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DATE: April 18, 2005

TO: Mayor and Members of Council
Meeting Date: May 11, 2005

FROM: Edward R. Sajecki,
Commissioner of Planning and Building

SUBJECT: **Proposed Regional and Brampton Official Plan Amendments
North West Brampton Urban Boundary Expansion**

- RECOMMENDATION:**
1. That the City of Mississauga request the Region of Peel not to approve Region of Peel Official Plan Amendment 15 (ROPA 15) until:
 - (a) Revised growth forecast studies underway in Caledon and Mississauga are completed and reflected in the Regional Official Plan and the evaluation of ROPA 15;
 - (b) Development capacity within the existing built-up area and on remaining greenfield lands in Peel is determined and reflected in the evaluation of ROPA 15;
 - (c) The Growth Plan for the Greater Golden Horseshoe is approved and a Sub-Area Growth Strategy for the Greater Toronto Area -Hamilton Sub-Area is prepared and approved;
 - (d) The background reports and consultant studies being prepared by the Region are completed and sufficiently demonstrate that:
 - (i) ROPA 15 is not premature;

- (ii) Provincial interests in growth management, as defined by the adopted Growth Plan for the Greater Golden Horseshoe and related Sub-Area Growth Strategies (SAGS), are protected;
 - (iii) ROPA 15 is consistent with all applicable policies of the Provincial Policy Statement; and
 - (iv) ROPA 15 is consistent with the Greenbelt Plan and *Greenbelt Act*;
- (e) A further financial study is undertaken examining the following:
 - (i) detailed costs and financing for the proposed North-South Transportation Corridor; and
 - (ii) the costs of mitigating downstream impacts in Mississauga resulting from development in North West Brampton.
- (f) Adequate arrangements have been made to ensure that no portion of the costs of the North-South Transportation Corridor will be funded from the Regional Tax Levy;
- (g) Adequate financial arrangements are made to compensate Mississauga for downstream impacts to Fletcher's Creek and the Credit River (such as flooding, erosion control and water quality) resulting from development of North West Brampton;
- (h) Arrangements are made to increase Regional Development Charges to cover 100% of all Regional growth-related costs for servicing both residential and non-residential development in North West Brampton;
- (i) The background reports sufficiently demonstrate that the impacts to ground water recharge rates can be successfully mitigated;
- (j) A plan outlining the future changes required to the water and wastewater infrastructure through Mississauga, in

support of the urban boundary expansion, is provided to the City of Mississauga for input and the Region of Peel commit to include Mississauga in the Environmental Assessment for water and wastewater works in Mississauga and the Water and Wastewater Master Plan Update;

- (k) The Region of Peel commit to amend the Water and Wastewater Master Plan in its update to show the twinning of the future West Trunk sanitary sewer south of Highway 401 along the Creditview Road right-of-way, as noted in the July 2003 Addendum to the Environmental Study Report for the Class Environmental Assessment for the Credit Valley Sanitary Trunk Sewer Extension (May 2002); and
 - (l) All background reports are revised to incorporate the revised growth forecasts.
2. That, subject to Recommendation 1, above, the Brampton Official Plan Amendment for the North West Brampton Urban Development Area and ROPA 15 be amended to require completion of at least five years of the Effectiveness Monitoring Program, initiated in 2002, before completion of the subwatershed studies.
 3. That, subject to Recommendation 1, above, the Brampton Official Plan Amendment for the North West Brampton Urban Development Area and ROPA 15 be amended to require the preparation of a subwatershed study and the definition of the natural heritage system, to the satisfaction of the Credit Valley Conservation and the City of Mississauga, before the preparation of a secondary plan(s) for the North West Brampton Urban Development Area.
 4. That the terms of reference for the subwatershed studies, which shall include a clear long term monitoring program, be circulated to all appropriate agencies and to the City of

Mississauga for review and that Mississauga staff be invited to participate on the appropriate Steering Committee.

5. That the storm drainage requirements for the North West Brampton Study Area reflect the recommendations and policies of approved and currently ongoing studies pertaining to the Credit River and Fletcher's Creek.
6. That, subject to Recommendation 1, above, the Brampton Official Plan Amendment for the North West Brampton Urban Development Area and ROPA 15 be amended to require, prior to the preparation of a secondary plan(s) for the North West Brampton Urban Development Area, that a joint study by Brampton, Mississauga and the Region of Peel be undertaken to review plans for both roads and transit across the entire Brampton/Mississauga boundary to ensure that the transportation plans of all three jurisdictions, both roads and transit, are integrated. In addition, as part of the secondary plan process for North West Brampton, a further review of transportation impacts should be undertaken.
7. That a copy of the report titled "*Proposed Regional and Brampton Official Plan Amendments - North West Brampton Urban Boundary Expansion*" dated April 18, 2005 from the Commissioner of Planning and Building be forwarded, by the City Clerk, to the Region of Peel, the City of Brampton, the Town of Caledon, and Credit Valley Conservation.

REPORT SUMMARY:

The following is a summary of the background and key issues pertaining to ROPA 15:

- On March 10, 2005, the Region of Peel received an application from the City of Brampton to amend the Regional Official Plan to extend the regional urban boundary to include North West Brampton;
- Growth forecast studies prepared by Brampton have concluded that full build-out of Brampton's greenfield lands will occur

between 2015 to 2023, and, if North West Brampton is added, between 2023 to 2028. The forecasts indicate that an expansion to the urban boundary in the Region of Peel will be needed to accommodate future growth. However, while it appears that North West Brampton may well be required to accommodate growth demands, this report concludes that it is premature to include the lands within the urban boundary and to revise the population and employment forecasts in the Regional Official Plan at this time, until the following are addressed:

- development capacity, within the existing built-up area and on remaining greenfield lands, needs to be determined and assessed in the context of the Provincial Policy Statement;
 - finalization of the Draft Growth Plan for the Greater Golden Horseshoe so that its requirements can be addressed and implications for the rest of the Region of Peel can be assessed;
 - revised growth forecast studies now underway in Caledon and Mississauga are completed; and,
 - further analysis and mitigation of the environmental, financial, and transportation impacts in Mississauga;
- The new Provincial Policy Statement, which came into effect on March 1, 2005 and the Provincial Greenbelt Plan, which came into effect on December 16, 2004 apply to the proposed amendment;
 - The Region of Peel, acting on behalf of the Province as the approval authority, is responsible for protecting Provincial interests by ensuring that the proposed amendment is consistent with the Provincial Policy Statement, the Greenbelt Plan, and the directions of the Draft Growth Plan for the Greater Golden Horseshoe;

- If the Draft Growth Plan for the Greater Golden Horseshoe is approved in its present form, consideration of ROPA 15 would be premature until a Sub-Area Growth Strategy for the Greater Toronto Area -Hamilton Sub-Area is prepared and approved;
- Brampton's studies project significant traffic increases along the Brampton/Mississauga boundary by 2021 without the urban boundary expansion in North West Brampton. Expansion of Brampton's urban boundary will significantly increase traffic travelling south to access Highways 407/401 and increase traffic on Mississauga's road network, and
- Unless adequate financial arrangements are made pertaining to the costs of transportation improvements and the costs of mitigating downstream impacts (such as flooding, erosion control, water quality) in Mississauga ROPA 15 will have a negative financial impact on Mississauga.

