service Commercial" designation in the location shown on Schedule "B" to this amendment;
- (5) by changing on Schedule "K", (Secondary Plan Areas) thereto, the identification of the lands shown outlined as the "Subject Lands" on Schedule "C" to this amendment from Secondary Plan Area "1B" to Secondary Plan Area "1A", as shown on Schedule "C" to this amendment;



- F3-8
- (6) by deleting the column headed "Area 1" in Table 1 (Housing Mix and Density for New Residential Development Areas) in Section 2.1.1., and substituting therefor the following column headed "Area 1":

<u>Housing Types Mix</u>	<u>Area 1</u>
Percent "Single Family Density" Types	100%
Percent "Semi-Detached Density" Types	0%
Percent "Townhouse Density" Types	0%
Percent "Cluster Housing and Apartment Density" Types	0%
<u>Minimum Gross Residential Density</u>	
Units Per Hectare	-
(Units Per Acre)	-
<u>Maximum Gross Residential Density</u>	
Units Per Hectare	10.0
(Units Per Acre)	(4.0)

- (7) by extending the "New Development Area Number 1" boundary shown on Schedule "D" (New Development Areas) to include the lands outlined as the "Subject Lands" on Schedule "D" to this Amendment;
- (8) by deleting subsection 2.10.1 in its entirety and renumbering subsequent sections of section 2.10 accordingly;

(9) by adding to the list of amendments pertaining to Secondary Plan Area Number 1A, set out in the first paragraph of subsection 7.2.7.1, Amendment Number \_\_\_\_\_:

(10) by deleting therefrom Schedule SP1(A), and substituting therefor Schedule "E" to this amendment;

(11) by adding to Part IV, Chapter 1A thereto, the following as section 4.1:

"4.1     Neighbourhood Parks

Neighbourhood Parks as designated on Schedule SP1(A) shall be developed in accordance with the provisions of Chapter 2, policy 2.5.1.3.17 of the Official Plan, and the following:

4.1.1     A Neighbourhood Park with an area of approximately 2.5 acres (1.0 hectares) shall be located in the vicinity of the planned separate elementary school site designated on Schedule SP1(A), in the north-east quadrant of Highway Number 10 and Mayfield Road.

4.1.2     A Neighbourhood Park with an area of approximately 7.5 acres (3.0 hectares) shall be located at the south-east corner of Mayfield Road and the Canadian Pacific Railway as shown on Schedule SP1(A).

4.1.3     A Neighbourhood Park with an area of approximately 2.3 acres (0.93 hectares) shall be located west of Highway Number 10, in part of Lot 16, Concession 1, W.H.S., as shown on Schedule SP1(A).

4.1.4     A Neighbourhood Park with an area of approximately 4.3 acres (1.7 hectares) shall be located west of Kennedy Road, in part of Lots 16 and 17 Concession 1 E.H.S., as shown on Schedule SP1(A)."

- F3-10
- (12) by adding to Part IV, Chapter 1A thereto, the following as section 4.2:

"4.2 Parkettes:

Parkettes designated on Schedule SP1(A) shall be developed in accordance with the provisions of Chapter 2, policy 2.5.1.3.16 of the Official Plan, and the following:

4.2.1 A Parkette with an area of approximately 1.3 acres (0.5 hectares) shall be located in the north-west quadrant of Highway Number 10 and Mayfield Road as shown on Schedule SP1(A).

4.7.7 A Parkette with an area of approximately 0.6 acres (0.3 hectares) shall be developed in the area east of Highway Number 10, south of Mayfield Road, as shown outlined on Schedule SP1(A).

- (13) by deleting therefrom section 5.2.5 of Part IV, Chapter 1A, and substituting therefor the following:

"5.2.5. The minimum distance required between any light industrial building and a residential building shall be 60.0 metres. In addition, the City shall require appropriate berming and wall treatments to separate industrial and commercial lots, where they directly abut."

- (14) by deleting therefrom section 6.2 of Part IV, Chapter 1A, and substituting therefor the following:

"6.2. Service Commercial

6.2.1 Definition

The lands designated for Service Commercial purposes are intended for such uses as small scale retail, service and office uses which are moderate generators of vehicular traffic, such as

personal services, convenience retail,  
medical and specialized services  
catering to a city-wide area,  
restaurants and small offices".

(15) by renumbering section 6.3 of Part IV, Chapter 1A  
thereto as section 6.4;

(16) by adding to Part IV, Chapter 1A thereto, the  
following as section 6.3

"6.3      Highway and Service Commercial

6.3.1    Definition

Lands designated for Highway Commercial  
purposes are intended for a combination  
of automobile service station uses  
permitted under section 6.1.1 of this  
chapter (with the exception of  
automotive repair facilities), and  
service commercial uses under section  
6.2.1."

(17) by deleting therefrom section 6.4.1 of Part IV,  
Chapter 1A and substituting therefor, the  
following:

"6.3.1    The Convenience Commercial facility  
designated on Schedule SP1(A) in the  
area west of Highway Number 10, south of  
Mayfield Road, shall consist of one or  
more retail or service establishments  
planned and developed as a unit to serve  
the residential population of Snelgrove.  
The maximum site area to be developed  
for convenience commercial purposes  
shall be approximately 3.9 acres (1.6  
hectares).

(18) by adding to Part IV, Chapter 1A thereto, the  
following as section 6.4.2:

"6.4.2    The lands designated "Convenience  
Commercial" at the north-east corner of  
Highway Number 10 and the seventeenth  
sideroad shall consist of one or more

retail or service commercial establishments, planned and developed as a unit in accordance with the policies of Chapter 2, subsection 2.2 of the Official Plan. The maximum site area to be developed for convenience commercial purposes shall be approximately 0.4 hectares (1.0 acre)."

