

DATE: August 26, 2003

TO: Chairman and Members of the Planning and Development Committee

FROM: John Calvert, Acting Commissioner of Planning and Building

SUBJECT: **Status Report - Northwest Brampton Urban Boundary Review**
MEETING DATE: September 15, 2003

ORIGIN: Planning and Building Department

BACKGROUND: This report is part of the ongoing program to update City Council on significant planning initiatives in adjacent municipalities.

On June 9, 2003 City of Brampton Council considered the attached report dated May 15, 2003 titled "Status Report NW Brampton Urban Boundary Review" and adopted the following recommendations:

- "1. That the report from D. Waters, Manager of Land Use Policy, Planning, Design and Development, dated May 15, 2003, to Planning, Design and Development Committee Meeting of June 2, 2003, re: STATUS REPORT – NORTHWEST BRAMPTON URBAN BOUNDARY REVIEW (File P25 RE) be received; and
2. That staff be directed to incorporate the evaluation of the "Mount Pleasant Village Smart Growth Community Concept" into the Phase 2 work program for the NW

Brampton and that the inverted "L" lands (as identified herein as Figure 1 of the staff report) be recognized as a potential first phase of urban expansion;

3. That staff be directed to modify the Phase 2 work program to include the undertaking of additional work to address the long range planning for the Mount Pleasant GO Station and the surrounding Mattamy Smart Growth Community as discussed on pages 2 and 3 of the staff report;
4. That a technical advisory committee be formed to oversee the completion of the planning process for the inverted "L" lands that is comprised of representatives from the City of Brampton, Region of Peel, GO Transit, developers/landowners within the inverted "L", the Chair and Vice-Chair of Planning, Design & Development Committee and the City Councillor for the area; and,
5. That the City Clerk forward a copy of this staff report and Council decision to GO Transit (Engineering Branch, West Regional Facility), the Regional Municipalities of Peel and Halton and the area municipalities of Mississauga, Caledon and Halton."

The status of the Northwest Boundary Urban Boundary Review was last reviewed by Mississauga City Council on March 26, 2003 when it considered the attached (Exhibit 2) titled "Status Report - Northwest Brampton Urban Boundary Review", dated February 25, 2003 from the Commissioner of Planning and Building and adopted the following recommendation:

- "1. That the City of Brampton be requested to invite Mississauga Transportation and Works Department to participate in the feasibility of the north-south higher order, controlled access, transportation corridor identified in the Northwest Brampton Urban Boundary Review."

COMMENTS:

Mattamy Homes, which owns or controls significant lands in Northwest Brampton, recently presented a concept for their lands adjacent to the proposed Mount Pleasant GO station in Brampton, identified on Figure 1 of Exhibit 1. The concept, titled "Mount Pleasant Village" is based on an enlarged and more functional GO train station and would incorporate a broad range of residential densities, a mix of residential and employment uses, and design themes based on smart growth principles. Part of the Mattamy concept includes lands currently outside the urban boundaries of the Brampton and Regional Official Plans.

In evaluating the Mount Pleasant Village Concept proposed by Mattamy, Brampton planning staff concluded that a larger area beyond the Mattamy concept should be considered if key infrastructure and transit-oriented development objectives are to be realized. These lands, about 728 ha (1,800 acres) are shaped like an inverted "L", and are largely outside the current urban boundary.

The purposes of the Brampton report are:

- to suggest a planning process for considering the Mount Pleasant Village Concept; and
- to identify any gaps in the Phase 2 work program needed to fully address the Mount Pleasant Village Concept.

On October 28, 2002, Brampton City Council directed staff to proceed with Phase 2 studies to fulfill the full requirements of Section 7.9.2.8 of the Regional Official Plan (ROP). The additional studies include: Environment and Open Space, an expansion to the Phase 1 Transportation Study, Agriculture, fine-tuning the growth forecasts, and municipal finance and servicing.