BACKGROUND:

Regional Council, on April 14, 2005 considered the attached report (Appendix 1) titled "*Planning Policy and Research - City of Brampton's Application To Amend The Regional Official Plan To Extend The Regional Urban Boundary To Include The Lands In North West Brampton*" dated April 6, 2005 from the Regional Commissioner of Planning and adopted the following:

"That the draft amendment to the Regional Official Plan (ROP) submitted by the City of Brampton to have the Regional Urban Boundary extended to include the North West Brampton Lands be circulated to appropriate agencies and to the City of Brampton, Town of Caledon and City of Mississauga for their review and comments;

And further, that the statutory public meeting to present the draft amendment to the Regional Official Plan for Northwest Brampton be held at a special meeting of Regional Council immediately prior to the General Committee meeting scheduled for May 19, 2005".

The recommendations of this report have been prepared within the context of the new Provincial Policy Statement (PPS), which this proposal "shall be consistent with". The Region of Peel, in the context of North West Brampton, is required by the PPS, among other matters, to review and allocate growth projections to area municipalities, utilize opportunities to accommodate growth through intensification and redevelopment, consider alternative directions for growth, and determine how best to accommodate this growth while protecting provincial interests.

This report contains comments from Transportation and Works, Community Services, Legal Services, Finance and the Planning and Building Department.

PRESENT STATUS:

A statutory public meeting to present the draft amendment to the Regional Official Plan for North West Brampton is scheduled for May 19, 2005.

COMMENTS:

1. Background

The Brampton Official Plan, approved in March, 1997, added over 9 712 ha (24,000 acres) to the City's urban area. The only lands not within the Brampton urban boundary are approximately 2 400 ha (6,000 acres) located at the northwest corner of the City bounded by Mayfield Road to the north, Mississauga, Creditview and McLaughlin Roads to the east, the Credit River to the south and Winston Churchill Boulevard to the west. These lands are referred to as the "Potential Expansion Area" (see Figure 1 - Appendix 1).

On March 8, 2000 Brampton City Council directed staff to initiate a review of the urban boundary and prepare the necessary background studies for the lands located in North West Brampton. On August 2, 2002, Brampton City Council endorsed a two-stage planning process for the North West Brampton lands. Phase 1 required three background studies to determine: the long term Regional and City-wide need for

employment and residential lands; the quality of the shale resource for extraction; and the broad transportation and infrastructure requirements to accommodate future growth. These initial studies were completed prior to proceeding with remaining studies required to address the criteria in Section 7.9.2.8 of the Regional Official Plan (ROP) for amending the 2021 Regional Urban Boundary. Based on the findings of the three studies, in December 2002, Brampton City Council directed staff to initiate the following Phase 2 Studies: Environment and Open Space; Agriculture; Municipal Finance; and Servicing.

In addition to these Phase 2 studies, the Phase 1 transportation study was expanded to assess the feasibility of a potential North-South transportation corridor in the West Brampton/East Halton Area. This study was coordinated by the City of Brampton and the Ministry of Transportation. Brampton also undertook another transportation study to update the Phase 1 study based on the Brampton Transportation and Transit Master Plan findings and to examine the extent of development possible without the North-South Corridor.

On March 10, 2005, Brampton City Council directed that an application be submitted to the Region to amend the ROP to extend the Regional Urban Boundary to include the North West Brampton lands and to designate all of it as part of the Region's Urban System. Brampton's proposed amendment to the ROP is appended to this report as part of Appendix 1.

A copy of the March 7, 2005 report prepared by Brampton's planning staff which describes in detail the studies the City carried out and the process the City followed is appended to this report as Appendix 1, for information.

2. Regional Official Plan Amendment

Regional Council on April 14, 2005 considered an application by the City of Brampton, received by the Region of Peel on March 10, 2005, to amend the Regional Official Plan (ROP).

The application proposes to extend the 2021 Regional Urban Boundary to include the North West Brampton lands and to change the planning horizon from 2021 to 2031 and amend the population and employment growth forecasts for this period.

Regional staff reviewed the documents submitted by Brampton with its application to amend the ROP and have prepared Draft Amendment Number 15 to the ROP, attached with Appendix 1.

3. Brampton Official Plan Amendment

The proposed urban boundary expansion will also require an amendment to the Brampton Official Plan, which designates most of the subject lands "Agricultural". On March 21, 2005 the Planning, Design and Development Committee of Brampton Council held a public meeting to amend the Brampton Official Plan to expand the current urban boundary to include the area commonly known as North West Brampton.

The City of Brampton has been engaged in urban boundary expansion studies since March 2000. Urban boundary expansion is being contemplated at this time to facilitate and protect for the long range planning for the infrastructure needed to service development in Brampton and to protect the City from the potential of incompatible land uses in this area of the municipality.

The Brampton draft official plan amendment does not propose the release of lands for development approval or determine land use designations at this time. The proposed amendment sets the framework for the eventual phased development of the subject lands through a six-stage planning process.

The purposes of the 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 of residential and employment lands; 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.

A six-stage planning process has been approved by Brampton City Council that must be realized prior to the release of development in North West Brampton. This includes an environmental planning process which calls for an integrated sub-watershed study and the establishment of a natural heritage system for North West Brampton in the Official Plan as the first step in planning approvals.

The adjustment of the urban boundary is not intended to facilitate the release of additional development lands in any specific timeframe and will be subject to Brampton's on-going growth management practices.

4. Implications for Mississauga

Given that the expansion lands are remote from Mississauga, there are no direct land use impacts on Mississauga of expanding the urban boundary to include North West Brampton. Impacts on Mississauga may include the following:

- Urban Growth and Demand for Intensification;
- Increased traffic;

- Financial, (with respect to Mississauga's contribution to the Regional budget); and,
- Environment, particularly downstream impacts, storm drainage and erosion in the Credit River and Fletcher's Creek.