(19) by adding to Part IV, Chapter 1A thereto, the following as section 6.5:

"6.5 Specialty Office and Service Commercial

6.5.1 Schedule SP1(A) designates lands at the south-east corner of Mayfield Road and Highway Number 10 as "Specialty Office and Service Commercial." These lands have an area of approximately 3.0 acres (1.2 hectares), and are intended to be used for:

- (i) office uses;
- (ii) service commercial uses as defined by section 6.2.1 of this chapter; and,
- (iii) convenience commercial and retail purposes provided that the gross commercial floor area devoted to these uses does not exceed approximately 4,000 square feet (371.6 square metres).

(20) by deleting therefrom, section 7.1.1. of Part IV, Chapter 1A, (Low Density Residential - Definition) and substituting therefor the following:

"7.1.1. Definition

Lands designated on Schedule SP1(A) as "Low Density Residential - Snelgrove East" shall be developed at a maximum gross residential density of 3.0 units per acre (7.4 units per gross residential hectare).

Lands designated on Schedule SP1(A) as "Low Density Residential - Snelgrove North and West" shall be developed at a maximum gross residential density of 5.9 units per acre (14.6 units per gross residential hectare)."

(21) by adding to Part IV, Chapter 1A thereto the following as section 7.1.10:

"7.1.10. For lands designated "Low Density Residential - Snelgrove North and West" on Schedule SP1(A), smaller dwelling unit types shall generally be located:

- (i) adjacent to the Canadian Pacific Railway, west of Highway Number 10; and,
- (ii) adjacent to the Caledon/Brampton municipal boundary in the north-east quadrant of Highway Number 10 and Mayfield Road."

(22) by deleting therefrom section 8.3 of Part IV, Chapter 1A, and substituting therefor the following:

"8.3 The population projected for the Snelgrove Secondary Plan area, and the abutting areas within the City of Brampton and Town of Caledon, supports the reservation of an approximately 8.0 acre (3.25 hectare) separate elementary school site. Such separate school site, if required, shall be provided within the general area designated for this purpose on Schedule SP1(A) in the north-east quadrant of Mayfield Road and Highway Number 10. The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school site is required, section 2.5.1.3.12 of Part II of the Official Plan for the City of Brampton Planning area shall apply.

F3-14

(23) by adding to Part IV, Chapter 1A thereto, the following as section 8.4:

"8.4 Prior to registration of plans of subdivision, City shall encourage landowners within the Snelgrove Secondary Plan Area, and within abutting areas in Brampton and the Town of Caledon to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the above referenced school sites, as may be required by the appropriate school boards".

3.2 Amendment Number \_\_\_\_A:

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

- (1) by deleting the land use designations shown on Plate Number 2 thereto, for those lands outlined on Schedule "F", as the "Subject Lands," to this amendment, and noting thereon, the following:

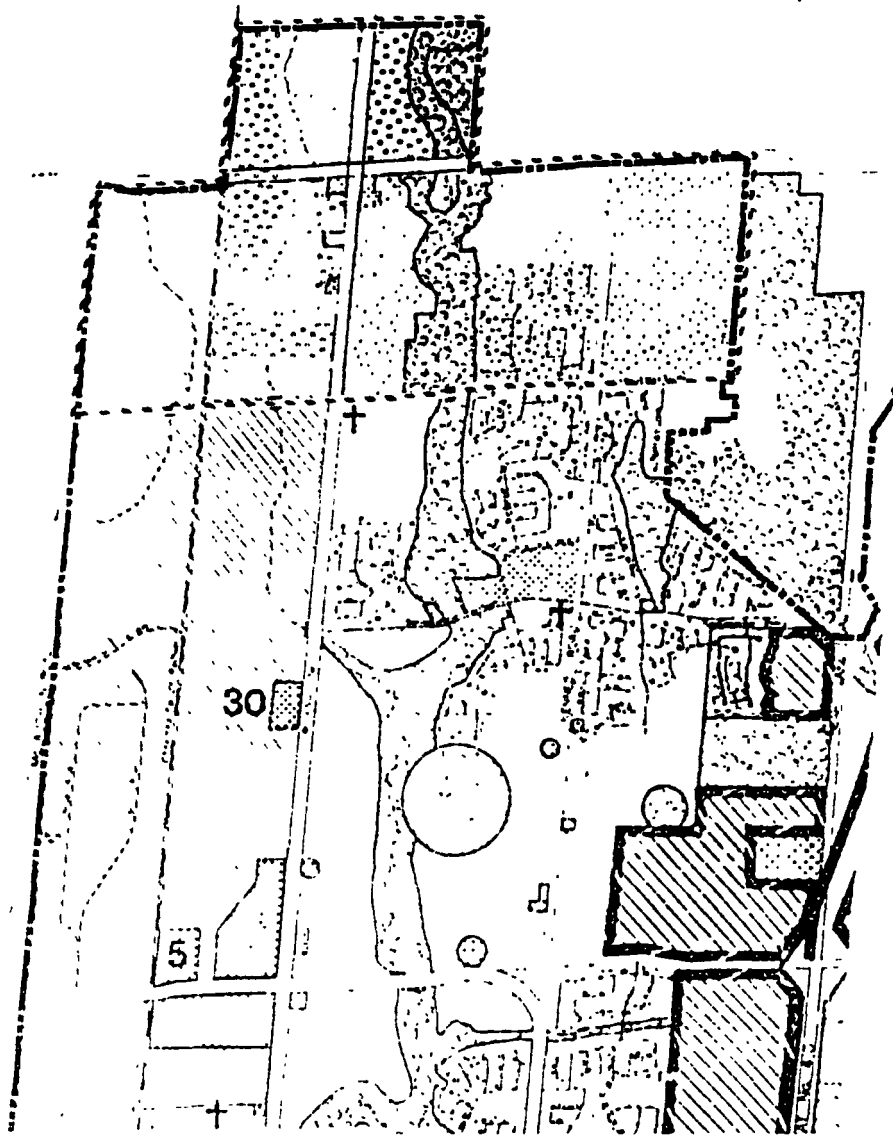
"Refer to Official Plan,  
Chapter 1(A)."

