



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

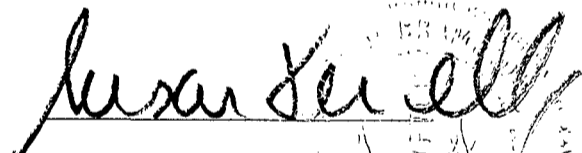
Number 97-2013

To Adopt Amendment Number OP 2006-085
To the Official Plan of the
City of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P. 13, hereby ENACTS as follows:

1. Amendment Number OP 2006- 085 to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 10th day of ~~10th~~ April, 2013.

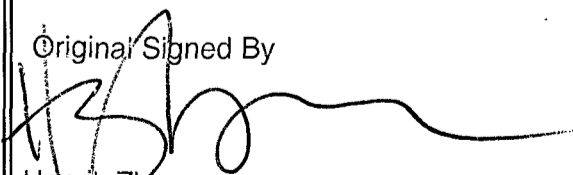

SUSAN FENNEL – MAYOR



PETER FAY – CLERK

Approved as to Content:

Original Signed By



Henrik Zbogor
Acting Director, Planning Policy & Growth Management
P26S 49

APPROVED AS TO FORM LAW DEPT. BRAMPTON	
<i>mRea</i>	
DATE	28/03/13

VALES NORTH SECONDARY PLAN
SECONDARY PLAN AREA 49

AMENDMENT NUMBER OP2006-085

To the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER OP2006-085

**To the Official Plan of the
City of Brampton Planning Area
(Chapter 49)**

1.0 Purpose

The purpose of this amendment is to replace the North Airport Road/Industrial Special Study Area and Mayfield Road/Goreway Drive Special Study Area designations in the Official Plan and the Vales North Secondary Plan as shown on Schedule A to this amendment with land use designations and implementing policies to guide the development of the lands and the next stage of development approvals.

2.0 Location

The lands subject to this amendment are located on both sides of Airport Road, bounded to the north by Mayfield Road, to the east by the Vales of Castlemore residential development, and to the west by the West Humber River valleylands, and are described as Part of Lots 16 and 17, Concession 6 E.H.S and Concession 7 N.D.; and also the lands at the southwest corner of Mayfield Road and Goreway Drive, described as Part of Lot 17, Concession 7 N.D., in the City of Brampton.

3.0 Amendments and Policies Relative Thereto:

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

- (1) by changing on Schedule "A", GENERAL LAND USE DESIGNATIONS, thereto, the designation of the North Airport Road/Industrial Special Study Area lands from "SPECIAL STUDY AREA" and "INDUSTRIAL" to "BUSINESS CORRIDOR" and "RESIDENTIAL" as shown on Schedule A to this amendment;
- (2) by removing on Schedule "A" GENERAL LAND USE DESIGNATIONS, thereto, the "SPECIAL STUDY AREA" designation from the Mayfield Road/Goreway Drive Special Study Area lands as shown on Schedule A to this amendment;
- (3) by deleting on Schedule "H" COMMUNITY BLOCK PLAN AREAS", thereto, block plan area 49-1 as shown on Schedule B to this amendment;
- (4) by deleting in Part 1: THE GENERAL PLAN, Section 4.13.1.1 North Airport Road/Industrial Special Study Area and 4.13.1.2 Mayfield Road/Goreway Drive Special Study Area in their entirety; and
- (5) by adding to the list of amendments pertaining to Secondary Plan Area Number 49: Vales North Secondary Plan, as set out in Part II: SECONDARY PLANS, thereof, Amendment Number OP2006-085.

3.2 The document known as the Vales North Secondary Plan, being Chapter 49 of the document known as the 1993 Official Plan, as amended, of the City of Brampton Planning Area which remains in force, is hereby further amended:

- (1) by deleting Schedule SP49(a) and replacing it with Schedule C to this amendment.

- (2) by deleting the paragraph under Section 3.0 Development Principles and replacing it with the following:

“The Vales North Secondary Plan proposes residential land uses throughout most of the Secondary Plan Area, with an emphasis on upscale executive housing in the eastern and southeastern areas closest to Countryside Drive and Goreway Drive.