(a) Urban Growth and Demand for Intensification

Hemson Consulting Ltd. was retained to prepare growth forecasts for the City of Brampton. In conjunction with Dougan & Associates, Hemson prepared the report titled "*Employment and Residential Land Demand Forecast*" dated May 10, 2002. In a letter dated October 21, 2004, Hemson provided an updated forecast report which provided low and high growth scenarios in addition to the medium (reference) growth scenario.

(i) Existing Capacity

The reports found that within the current urban boundary Brampton has the capacity to develop to a population of about 600,000 persons and an employment base of about 265,000 positions. The growth forecast scenarios considered varying build-out rates based on assumptions regarding land supply in adjoining municipalities, economic conditions and provincial and municipal planning environments. Based on the growth scenario, Brampton would achieve build-out between 2015 and 2023. The recent development cap approved by Brampton City Council is within the range of annual building permits considered in the growth forecast scenarios.

(ii) Intensification Assumptions

The growth forecasts considered intensification in the order of approximately 10,000 ground-related units in Mississauga and 2,500 ground-related units in Brampton over and above secondary plans targets. It was also assumed that employment

densities in Brampton would increase to 37.5 employees per net ha (15.2 employees per net acre) from the current level of 30 employees per net ha (12.1 employees per net acre).

(iii) Region of Peel Forecasts and Demand Beyond the Existing Urban Area

Based on the Brampton reports, the 2031 forecast growth for the Region of Peel is to a total population of 1,530,000 persons and to a total employment of 855,000 positions. This includes the demand for approximately 110,000 persons or 35,000 housing units which cannot be accommodated on lands designated for urban residential development. With regard to employment, there are approximately 25,000 employment positions that cannot be accommodated on lands designated for employment uses.¹

Subsequent to the preparation of the growth forecasts for the North West Brampton urban boundary expansion, Hemson Consulting Ltd. was retained by the Province to prepare growth forecasts for the Greater Golden Horseshoe. The results were released in January 2005 in the report titled "*The Growth Outlook for the Greater Golden Horseshoe*". That study projected a 2031 Peel population of 1,640,000 and employment of 870,000.² Therefore, based on Hemson's Study for the Province, demand for urban development in the Region of Peel beyond the existing urban boundary, is in the order of 110,000 persons and 15,000

¹ There are also approximately 15,000 population related employment positions forecast, however, these positions would be accommodated within the areas designated for residential development and include uses such as retail commercial, education and entertainment. Some of these uses (e.g., municipal government employment positions) would support the larger population base but occur within the existing urban boundary.

² Based on the "compact" scenario. The "current trends" scenario also forecast a population of 1,640,000 and a slightly higher employment of 880,000. The "more compact" scenario which directed more growth to established urban areas such as Toronto, forecast a Peel population of 1,610,000 and employment of 860,000.

employment positions more than forecast in the studies prepared for the City of Brampton.³

However, this additional growth will not necessarily translate into demand for additional greenfield lands as the Province is promoting higher densities of development on greenfields already within the urban boundary and intensification of existing built-up areas.

(iv) Land Use Options

The report titled "*Analysis of Land Use Options*" by Hemson Consulting Ltd. and Dougan and Associates, dated May 10, 2002, found that there were approximately 2 400 ha (6,000 ac) of land in North West Brampton, the majority of which is in agricultural use. Once lands with major existing uses and environmental features are removed, an estimated 1 920 ha (4,740 ac) of land have development potential. Three development scenarios for North West Brampton were developed and evaluated.

Scenario 1 assumed the entire area would be developed for residential uses and would result in 114,000 persons, (35,500 housing units) and 8,000 employment positions. All employment positions would be population-related positions. Based on the forecasts prepared for Brampton, this scenario meets all the residential demand beyond the existing Peel urban boundary.⁴

³ Development potential beyond the existing urban boundary has been an issue for a number of years. In the 1998 growth forecasts prepared for the cities of Brampton and Mississauga and the Region of Peel, the forecasts indicated capacity for an additional 82,000 persons, 26,000 housing units 33,000 employment positions by 2031. The 2003 Mississauga Growth Forecasts projected approximately 130,000 persons, 43,000 housing units and 30,000 employment positions that cannot be accommodated within the existing urban boundary. The land supply estimates for Mississauga do incorporate some intensification potential; however, it is not known to what extent intensification potential for the balance of the Region of Peel has been studied. Further, Mississauga is currently conducting an intensification study that will supplement work done for the 2003 Growth Forecasts.

⁴ Based on the forecasts prepared for the Province, surplus demand in the order of approximately 106,000 persons would still exist. Scenarios 2 and 3 also do not consider the additional growth in the Province's forecast.

Scenario 2 assumed 850 ha (2,100 ac) of employment land uses, a population of 51,000 persons, (16,000 housing units) and 34,000 employment positions. Based on the forecasts prepared for Brampton, this scenario would provide for all of Peel's excess employment land demand and about half the excess residential demand.

Scenario 3 assumed 425 ha (1,050 ac) of employment land uses, a population of 82,000 persons, (25,800 housing units) and 21,000 employment positions. Based on the forecasts prepared for Brampton, this scenario would provide for about half the excess employment land demand and about 75% of the excess residential demand.

The scenarios were evaluated against seven qualitative criteria⁵. Scenario 1 was rejected because it provided a poor land use mix and would lower the City's population to employment ratio to an unacceptable level. Scenario 2 provided the best net fiscal benefit, however, it was thought to provide an unrealistically high amount of employment land, a large portion of which would probably remain undeveloped.

Scenario 3 was selected because in Brampton's view, it provided a good mix between residential and employment uses and a marketable amount of employment lands. It was noted that the viability of the employment lands will be highly dependent on a high capacity arterial road to Highway 407.

(v) Draft Provincial Growth Plan

As noted previously, the Draft Growth Plan prepared by the Province projects a population of

⁵ The seven criteria were 1) mix of land uses 2) ability to meet housing demand 3) ability to meet employment land demand, 4) ability to provide regional services, 5) ability to provide city services, 6) ability to preserve

1,640,000 and employment of 870,000 for Peel by 2031. The growth between 2001 and 2031 is in the order of 610,000 persons, (230,000 housing units) and 340,000 employment positions.⁶

The Plan requires that 40% of new growth be provided by intensification of the existing built-up area leaving 60% for greenfields. For Peel as a whole, this means approximately 244,000 persons, (92,000 housing units) and 136,000 employment positions to be provided within the existing developed land area. The balance of new growth - 366,000 persons, (138,000 housing units) and 204,000 employment positions – could occur on greenfield lands. It should be noted that greenfields include lands within the existing designated settlement area (i.e. within the existing urban boundary) that have not yet developed for urban land uses.