- (2) by repealing in its entirety, Chapter C32 of the document known as the Consolidated Official Plan of the City of Brampton Planning Area.

22/89/1c1



F3-16



# GENERAL LAND USE DESIGNATIONS SCHEDULE 'A'

- URBAN BOUNDARY
- [ ] RESIDENTIAL
- [ ] OPEN SPACE
- [ ] COMMERCIAL
- [ ] INDUSTRIAL
- [ ] INSTITUTIONAL
- [ ] PRIVATE COMMERCIAL RECREATION
- [ ] AGRICULTURAL
- [ ] RURAL SETTLEMENTS (EXPANSION)
- [ ] RURAL SETTLEMENTS (INFILLING)

- RURAL SETTLEMENTS (MAINTENANCE)
- [ ] PARKWAY BELT WEST
- [ ] PROVINCIAL FREEWAY (HWY 410)
- [ ] RURAL ESTATE
- [ ] RURAL ESTATE EXPANSION
- [ ] RURAL-COMMERCIAL
- [ ] OPEN SPACE - CEMETERIES
- [ ] SPECIAL STUDY AREA
- [ ] SPECIALTY AGRICULTURAL
- SNELGROVE SECONDARY  
PLAN AREA

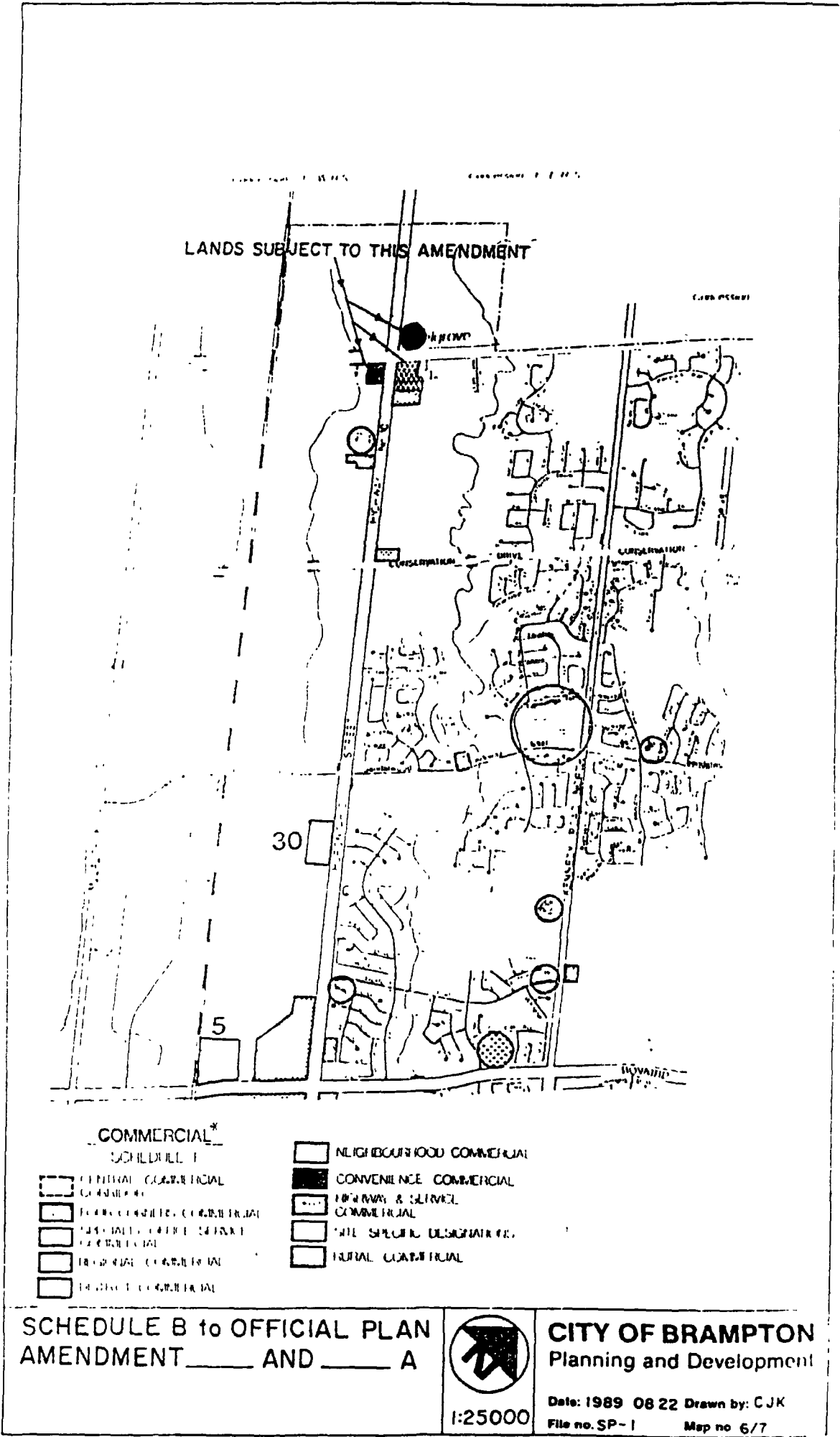
SCHEDULE A to OFFICIAL PLAN  
AMENDMENT \_\_\_\_ AND \_\_\_\_ A