As outlined in the Brampton staff report, all of these studies are underway, except for servicing and the update of the growth forecasts. The Region of Peel will be undertaking the NW Brampton servicing study. Brampton staff consider this Phase 2 work program as the appropriate planning process to consider the

Mount Pleasant Village Concept, and that consideration of the concept should not delay completion of the Phase 2 work program for the urban boundary review. Transportation, servicing, transit and community design have been identified as areas that need to be addressed prior to the conclusion of the Phase 2 work program. Brampton staff expect that these supplemental studies will be funded by the developers and land owners within the inverted "L" lands.

Mississauga Transportation Planning staff are participating in the Brampton Northwest Transportation Study-Steering Committee, and have been involved in the North-South Transportation Corridor Study. The study's terms of reference state that the purpose is "to identify how the transportation network capacity to serve Northwest Brampton development and other growth in Peel, Halton and beyond can be achieved by the addition of multiple arterials, or higher order controlled access roadways if necessary, with logical interchange connections to Highways 407 and 401." The need for additional road capacity was identified in a previous study on Northwest Brampton prepared by iTRANS Consultants for the City of Brampton.

The Ministry of Transportation's (MTO) long term vision for Central Ontario, which is currently being developed as part of the Smart Growth initiative, has also identified the need for additional highway capacity in the same general vicinity. The corridor in question is seen as part of a larger corridor named the "GTA East-West Corridor" which runs from Highway 400 in the east to Guelph in the west along a fairly broad corridor, somewhere north of the Brampton/Caledon boundary. Consequently, MTO agreed to be a funding partner for the Brampton study. The study, which is built on previous work completed by iTRANS Consultants for the City of Brampton as part of their Northwest Brampton Study, will help to determine if a feasible corridor exists which could be protected for a future north-south freeway.

Work on the North-South Transportation Corridor Study is still underway. Once the study is complete, staff will report on the findings and implications for the City of Mississauga. Based on the planning process normally used by MTO for new highways, it could take up to 10 years to complete the planning for a new north-south highway, and Mississauga will have opportunities to provide input into the planning and design process, including a future environmental assessment study.

On Page HI-5 of the Brampton report, paragraph 1 indicates that Credit Valley Conservation advised the City of Brampton that an integrated effectiveness monitoring program should be set up before considering any further expansion to the urban boundary. The City of Mississauga endorses this request, and recommends that if the planning process is initiated prior to the completion of the monitoring program, additional safeguards (additional lands, securities, etc...) above Ministry of Environment standards should be implemented to ensure that the development does not negatively affect the watershed. These safeguards will provide the securities to be able to modify the proposed facilities if deemed necessary by the monitoring program.

CONCLUSION:

Brampton City Council directed staff to proceed with Phase 2 studies to fulfill the full requirements of Section 7.9.2.8 of the Regional Official Plan (ROP). The additional studies include: Environment and Open Space, an expansion to the Phase 1 Transportation Study, Agriculture, fine-tuning the growth forecasts, and municipal finance and servicing. Brampton has determined that this process is also appropriate to consider the Mount Pleasant Village Concept, and that consideration of the concept should not delay completion of the Phase 2 work program.

Mississauga Transportation Planning staff are participating in the Brampton Northwest Transportation Study-Steering Committee, and have been involved in the North-South Transportation Corridor Study. Mississauga will continue to review and participate in this issue through the ROP Review.

RECOMMENDATIONS:

1. That the City of Brampton be requested, if the processing of development applications in North West Brampton is initiated prior to the completion of the monitoring program requested by Credit Valley Conservation, to require, as conditions of approval, that additional safeguards such as additional lands and securities, which exceed Ministry of Environment standards be required to ensure that the development does not negatively affect the watershed.
2. That the report titled "Status Report - Northwest Brampton Urban Boundary Review", dated August 26, 2003 from John Calvert, Acting Commissioner of Planning and Building be forwarded by the City Clerk to the City of Brampton, Town of Caledon, Region of Peel and Credit Valley Conservation.

Original Signed By:

John Calvert

Acting Commissioner of Planning and Building