Based on Brampton's share of the Region's total dwelling units⁷, Brampton would be required to provide for almost 30,000 units through intensification. The forecast study prepared for Brampton indicated that, in addition to the population targets in the secondary plans, approximately 2,500 ground-related units will be achieved through intensification. This intensification number is far short of the target in the Draft Growth Plan. It is assumed that some high density units would also be available for development within the built-up area and some of the planned growth within existing developed areas may also be considered as intensification growth.

environmental features, and 7) impact on municipal finances, i.e. minimize total capital cost, maximize recoverable costs through development charges and minimize on-going operating costs.

⁶ *Based on the "compact" scenario.*

⁷ *According to the 2001 Census of Population, Brampton had 98,753 of the Region of Peel's 313,650 dwelling units which represents 31% of the total. 31% of the estimated 92,000 intensification units to be provided in the Region of Peel) is 28,520 units.*

However, no data were provided and it is not known if adequate intensification opportunities to meet the requirements of the Province's Draft Growth Plan will be available. Intensification requirements not provided for in Brampton would place additional pressure on the rest of Peel, largely Mississauga, to accommodate.

The Draft Growth Plan also establishes a density target totalling 50 persons and jobs per gross ha (20 per gross ac) for greenfield lands. Brampton's selected land use scenario (Scenario 3 for North West Brampton) would accommodate 82,000 persons and 21,000 employment positions for a total of 103,000 persons and jobs. The total area of North West Brampton is 2,400 gross ha (6,000 gross ac) which would result in a density of 43 persons and jobs per gross ha (17 per gross ac) which does not achieve the Draft Growth Plan target. Greenfield growth not accommodated in Brampton will place additional pressure on the Town of Caledon to include lands within the urban boundary and/or expand Rural Service Centres.

The Province's Draft Growth Plan is not yet in effect. Further, some elements of the Plan need clarification (e.g., does the definition of gross land area include major environmental features) or may change. However, it is anticipated that the Plan will be finalized and be in effect this year, possibly as early as June. At that time, the municipalities in the Region of Peel will be required to comply with its provisions. The studies prepared in support of the North West Brampton urban boundary expansion do not indicate how the Province's Draft Growth Plan's requirements would be addressed.

(vi) Intensification Studies

Mississauga is currently conducting a study of intensification opportunities within its residential communities. This will supplement previous work undertaken for the 2003 Growth Forecasts. There are no references in the background studies to intensification opportunities in the Town of Caledon. Until there is a more complete understanding of housing opportunities within the existing urban area, the amount of land and the mix of uses on lands to be included within the urban boundary are not known.

(vii) Caledon Urban Area

C.N. Watson and Associates Ltd. have been retained to prepare new growth forecasts for the Town of Caledon. The catalyst for the study is the growth occurring in Bolton which has already achieved its 2021 projected population and has little land remaining for development. The study which will identify remaining development opportunities within Bolton may result in recommendations to designate additional lands for urban development, particularly in the Bolton and Mayfield West areas. Completion of Caledon's study is expected late 2005/early 2006.

The proposed North West Brampton expansion and the Caledon study are being conducted independently and it is not known if overall demand for new greenfield lands will be accommodated and how servicing for these areas may best be provided.

(viii) Mississauga Growth Forecast Update

Mississauga's latest growth forecasts were prepared in 2003. The next comprehensive growth forecast review is scheduled for 2007/2008. This timing allows for the use of 2006 census data and input

into the City's next Development Charges By-law Review.

However, a limited update is being undertaken at this time to recognize the high rates of development that have occurred in the past several years, particularly in City Centre; to update land supply information and assumptions; and to provide input into the next Region of Peel Development Charges By-law Review. Revised forecasts should be available by the fall of this year. These updated forecasts will also be reflected in the Mississauga Plan amendment scheduled for later this year.

(ix) Region of Peel Official Plan Amendment

In support of their application to expand the urban boundary, Brampton staff prepared a draft official plan amendment to the Region of Peel Official Plan (ROP). That amendment changes the planning horizon of the ROP from 2021 to 2031. Included in the amendment is a revised population and employment forecast table with projections to 2031, as shown below.

Year	2011		2021		2031	
	Population	Employment	Population	Employment	Population	Employment
Brampton	510,000	228,000	640,000	290,000	687,000	323,000
Caledon	67,000	26,000	84,000	33,000	84,000	33,000
Mississauga	681,000	439,000	716,000	473,000	745,000	486,000
Total	1,258,000	693,000	1,440,000	796,000	1,516,000	842,000

The 2031 population and employment forecast for Brampton is slightly higher than indicated in the background studies prepared by Hemson.⁸ The figures for Caledon show no growth between 2021

⁸ Hemson's 2004 update provided the following 2031 forecasts: Low Scenario – Population 661,600 Employment 277,400; Medium (Reference) Scenario – Population 680,800 Employment 321,000; High Scenario – Population 682,000 Employment 330,500. The figures included in the proposed ROP amendment are consistent with the 2031 forecast in the document titled "Brampton Growth Management Program: Development Outlook Report, Part I Final Report 2004 Edition".

and 2031 and do not reflect Caledon's current growth forecast study and possible expansion of lands available for urban development.

The Mississauga figures are from the 2001 Interim Growth Forecasts. Mississauga's most recent growth projection is the 2003 Growth Forecasts⁹ and, as indicated above, an update to the forecasts is currently being prepared.

Given that new forecasts are currently being prepared by Mississauga and Caledon, it is premature to amend the population and employment forecasts in the Regional Official Plan. We note that the 2011 population forecast of 681,000 for Mississauga as shown in the table accompanying the amendment has already been exceeded with Mississauga's present population estimated to be 695,000 persons.

(b) Transportation Planning

- (i) Overview of Transportation Planning Studies
Transportation and Works staff have participated as a member on the Steering Committees/Technical Advisory Committees for a number of the transportation background studies leading to Brampton's application to amend the Regional Official Plan to extend the regional urban boundary to include the lands in North West Brampton.

⁹ The 2003 Mississauga Growth forecasts are as follows:

2011		2021		2031	
Population	Employment	Population	Employment	Population	Employment
721,800	469,300	734,600	485,200	744,100	486,600

Note: The population figures include the census undercount. Without the census undercount the population projections for 2011, 2021 and 2031 are 693,100, 705,300 and 714,500, respectively. The employment forecasts are not affected by the census undercount.