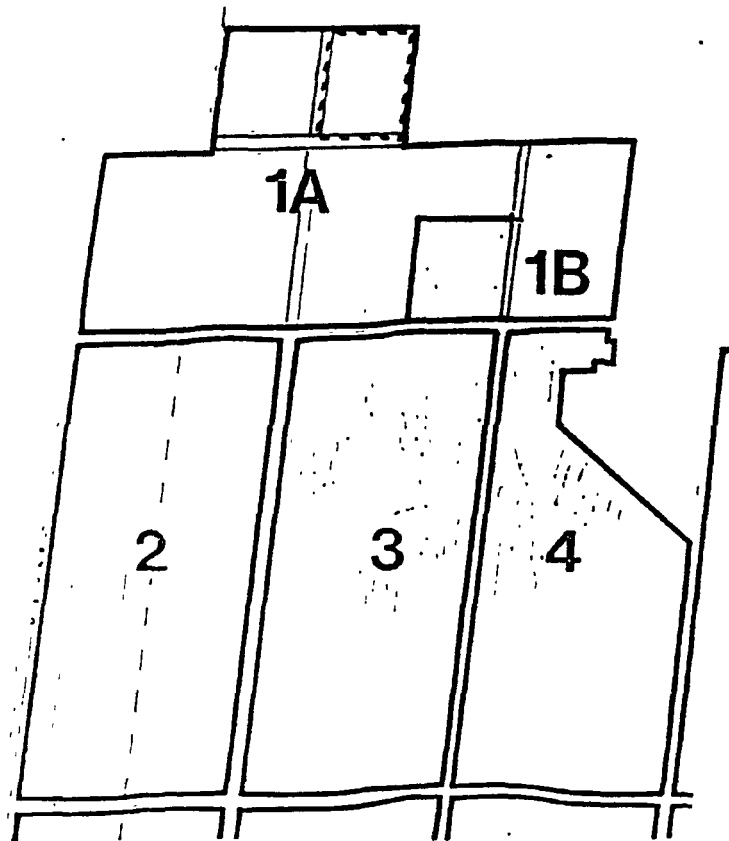
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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
File no. SP-1 Map no. 6/7



F3-18



SCHEDULE K - SECONDARY PLAN AREAS

--- SUBJECT LANDS

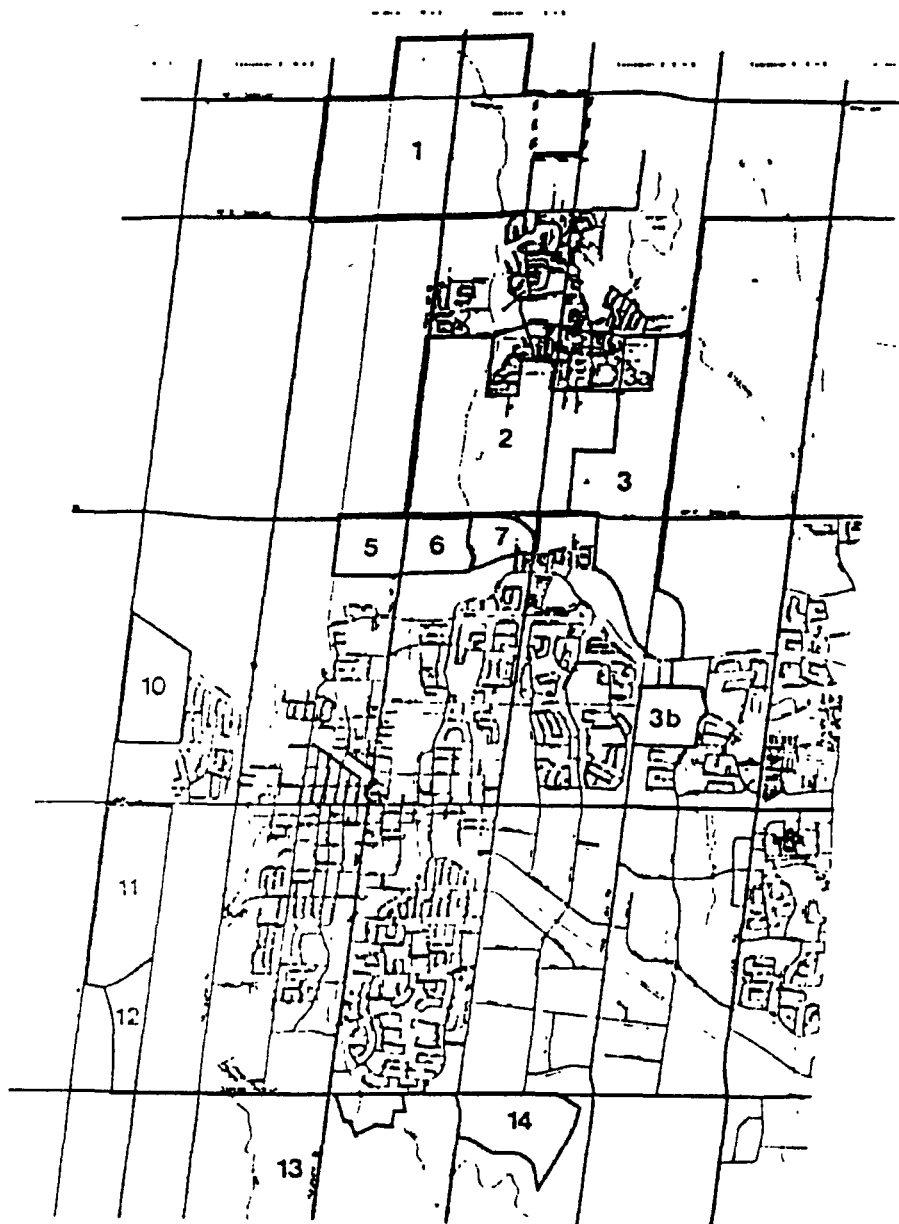
SCHEDULE C to OFFICIAL PLAN  
AMENDMENT \_\_\_\_\_ AND \_\_\_\_\_ A



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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
File no. SP-1 Map no. 6/7



**NEW DEVELOPMENT AREAS**

SCHEDULE 'D'