(ii) North West Brampton Transportation Infrastructure Review

The purpose of the 'North West Brampton Transportation Infrastructure Review' was to recommend the transportation infrastructure and preliminary servicing needs required to support the development of the proposed urban expansion. The study was originally initiated in 2001 and a preliminary draft report, dated September 2002, was prepared and submitted to the Steering Committee. After evaluating a wide range of transportation network options, the study concluded that a fully-expanded arterial road network in Brampton and Halton Hills, together with expansions of existing provincial highways (401, 407 and 410) and improved public transportation, would not provide sufficient capacity to accommodate the combined growth in cross-boundary through traffic and new traffic generated by future development in west Brampton, including the North West Brampton Expansion Area.

The study also concluded that a new North-South, high-capacity multi-modal transportation corridor in the western part of Brampton, along with an expanded arterial road network, including the proposed Bramwest Parkway, will be required to serve cross-boundary through traffic and support the North West Brampton Expansion Area and other new growth areas in Brampton.

(iii) Strategic Transportation Direction Study 2002

A separate independent study by the MTO, "Strategic Transportation Direction Study 2002", also identified the need for a possible North-South, multi-modal transportation corridor in the west Brampton/east Halton area, linking a proposed new East-West corridor, north of Mayfield Road, with Highways 401 and 407.

(iv) North-South Transportation Corridor Study Final Report – September 2003

Based on the North West Brampton Infrastructure Study and MTO Study, the MTO and City of Brampton initiated a joint study to assess the feasibility of a North-South, multi-modal transportation corridor in west Brampton/southeast Halton Hills, before finalizing the conclusions and recommendations of the North West Brampton Infrastructure Study.

The joint study concluded that there are technically feasible options for the North-South, multi-modal corridor between Highways 401/407 and Mayfield Road in Brampton, and a corridor generally between Winston Churchill Boulevard and Heritage Road was subsequently protected by Brampton. Details of the study and the protected corridor are found in the North-South Transportation Corridor Study Final Report – September 2003).

(v) Transportation and Transit Master Plan (TTMP)

Soon after the completion of the North-South study, Brampton initiated a Transportation and Transit Master Plan (TTMP) which was completed in 2004. With regards to transportation network improvements in west Brampton, the TTMP also identified a North-South corridor to be protected along the Halton Hills/ Brampton boundary, based on projected capacity deficiencies by 2031.

(vi) Northwest Brampton Transportation Infrastructure Study

With the completion of these various studies by fall 2004, Brampton carried on to complete/expand the analysis for the initial North West Brampton Transportation Infrastructure Study and prepare the final report. By this time, the population and employment forecasts had shifted significantly for various west Brampton secondary plan areas, and it

was judged to be prudent to revise some of the alternative network modelling and analyses based on these revised forecasts before finalizing the report and recommending a final set of network configurations for further consideration.

The study re-examined network options with and without the North-South Highway and incorporated the latest land use forecasts, the latest secondary plan information, and the recommendations of the TTMP study and the North-South Transportation Corridor Study. The results of the updated technical analysis show that network options with a North-South Highway should be carried forward to a future Individual EA that will be required for the North-South Highway and the Bramwest Parkway.

(vii) Transportation Impacts

As participants on the TTMP Study, Transportation and Works staff raised concerns with some of the proposals for Brampton's future road network. Of concern was Brampton's proposed 2031 Road Network, which identified Kennedy Road, Torbram Road, Bramalea Road and Goreway Drive as 6 lanes at the Brampton/ Mississauga boundary. Mississauga staff expressed concern with these lane configurations at the boundary and suggested that these roads be limited to 4 lanes, to be consistent with Mississauga's Official Plan, avoiding any bottlenecks at the boundary. It was suggested that any 6-laning should be terminated at an interchange with Highway 407 or Steeles Avenue. These concerns have been acknowledged in the TTMP final report.

In addition Brampton is currently carrying out a Class EA for the widening of Kennedy Road from Steeles Avenue south to the Mississauga boundary including a review of a 6-lane option, even though

Kennedy Road within Mississauga's Official Plan is currently planned to be a four lane road.

Brampton's TTMP study projected significant traffic increases along the Brampton/Mississauga boundary by 2021 without the urban boundary expansion in North West Brampton. Brampton's transportation analysis indicates that expansion of Brampton's boundary will significantly increase traffic travelling south to access Highways 407/401 and increase traffic on Mississauga's road network. Consequently, prior to the development of any secondary plans, including land use designations in North West Brampton, a joint study by Brampton, Mississauga and the Region of Peel should be undertaken to review plans for both roads and transit across the entire Brampton/Mississauga boundary to ensure that the transportation plans of all three jurisdictions, both roads and transit, are integrated. In addition, as part of the secondary plan process for North West Brampton, a further review of transportation impacts should be undertaken.

(c) Financial Impacts

(i) Summary of Study Method

Hemson Consulting Limited (Hemson Consulting) was engaged to prepare a financial evaluation of the North West Brampton urban boundary expansion.

The evaluation was largely driven by determining the necessary capital requirements (including ongoing future capital maintenance costs). The capital costs were analysed to determine which portion would be born by the developers versus city paid. Added to these costs were the associated net operating costs. The total costs were estimated on an annual basis and compared to the increased taxes

generated through the expansion. For comparison purposes, all costing was based on 2004 figures and taxes.

The construction of a high capacity arterial road from Highway 407 to North West Brampton, estimated at a cost of \$280 million, has been excluded from the financial analysis. The April 6, 2005 Region of Peel Corporate Report states that "Staff consider funding of the Transportation Corridor to be cost neutral based on the assumption that it would be either fully funded by the Province or through Regional or area municipal DC Charges." As stated in the report "*North West Brampton Financial Evaluation – Phase 1, April 2005 (Hemson Consulting Limited)*," this road would represent 'a significant capital expenditure when compared against the total City and Region road related program that is estimated to be funded from development charges to build-out (estimated at nearly \$1.3 billion).' Given the scale and cost of this road, the assumption that it will be 100% funded from no-tax source may be overly simplistic because developers often argue that even new roads give some benefits to the existing community.

(ii) Potential Financial Impacts

The review of the financial evaluation has identified the following concerns:

With respect to Regional impact, the Region of Peel corporate report states that "all scenarios identify a marginal impact at full development. However, Scenario 3, which represents the most balanced of the three scenarios, would require a Region-wide tax increase of about 1.2% at full development..."