 NEW DEVELOPMENT AREAS

--- SUBJECT LANDS

**SCHEDULE D to OFFICIAL PLAN  
AMENDMENT — AND — A**

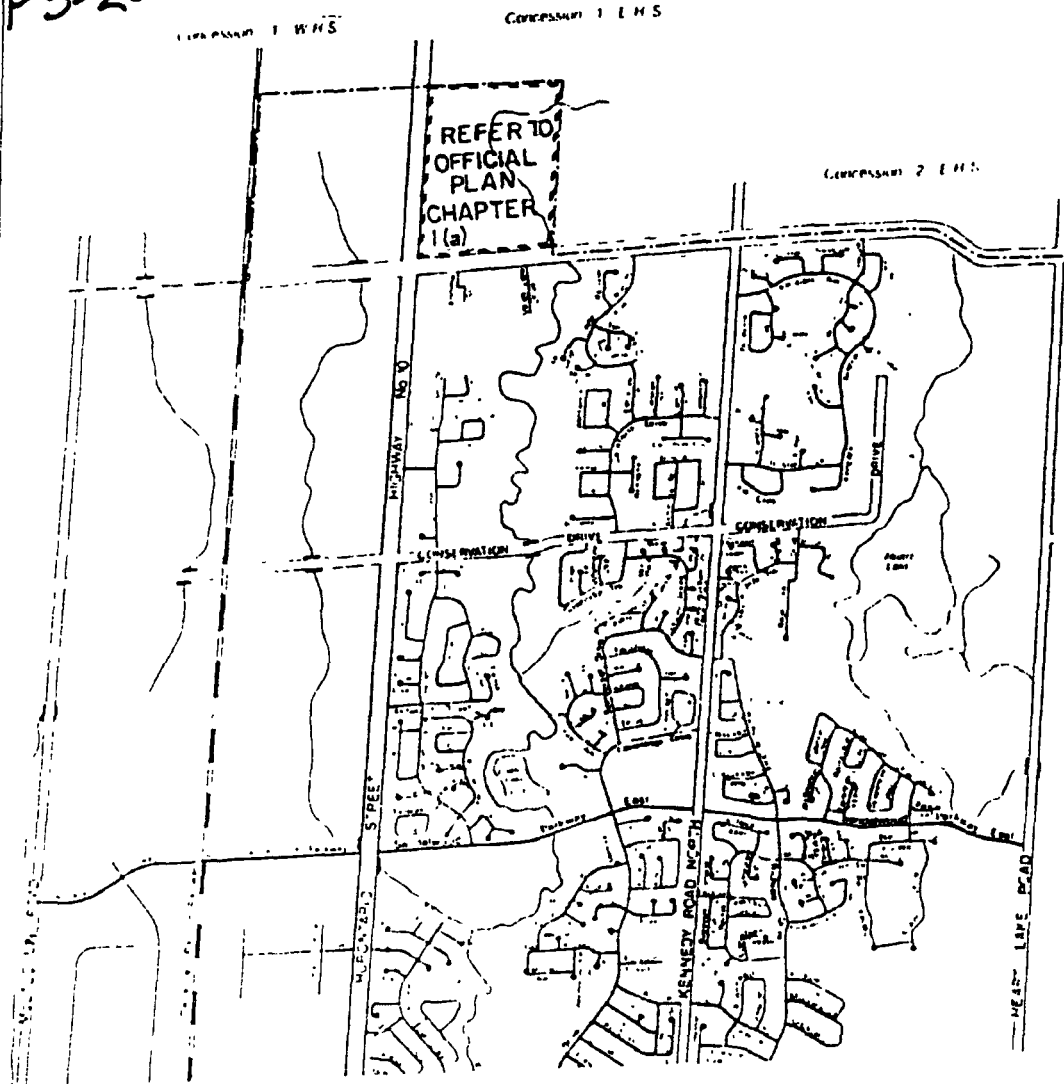


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**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: CJK  
File no. SP-1 Map no. 6/7

F3-20



---- SUBJECT LANDS

SCHEDULE F to OFFICIAL PLAN  
AMENDMENT \_\_\_\_ AND \_\_\_\_ A



1:25000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1989 08 22 Drawn by: C.J.K  
File no. SP-1 Map no. 6/7

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

August 11, 1989

**TO:** The Chairman and Members of Planning Committee  
**FROM:** Planning and Development Department  
**RE:** SNELGROVE SECONDARY PLAN REVIEW  
**OUR FILE:** SP-1

Attached are the notes of the public meeting held with respect to the above noted matter on Wednesday August 2, 1989.

A large number of individuals appeared at the public meeting in opposition to the residential density and land use revisions proposed by the Snelgrove Secondary Plan Review. Specific concerns expressed at the public meeting relate to:

- the planning rationale for the proposed density increases;
- the anticipated impacts from the proposed increase in residential densities; and,
- the disposition of planned and proposed commercial designations.

## **PLANNING RATIONALE:**

The existing secondary plan for the Snelgrove Area (approved by Council in 1983) prescribed a gross residential density of 3.0 units per acre. As was noted in previous reports to Planning Committee, a significant portion of the Snelgrove area (particularly east of Highway Number 10, and south of Mayfield Road) has been developed under this density limitation. In addition, City Council has draft approved plans of subdivisions for the remaining undeveloped portions of Snelgrove (north-east quadrant of Highway Number 10 and Mayfield Road and lands to the west of Highway Number 10 north of Wanless Drive) within the density limitations of the current secondary plan.

However, certain economic and infrastructure changes have prompted a review of the density and associated land use provisions of the Snelgrove Secondary Plan; in particular:

- increased residential densities north of the municipal boundary in Caledon, where Brampton has recently withdrawn its objections to Official Plan Amendment Number 79 on the basis of a maximum gross residential density of 5.1-5.6 units per acre;
- an obligation to provide for alternative forms of housing in Snelgrove (in response to the affordable housing issue);
- the alignment of the Highway Number 410 extension has been resolved including a planned intersection with Highway Number 10 just to the north of the municipal boundary in Caledon. The presence of this intersection will support additional densities in its vicinity; and,
- landowner interest as reflected by the recent re-submissions of the Great-L and Vaughanwood plans of subdivision, and the Mazurka proposal.

On this basis, City Council directed staff to undertake a review of the Snelgrove Secondary Plan. This review resulted in Council approving, in principle, a moderate increase in residential densities to 5.9 units per acre for the remaining undeveloped portions of Snelgrove. The area east of Highway Number 10 and south of Mayfield Road would remain subject to the existing 3.0 units per acre density limitation, since this area is substantially developed, or approved for development.

#### **IMPACTS:**

Representations made at the public meeting identified several potential impacts arising from the increased density proposals. The potential impacts cited relate to:

- increases in traffic volume;
- land use incompatibility; and,
- additional school site requirements.

Traffic:

Residents in attendance at the public meeting were concerned about the potential increase in traffic on Highway Number 10 and Mayfield Road. It is likely that traffic volumes will continue to increase somewhat in the Snelgrove Area. However, this will primarily be due to development outside the secondary planning area, particularly north of the municipal boundary in Caledon, and in adjacent areas of Brampton. Most certainly, Highway Number 10 and Mayfield Road will experience some increase in inter-regional traffic, regardless of what intensity of development is permitted in the secondary planning area. It is likely that the additional traffic resulting from the moderate increase in density in Snelgrove will be imperceptible relative to the background inter-regional traffic. In addition, inter-regional traffic conditions should improve significantly when the Highway Number 410 extension is constructed.

Accordingly, potential traffic increases should not impact on the feasibility of the increased density proposal.

Land Use Compatibility:

Concerns were also expressed relative to the compatibility of lots now existing in Snelgrove, with those resulting from the increased density proposals. In this regard, it should be noted that there will be a higher proportion of large lot singles than smaller dwelling unit forms under the increased density proposal. A proportion of small lot singles and townhouse units may be accommodated at 5.9 units per acre. However, this must be balanced with a higher proportion of large lot singles to remain within the density limitation.

Further, all smaller dwelling unit forms will be directed, in the secondary plan, to locations:

- adjacent to the Canadian Pacific Railway adjacent to the easterly limits of the secondary planning area; and,
- adjacent to the Caledon/Brampton municipal boundary where similar densities are planned north of that boundary.

This distribution should ensure a satisfactory level of dwelling unit compatibility throughout the balance of the secondary planning area.



School Sites:

Submissions were made at the public meeting regarding the adequacy of school sites within the secondary planning area. The revised secondary plan provides for:

- a public elementary school site in the area south-west of Kennedy and Mayfield Roads; and,
- a new separate elementary school site in the north-east quadrant of Mayfield Road and Highway Number 10.

The affected school boards have advised that these, and existing facilities will be adequate to meet their requirements at a revised density of 5.9 units per acre in the Snelgrove Area.

**DISPOSITION OF COMMERCIAL DESIGNATIONS:**

Increased residential densities in Snelgrove will create some additional demand for commercial development. Staff have calculated this increased requirement for convenience commercial facilities to total approximately 5.9 acres (2.5 acres is provided for in the current secondary plan). This requirement is to be distributed as follows:

- 1.0 acres at the north-east corner of Mayfield Road and Highway Number 10; and,
- 3.9 acres on the west side of Highway Number 10, south of Mayfield Road.

The remaining 1.0 acres has been allocated, at the direction of Planning Committee, to the south-west corner of Highway Number 10 and Mayfield Road. The city is currently in receipt of a development application for this property, which entails a larger (1.75 acre) site area incorporating a gas bar in addition to the convenience commercial uses. A delegation also appeared at the public meeting on behalf of the landowner/applicant to request the addition of the gas bar component. The commercial structure in Snelgrove was originally devised in the secondary plan to serve only the daily convenience needs of the residents. Further automobile oriented uses, or higher ordered uses serving a larger or transient trade area, were not contemplated. This strategy was intended to maintain the village character of the area. However, in view of the contemplated revisions to the secondary plan staff are requesting the direction of Planning Committee with respect to its preference for the addition of a gas bar at this location.

In addition, representation was made at the public meeting on behalf of owners (J. Dnevski, see correspondence attached to this report) of a land assembly at the south-east corner of Mayfield Road and Highway Number 10. This delegation requested an additional commercial designation on the subject site.

It should be noted that commercial development at this location has not previously been considered in context of the original commercial structure devised for Snelgrove. In addition, no submissions have been made as to the exact nature of this proposal in terms of:

- the type and size of proposed commercial land uses; and,
- the proposed site development plan.

Accordingly, there is insufficient information available to enable a proper planning evaluation of this submission. It is therefore recommended that the delegation be requested to meet with staff to further evaluate the appropriateness of proceeding with this proposal.

**RECOMMENDATIONS:**

If Planning Committee wishes to implement the revised secondary plan for Snelgrove, it is recommended that:

1. Planning Committee indicate its preference with respect to the addition of a gas bar to the proposed convenience commercial development at the south-west corner of Highway Number 10 and Mayfield Road:
2. A revised density limitation of 5.9 units per gross residential acre be approved for the remaining undeveloped portions of Snelgrove (north-east quadrant of Mayfield Road, and west of Highway Number 10); and,
3. Staff be directed to submit the revised secondary plan to City Council for adoption.

F5-6

-6-

Respectfully submitted,

*J. B. Corbett*

JOHN B. CORBETT, M.C.I.P.  
POLICY PLANNER

AGREED:

*F. R. Dalzell*  
F.R. DALZELL, COMMISSIONER  
PLANNING AND DEVELOPMENT

*John Marshall*  
JOHN MARSHALL, M.C.I.P.  
DIRECTOR, POLICY PLANNING  
AND RESEARCH

15-1

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, August 2, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:20 p.m., with respect to the SNELGROVE SECONDARY PLAN REVIEW (File: SP-1).

Members Present: Alderman S. Fennell - Chairman  
Councillor F. Russell  
Councillor F. Andrews  
Alderman A. Gibson

Staff Present: L.W.H. Laine, Director, Planning and  
Development Services  
K. Ash, Development Planner  
J. Corbett, Policy Planner  
P. Douglas, Secretary

---

Approximately 60 interested members of the public were present.

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

Mr. Laine replied in the affirmative.