The Hemson Report, April 2005, states that increases to the Regional development charges

would need to increase and "would put additional financial pressures on new development throughout the Region". The analysis shows that the Regional development charges would need to be increased between 1% to 6% for roads, 5% to 11% for water services and 7% to 13% for wastewater services. Consequently, the Region's development charges should be increased to ensure that tax impacts are minimized.

For water and waste water services, the average cost per cubic metre for pumping costs was used in preparing the analysis, but the actual pumping costs may be higher "due to such items as higher pumping costs for these pressure zones".

With respect to wastewater, the April 6, 2005 Region of Peel Corporate Report states "the existing gravity sanitary truck sewer system within the Fletcher's Creek sewershed and the West Credit sewershed can be extended to service the North West lands using the valley alignment option". In the Hemson Report, April 2005, Table 12 – Wastewater Capital Cost for North West Brampton and Impact on Development Charges, includes 2 items that should be carefully reviewed for environmental and other impacts on Mississauga – namely Clarkson Outfall - \$5,390,000 and Fletcher's Creek Trunk Twinning - \$1,840,000.

As the water eventually flows to Lake Ontario, Mississauga needs to carefully evaluate the impact of any up stream changes to the storm sewer system. These potential cost impacts are not included in the Mississauga Development Charges By-law, nor could they be, since there is no mechanism to capture the upstream growth impacts in Brampton on Mississauga's storm water projects. Adequate financial arrangements will need to be

made to compensate Mississauga for the cost of storm water management projects in Mississauga resulting from the development of North West Brampton.

(d) Environmental Planning

City of Mississauga staff have discussed the environmental implications of the proposed urban boundary expansion with Credit Valley Conservation (CVC) staff who stated they have serious concerns with the lack of strong environmental policies and requirements for North West Brampton.

(i) Greenbelt Plan

The southern boundary of the North West Brampton lands is the Credit River Valley. This portion of the Credit River is within the Provincial Greenbelt Plan, and, therefore, governed by the *Greenbelt Act* and Greenbelt Plan. Although the Region's and Brampton's reports discuss the *Greenbelt Act* and Greenbelt Plan, the boundary of the Greenbelt is not shown on any schedules or referenced in either the proposed Official Plan Amendments or the supporting studies.

Since the *Greenbelt Act* and the policies in the Greenbelt Plan are in effect, and were in effect at the time the Official Plan Amendment was filed, the limits of the Greenbelt should be defined and identified on the schedules of the ROPA. In addition, Section 3.4.2.3 of the Greenbelt Plan states that "Settlement areas outside the Greenbelt are not permitted to expand into the Greenbelt". The Region is hiring a consultant to determine whether or not the proposed ROPA to extend the urban boundary is consistent with the PPS; this analysis should also determine if the boundary expansion is consistent with the Greenbelt Plan and *Greenbelt Act*.

(ii) Defining the Natural Heritage System

The Environmental Open Space Study, dated March 2005 (Dougan and Associates et al) provides a general overview of the natural heritage system in North West Brampton and discusses, at a preliminary level, impacts from development and appropriateness of land uses. Figure 2.5.4, "Proposed Environmental Features Schedule D" of the study provides a recommended natural heritage system for the ROPA.

This is not a complete picture of the natural heritage system, it is simply an overview. Through extensive discussions between Credit Valley Conservation (CVC) and Brampton, it was agreed that, for the purposes of the North West Brampton urban expansion OPA, the schedules would not show the natural heritage system or any land use designations as they cannot be determined at this level of study and to avoid providing misleading information.

The proper assessment of the natural heritage system and the determination of the land uses will be achieved through the subwatershed studies at the secondary planning stage. Since Mississauga is downstream of Brampton and is at the receiving end of impacts from development, it is critical that Brampton manage the natural heritage system, the type of development and the appropriate methods of development control (e.g. stormwater management) be managed in a sustainable manner that will not have negative implications to Mississauga.

The Environmental Open Space Study, dated March 2005, has yet to be reviewed by CVC, who are the technical agency experts. CVC has indicated that they have serious concerns related to the "when and how" of development in North West Brampton. As

such, the policies contained within the ROPA and Brampton's Official Plan Amendment must ensure that the process following adoption of the OPAs will be appropriately managed.

(iii) Stages of Planning Approvals

The proposed Brampton OPA, Section 4.15.3, states that prior to development occurring in North West Brampton, six stages of planning approvals must be realized.

Brampton proposes that the stages be conducted in the following order:

- establish natural heritage system for North West Brampton in the OP;
- establish general land use designations in the OP;
- prepare integrated subwatershed study to establish natural heritage system. Subwatershed Study must be approved prior to adoption of a secondary plan;
- adopt secondary plan;
- adopt block plan; and
- all other related growth management considerations.

The order of the stages is not consistent with the recommendations of the Environmental Open Space Study and widely accepted Environmental Management practices as they relate to the land use planning process. In addition, both CVC and Mississauga staff are of the view that monitoring, as discussed further below, needs to be added to the stages. The stages should, therefore, be changed as follows:

- collection of at least 5 years of monitoring data;
- prepare integrated subwatershed study;

- define natural heritage system based on subwatershed study;
- establish land use designations;
- adopt secondary plan;
- adopt block plan;
- all other related growth management considerations; and
- long term monitoring program.

(iv) Monitoring

The CVC requires the collection of at least five years of monitoring data prior to completion of the subwatershed studies. Through the Fletcher's Creek Monitoring Program, which was initiated by Mississauga and subsequently undertaken by CVC, Mississauga and Brampton, it is clear that degradation of water quality and quantity is occurring in spite of the use of Best Management Practices.

Three years ago, the CVC initiated the Brampton Effectiveness Monitoring Program with financial support from the Region of Peel. The Monitoring Program assesses the effectiveness of past Best Management Practices in order to evaluate the need for modified or alternate Best Management Practices to improve water quality and quantity. Three years of monitoring have been completed to date and therefore at least two years remain.

Completion of the Monitoring program is critical to Mississauga for assessing downstream impacts and setting appropriate environmental targets. The collection of at least five years of data from the Brampton Effectiveness Monitoring Program must, therefore, be completed prior to the finalization of the subwatershed studies; the designation of the

natural heritage system; and establishment of land use designations.

(v) Subwatershed Studies

Terms of reference for the subwatershed studies that are included in the Environmental Open Space Study were developed by the consultants retained by Brampton. CVC is the key technical stakeholder in the subwatershed planning process and, in our view, needs to be involved in the establishment of the terms of reference. However, CVC was not involved in the development of the terms of reference provided in the Environmental Open Space Study. In addition, adjacent municipalities potentially affected by either downstream or upstream impacts, such as Mississauga, should be involved in the subwatershed planning process, including the preparation of the terms of reference. The terms of reference, therefore, should be reviewed and approved by a steering committee which includes CVC and adjacent municipalities, including Mississauga.