Mr. J. Corbett outlined the proposal and explained the intent of the Snelgrove Secondary Plan Review. After the presentation the Chairman invited questions and comments from members of the public.

Marion Muskett, Lot 18, Concession 1, W.H.S., read from a reply she had written on the subject of the Secondary Plan Review.

Gordon Liddle - 22 years in Snelgrove - Lot 17, West of Highway #10, is concerned with the extra traffic this increase in housing will cause. He said more attention will have to be given to the traffic situation.

Clare Reipma - south/east corner of Mayfield Road and Highway #10 - wants commercial purposes, not low density residential designation. There has historically been a sawmill. He stressed that it was an unsatisfactory location for single family low density homes.

- cont'd. -

Gwyn Morgan expressed concern relating to the density of development being proposed. His property adjoins the proposed commercial site and he is concerned as to the type of commercial to be located there and how it will affect his property, and if a retaining wall is being considered. Further, he is worried about run off from the Etobicoke Creek which runs through his property. Also, he inquired as to the rationale for the parks location.

Mr. Corbett responded to his concerns.

Al Davis, Valleyview Road, commented that he has been attending public meetings since 1983 and is shocked by the proposed increase in density. He pointed out that the school situation is inadequate at present, in that Aloha students are being bused and portable classrooms are being used. He noted that the traffic situation is bad and pedestrian safety is a concern and will get worse with the proposed development. He asked if the reason for increasing the density in Snelgrove had anything to do with the decision by the Town of Caledon to increase their density. He said Brampton is being unfair with the residents of Snelgrove.

Robert Filkin, representing a group of landowners of property at the south/west corner of Mayfield and Highway #10. A small convenience commercial plaza is proposed with a building of 1600 square metres, plus a gas bar. The area of the proposed designation for commercial (convenience) is for a one acre site. The applicant is requesting an increase in the size of the designation to 1.75 acres after taking 40 feet of road widening. He would like direction from Council.

Don Cohen is concerned about his septic system and drainage system which is located in his front yard. Also, he is concerned about the impact of the change in density designation, and requested retention of the 3 units per acre.

Bob Morris, 1215 Hurontario Street, wanted to know when subdivision plans for that area will be submitted.

Jim Brown, Mayfield Road, west of Highway #10, objected to the proposed increase in density, due to the traffic problems, etc. that it will probably cause. He said it is very unfair to the

- cont'd. -

residents of Snelgrove to change the density from the 3 units per acre that was proposed just a year ago to the current proposed 6 per acre.

Carol Sanger, noted that last year a meeting was held indicating that 96 acres was proposed to be developed, with 271 homes to be constructed. This has now escalated to 500 homes in the subject proposal. She objected to the proposal due to probable effects on the ability of stores to accommodate the population, the effect on septic systems, drainage, loss of trees and potential traffic hazards, particularly in view of the location of the flea market on Highway #10. She commented that the community of Snelgrove will be lost.

Cindy Gees objected to the change in density.

There were no further questions or comments and the meeting adjourned at 9:20 p.m.

F5-10

# REINDERS

City of Brampton PLANNING DEPT.	
Date	AUG - 8 1989 Rec'd
File No.	

4711

August 3, 1989

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

Attention: Mr. F. R. Dalzell  
Commissioner of Planning and Development

Dear Sir,

Re: South - East corner of Mayfield Road  
and Highway # 10

We act on behalf of our client Mr. John Dnevski, owner of approximately 3 acres (1.2 hectares) of land on the south - east corner of Mayfield Road and Highway # 10 in the Snelgrove Community.

At the public meeting held on August 2, 1989 to review the Snelgrove Secondary Plan, we made a deputation indicating that we wish to have our clients lands designated for retail commercial uses.

In the land use concept for the Snelgrove area, our clients lands are proposed as "Low Density Residential - Snelgrove East". Lands on the north - east and south - west corners of Mayfield Road and Highway # 10 have been designated as "Convenience Commercial".

Increased traffic will result from the increased population in Snelgrove and neighbouring portions of the Town of Caledon. It would be illogical to have residential uses in the immediate vicinity of this busy intersection.

Historically, the site has been utilized for commercial purposes, as until the early 1970's a sawmill existed on the site.

The proposed commercial uses on the site would extend in a southerly direction to the existing Sunoco Station on the east side of Highway # 10. As a result, no homes on Highway # 10 would be surrounded by commercial uses.

.../2

**F.J. Reinders and Associates Canada Limited Architects, Consulting Engineers, Planners, and Project Managers**  
201 County Court Blvd., Suite 500, Brampton, Ont., Canada L6W 4L2  
(416) 457-1618 Telex 06-97830 Fax (416) 457-8852

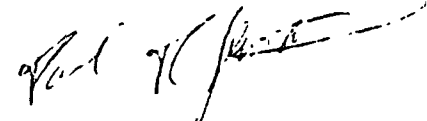
-2-

In summary, we believe that the lands at the south - east corner of Mayfield Road and Highway # 10 are more appropriately suited for retail commercial purposes than residential purposes.

Trusting this is to your satisfaction, I remain.

Yours truly,

F.J. REINDERS AND ASSOCIATES CANADA LIMITED



Paul H. Robinson, B.E.S.  
Planner

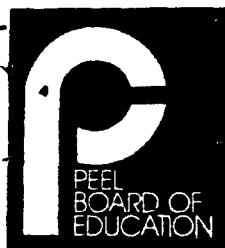
PR/ag

Enclosures

cc: Mr. John Corbett, City of Brampton  
Planning Department

**F.J. Reinders and Associates Canada Limited Architects, Consulting Engineers, Planners, and Project Managers**  
201 County Court Blvd. Suite 500, Brampton, Ont., Canada L6W 4L2  
(416) 457-1618 Telex 06-97830 Fax (416) 457-8852





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Sandy Ransom  
Rosemary Taylor  
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Carolyne Wedgbury

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and Secretary  
R. J. Lee, B.A., M.Ed.

Associate Director  
of Education  
W. W. Hulley, B.A., M.Ed.

Associate Director of  
Education/Business  
and Treasurer  
M. D. Roy, C.A.

June 22, 1989

Mr. John B. Corbett, M.C.I.P.  
Policy Planner  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	JUN 2 1989
File No	

Dear Mr. Corbett:

Re: Snelgrove Secondary Plan Review  
Your file: SP-1

The draft land use concept and density allocation spreadsheet forwarded with your letter of June 13, 1989 have been reviewed.

The Board's comments are as follows:

1. The public school designation on Block 109, M 653 and the remainder of this site in Fransceshini must be identified on the concept plan.
2. The neighbourhood park to the south of the public school is not identified.
3. The potential student yield from the residential densities proposed on the spreadsheet continue to support the public school designation in the Greystoke/Fransceshini area.

Yours truly,

*[Handwritten signature: Hare]*

Stephen Hare  
Assistant Chief Planning Officer  
Planning and Resources Department

SH/eb  
CPO/1333

c. M. Hiscott

H. J. A. Brown Education Centre  
5650 Hurontario Street  
Mississauga, Ontario L5R 1C6  
Telephone (416) 890-1099  
Fax (416) 890-6747

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Director of Education  
and Secretary  
R. J. Lee B.A., M.Ed.

Associate Director  
of Education  
W. W. Hulley B.A., M.L.D.

Associate Director of  
Education/Business  
and Treasurer  
M. D. Roy, C.A.

July 17, 1989

Mr. John Corbett, M.C.I.P.  
Policy Planner  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

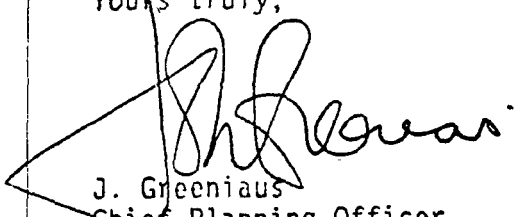
Dear Mr. Corbett:

RE: Mazurka Lands

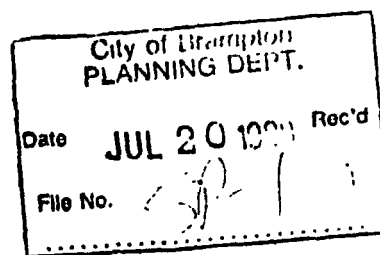
Thank you for forwarding a revised spread sheet showing an additional 81 units for the Mazurka lands.

As a result an additional school is still not necessary.

Yours truly,

  
J. Greeniaus  
Chief Planning Officer  
Planning Department

JG/eb  
CPO/1385



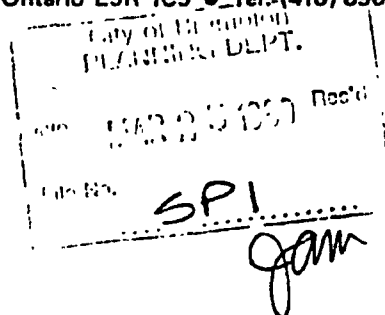


THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ECOLES SEPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

March 16, 1989

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

John Corbett  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9



Dear J. Corbett:

**Re: Snelgrove Secondary Plan Area**

The Dufferin-Peel Roman Catholic Separate School Board has provided comments on the following Official Plan Amendments/Draft Plans of Subdivision:

OPA	Draft Plan of Subdivision
79 (Caledon)	21T-83032C & 21T-83033C
140 (Brampton)	21T-78052B
143 (Brampton)	
Great L (Brampton)	21T-78032B

No separate school site had been requested by the Board in the above noted application.

However, in light of new development occurring in the Snelgrove Area-namely the MARZUKA lands and most likely the lands south of this to Conservation Drive, the Board has reviewed to existing schools and has determined the need for an additional school site in the area. This requirement is based on current density levels (see attachment).

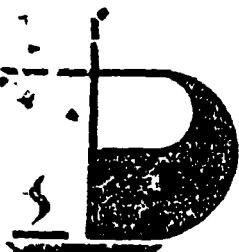
Subsequently, the Board would like confirmation that the City of Brampton's Planning staff will review and re-circulate the Snelgrove Secondary Plan in order that the Board may have an opportunity to reserve a separate elementary school site in the Snelgrove Area.

Yours truly,

  
Gilbert Giavon  
Planner

GG/is

c. Georges Soares, Ministry of Municipal Affairs  
J. Greeniaus, Peel Board of Education



THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD  
LE CONSEIL DES ÉCOLES SÉPARÉES CATHOLIQUES ROMAINES DE DUFFERIN ET PEEL

August 4, 1989

40 Matheson Blvd. West, Mississauga, Ontario L5R 1C5 • Tel: (416) 890-1221

Anton Kikas Ltd.  
168 Bridgeland Avenue  
Toronto, Ontario  
M6A 1Z4

Dear A. Kikas:

Re: **Snelgrove Elementary  
School Site**

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	AUG 10 1989 Rec'd
File No.	1
.....277.....	

In view of The Dufferin-Peel Roman Catholic Separate School Board's requirements identified in the Snelgrove area, the following applicants should cost share for the provision of a new elementary site:

PLAN NO.	O.P.A.	APPLICANT
21T-78032B	140 (Brampton)	Vaughanwood Developments
21T-78052B	129 (Brampton)	Great-L Developments
21T-83032C	79 (Caledon)	79782 Ontario Limited
21T-83033C	79 (Caledon)	Mellow-Snelcrest
N/A	N/A	Mazurka

The remaining applicants in the Snelgrove area are serviced by the existing St. Stephen elementary school. Attached is a map for your reference.

Yours truly,

*[Handwritten signature]*  
Gilbert Giavon  
Planner

GG/is

cc: J. B. Corbett, City of Brampton  
J. Greeniaus, Peel Board of Education  
Vaughanwood Developments  
Great-L Developments  
79782 Ontario Limited  
Mellow - Snelcrest  
Mazurka