Section 4.15.4 of the Brampton OPA states that the environmental planning process for North West Brampton shall generally be undertaken in accordance with Figure 1 and Section 4.15.3 (the six stages) and that Figure 1 can be modified without amendment to the Plan. However, CVC staff indicated they have serious concerns with Figure 1 and the proposed six stages of planning approvals. It should also be noted that Figure 1 is specific to the Mount Pleasant lands. However, Section 4.15.4 refers to all of North West Brampton. Figure 1 should, therefore, not be specific to Mount Pleasant, but should address all the subcatchment areas in North West Brampton and should be amended to satisfy CVC requirements.

(vi) Other Environmental Studies

The Environmental Open Space Study also recommends including specific studies and plans:

- conceptual fisheries compensation plan; and
- source protection plan.

It is not clear at what stage these studies would take place. For example, should they be part of the integrated subwatershed planning process or do they need to take place prior to subwatershed studies commencing? Clarification should be provided as to what stages these studies are required, prior to adoption of the OPA.

CVC has completed or is currently undertaking several studies on the Credit River. As such, the North West Brampton Study Area should adhere to the recommendations of these reports. For example, the CVC is currently undertaking the Credit River Flow Management Study for the assessment of stormwater quantity controls within the Credit River watershed. Therefore, the subwatershed studies will need to take into account flood control requirements which reflect the recommendations of the Credit River Flow Management Study.

Section 3.2.1.1 (Hydrology – Flood Control & Erosion Control) of the Environment Open Space Study, notes that the future subwatershed studies for the North West Brampton Study Area would have to ensure no negative downstream impacts. It is uncertain as to the true implication of 'no negative downstream impacts' and how this can accurately be measured. It is also unclear as to what mechanisms are available to ensure that this is properly monitored and any problems rectified. A clear long

term monitoring program should be included in the subwatershed studies.

Section 2.1 of the Environmental Open Space Study identifies potential significant groundwater recharge and discharge areas which form a large percentage of Catchments 1, 2, 3 and 4 as presented in Figure 2.1.2 of the study. Section 3.1 assesses the impacts to ground water resources due to development by relating 'significance' to an area basis, and sensitivity (to impacts) to the ability to mitigate impacts with Best Management Practices (BMPs). The potential BMPs identified include the importation of water and induced infiltration through permeable sand and gravel units but CVC staff have stated that no guidance has been provided as to where the additional water will be imported from. In addition, it is noted in the report that the permeable sand and gravel units may be discontinuous, and thus may not be able to provide a pathway for induced infiltration.

Given that the characterization of the ground water resource was based on literature review and field observations from the aquatic characterization, CVC staff have stated that the evaluation in Table 3.1.1 may not be sufficiently conservative and the conclusion that the Development Impact Rating is Low for all catchments may not be accurate. As the failure to maintain recharge rates may result in reduced stream baseflows and increased runoff, the Environmental Open Space Study should sufficiently demonstrate that the impacts to ground water recharge rates can be successfully mitigated prior to the adoption of the ROPA.

The Environmental Open Space Study is general in defining the natural heritage system and this level of study cannot fully assess the potential impacts from

development. It is, therefore, critical that the subwatershed studies are conducted at the appropriate stages in the planning process (ie. completed prior to adoption of Secondary Plans) and that they incorporate all the necessary requirements.

CVC and Mississauga staff are of the view that the policies in the ROPA and Brampton's OPA lack clear and strong environmental direction. The ROPA and Brampton's OPA should be amended to include requirements for the various studies (e.g. monitoring, subwatershed planning, etc.) at the appropriate stages within the planning process.

(vii) Servicing – Water and Wastewater

The Preliminary Infrastructure Servicing Report, North West Brampton, dated August 2002, by Burnside Development Services, was prepared in support of the North West Brampton Transportation Study for the City of Brampton. This study was completed based on a preliminary assessment of physical and environmental constraints, and prior to the approval of the Class Environmental Assessment for the Credit Valley Sanitary Sewer Trunk Extension. In addition, the population and employment forecast has since been updated. Therefore, the analysis provided in that report may no longer be current. Any updated studies should be forwarded to Peel Region, CVC and Mississauga for review.

It is the City's understanding that the Region is currently undertaking a Master Plan servicing strategy review which includes the North West Brampton lands, an area that is not included in the current Water and Wastewater Master Plan. It is not clear how the inclusion of the North West Brampton lands will ultimately impact Mississauga from a water and wastewater infrastructure

perspective. Therefore, we recommend that Mississauga request a plan outlining the future changes required to the water and wastewater infrastructure through Mississauga, in support of the urban boundary expansion, be provided to Mississauga for review prior to any further consideration of the expansion.

In addition, the wastewater servicing assessment for the future West Trunk twinning south of Hwy 401 should be based on an alignment along the Creditview Road right-of-way, as noted in the July 2003 Addendum to the Environmental Study Report for the Class Environmental Assessment for the Credit Valley Sanitary Trunk Sewer Extension (May 2002) instead of its identified location, in accordance to the current Water and Wastewater Master Plan, within the Credit River Valley. This new alignment should also be shown on the forthcoming update to the Water and Wastewater Master Plan.

(viii) Analysis of Land Use Options

The report "Analysis of Land Use Options" by Hemson Consulting Limited and Dougan and Associates dealing with the land use options is dated May 10, 2002. The environmental information in the land use options analysis should be consistent with the final Environmental Open Space Study, dated March 2005. In fact, all the reports should be updated to take into account the most current environmental information.

Section III of the Analysis of Land Use Options report identifies that of the approximate 2 400 ha (6,000 acres) of land in North West Brampton, there could be approximately 1 920 ha (4,740 acres) available for development. This is based in the cursory overview of the environmental features and

does not include buffers or other areas that will have to be set aside, such as stormwater management facilities. Although the study is at a large scale and only provides estimates, it is important to note that they are not based on a complete picture of the environmental features to be protected. The subwatershed studies will identify further areas for protection.

5. Provincial Legislative and Policy Framework

(a) *Bill 26, Strong Communities (Planning Amendment) Act, 2004*

The City of Brampton's application is subject to Bill 26, *Strong Communities (Planning Amendment) Act, 2004*, which came into force on November 30, 2004. This Bill, among other matters, requires that planning decisions "shall be consistent with" the Provincial Policy Statement (PPS). Further, Bill 26 removes the right to appeal an official plan amendment initiated by an applicant that proposes either to alter an "area of settlement" boundary or establish a new "area of settlement". Specifically, appeals are removed where:

- a municipality refuses to adopt or makes no decision on a request to adopt an amendment, or,
- an approval authority refuses or makes no decision on an amendment.

The Act also removes the deadline of 65 days in which a municipality or planning board must hold a public meeting to consider an amendment to an official plan or comply with the alternative measures set out in the official plan. The Act also removes the right of appeal to the Ontario Municipal Board for failure to give notice of a public meeting.

(b) Provincial Policy Statement

Brampton's application to amend the Region of Peel Official Plan, to include all of the North West Brampton area as part of the Region's urban system, will be processed under the Provincial Policy Statement (PPS) that came into effect on March 1, 2005. Section 1.1.3.9 of the PPS states:

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:

- a. sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon;*
- b. the infrastructure and public service facilities which are planned or available are suitable for the development over the long term and protect public health and safety;*
- c. in prime agricultural areas:*
 - the lands do not comprise specialty crop areas;*
 - there are no reasonable alternatives which avoid prime agricultural areas; and*
 - there are no reasonable alternative on lower priority agricultural lands in prime agricultural areas; and*
 - 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.*

In determining the most appropriate direction for expansions to the boundaries of settlement areas or the identification of a settlement area by a planning authority, a planning authority shall apply the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

The requirement under the PPS for a comprehensive review of opportunities for intensification, redevelopment and designated growth areas being identified has not yet

occurred by the City of Brampton and Caledon at a local level, or by the Region of Peel on a Regional scale. Mississauga is currently undertaking a comprehensive review to identify appropriate areas where intensification and redevelopment potential exists.

According to the definition of "Comprehensive Review" in the new PPS, the Region, in the context of North West Brampton, would be required to review and allocate growth projections to area municipalities, utilize opportunities to accommodate growth through intensification and redevelopment, consider alternative directions for growth, and determine how best to accommodate this growth while protecting provincial interests.

To ensure that the proposal to amend the ROP to extend the urban boundary is consistent with the PPS and meets the applicable comprehensive review criteria, Regional staff has retained the services of a consultant to prepare a report to address this matter and that the report be completed by mid-June 2005.

Since, pursuant to Bill 26, planning decisions "shall be consistent with" the PPS, this review is fundamental to the consideration of this amendment. As this study is not available for the preparation of this report, Regional Council must satisfy itself that ROPA 15 is consistent with all applicable policies of the Provincial Policy Statement.

(c) Draft Growth Plan for the Greater Golden Horseshoe (GGH)

The Draft Growth Plan for the GGH recognizes that successful planning requires that development and infrastructure decisions must take place across municipal boundaries. At the same time, policies in one part of the Greater Golden Horseshoe may not be applicable to others. The role of the Draft Growth Plan is to provide

broad-level policies generally applicable throughout the Greater Golden Horseshoe with specific targets for implementation. Sub-area growth strategies (SAGS), which will be prepared by the Province jointly with municipalities and other stakeholders, will address variable interests, issues and challenges to implementing the plan. These strategies will meet the specific needs of the sub-areas. The Region of Peel is located within the GTA and Hamilton Sub-Area.

SAGS will establish the foundation for the intra- and inter-regional planning. They will be approved and incorporated as amendments to the Growth Plan. SAGS will assess the need for and phasing of increases to the amount of designated growth area in a municipality and may assess specific settlement area expansions. The Draft Growth Plan states that Settlement Area expansions will not be permitted prior to completion of a sub area growth strategy, except where:

- there is insufficient vacant land available to reasonably accommodate growth projected over the next five years, taking into account the growth forecasts and intensification targets of the Plan;
- the expansion makes available sufficient land for a time horizon not exceeding five years;
- all relevant requirements of the growth plan have been met; and,
- agreement has been obtained from both the Minister of Public Infrastructure Renewal and the Minister of Municipal Affairs and Housing.

Because the growth forecasts indicate that there is sufficient land to accommodate growth beyond the next five years, the proposed expansion would be premature, if the Draft Growth Plan is approved in its current form, until the SAGS for the GTA and Hamilton Sub-Area has been completed and approved by the Province. Although the Draft Growth Plan has not been approved, it clearly

defines Provincial direction with respect to boundary expansions. The Region of Peel, which is responsible for protecting Provincial interests, must satisfy itself that the Draft Growth Plan will not be compromised.

FINANCIAL IMPACT: The expansion of the urban boundary to include North West Brampton, if approved, will have a negative financial impact on Mississauga unless:

- Adequate financial arrangements are made to compensate Mississauga for mitigating downstream impacts (such as flooding, erosion control, and water quality) resulting from development of North West Brampton;
- Adequate arrangements have been made to ensure that no portion of the costs of the North-South Transportation Corridor will be funded from the Regional Tax Levy; and
- Regional Development Charges have been increased to cover 100% of all regional growth related costs for servicing both residential and non-residential development in North West Brampton.

CONCLUSION: Growth forecast studies have concluded that full build-out of Brampton's greenfield lands will occur between 2015 to 2023, and, if North West Brampton is added, between 2023 to 2028. Other background studies prepared by Brampton indicate that an expansion to the urban boundary in the Region of Peel is appropriate to accommodate future growth.

This report raises a number of issues related to the development of North West Brampton and its impacts on Mississauga and concluded that it is premature to include North West Brampton within the urban boundary until the following are addressed:

- development capacity, within the existing built-up area and on remaining greenfield lands in Peel, needs to be determined and reflected in the evaluation of ROPA 15;

- consistency with the Provincial Policy Statement;
- consistency with the Greenbelt Plan and *Greenbelt Act*;
- finalization of the Province's Growth Plan for the Greater Golden Horseshoe so that its requirements can be addressed and implications for the rest of the Region of Peel can be assessed;
- revised growth forecast studies underway in Caledon and Mississauga are completed and reflected in the Regional Official Plan and the evaluation of ROPA 15;
- mitigation of the environmental impacts on Mississauga, including flood control requirements, amendments to the Water and Wastewater Master Plan, and the preparation of subwatershed studies;
- further analysis and mitigation of transportation impacts on Mississauga; and,
- adequate financial arrangements to address storm water management, the North-South Transportation Corridor and Regional Development Charges.

ATTACHMENTS:

Appendix 1 – Regional Report – "*Planning Policy and Research City of Brampton's Application To Amend The Regional Official Plan To Extend The Regional Urban Boundary To Include The Lands In North West Brampton*" dated April 6, 2005 from the Regional Commissioner of Planning.

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building