The lands located at the intersection of Airport Road and Mayfield Road and extending south along the Airport Road Corridor are proposed to be developed for an appropriate mix of commercial, employment, limited residential and institutional uses to serve the area residents and businesses in addition to serving passing vehicular traffic.

Two elementary schools, a neighbourhood park and woodlot are proposed to be located in the centre of the community to act as a focal point for the community. The upscale executive housing community envisioned through the designations and policies in this plan will be designed to take advantage of the natural features of the secondary plan area through thoughtful urban design. A “conventional” housing component will also allow for the development of dwellings on smaller lots.”

- (3) by deleting Section 4.2.3 under the heading Commercial and replacing it with the following new Section 4.2.3:

“4.2.3 Development within Commercial designations, the Institutional-Special Policy Area, and commercial development within the Residential Special Policy Area shall respect the following principles:

- No outdoor storage of goods or materials shall be permitted;
- Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping, buffer treatments and appropriate placement of buildings. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, with due consideration for safety;
- Buildings and landscaping shall be used to define the street edge. Buildings are encouraged to have an active facade along the street line and vehicular parking areas shall be screened from public roads;
- All intersection and access points shall be defined with distinctive landscaping, lighting, and streetscape features;
- Service and loading areas shall be located away from public view and incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping. Loading doors shall not face any public road;
- Parking lots shall not be permitted between a building and the street that it fronts;
- Drive-throughs shall not be permitted to abut a public street;

- All intersection and access points shall be opportunities to locate higher order built form with a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities;
- Location of access points shall conform to the Region of Peel Access Control By-Law. To achieve this, common access and linked parking areas amongst land owners may be required and established in accordance with the requirements of the City and the Region of Peel;
- All development shall give due consideration to Crime Prevention through Environmental Design (CPTED) as per Section 6.7.1 of this Secondary Plan;
- Site design and building layout shall incorporate an integrated pedestrian network;
- Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls;
- Appropriate buffering from the adjacent residential community in order to provide appropriate visual separation shall be provided as determined through development approvals and may include setbacks, berming, fencing, and landscaped buffers

Airport Road/Mayfield Road Gateway

The intersection of Mayfield Road and Airport Road is a major entry point into the City and is identified as a Gateway on Schedule 2 of the Official Plan. This Gateway shall develop in accordance with the policies of Section 4.2.10 of the Official Plan and shall respect the following:

- Superior urban form is required to achieve the intended vision for the Gateway, especially at major entry points in accordance with the Official Plan;
- The sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning;
- Development in the vicinity of the Gateway shall create a sense of entry into the community and act as an important identifier that provides an opportunity to communicate the community image and identity;
- The Gateway shall be subject to a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities. These performance standards will be specified in the implementing Zoning By-Law;
- The Gateway intersection shall be coordinated with the City's Gateway Beautification Program;
- Buildings at Gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point;

- All intersection and access points within the vicinity of the Gateway shall be defined with distinctive landscaping, lighting, and streetscape features that reflect the gateway character;
- New auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-throughs shall not be permitted to abut a public street.

Tertiary Plan

Notwithstanding Section 7.0 of the Vales North Secondary Plan, a Tertiary Plan and related background studies (including a design brief), shall be prepared to the satisfaction of the City, prior to development approval in order to ensure comprehensive and integrated development of the following areas:

- the Institutional-Special Policy Area at the southwest corner of Mayfield Road and Goreway Drive; and,
- the lands fronting both sides of Airport Road extending south from Mayfield Road, from the valley on the west side of Airport Road to the edge of the existing residential community, but excluding the Neighbourhood Retail site on the northeast corner of LaCoaste Boulevard and Airport Road.

The Tertiary Plan shall demonstrate how the designated area can be comprehensively developed and shall have regard for the overall principles of the Sustainable City Concept set out in Section 3.1 of the Official Plan, as well as including location of access points. The Tertiary Plan for the Airport Road lands will address the relationship of the full moves access and how it relates to development on either side of Airport Road. The Tertiary Plan for lands on the west side of Airport Road shall examine the opportunity for a trail located within the valleyland buffer area along the east edge of the valley.

St. Mary's Anglican (Tullamore) Cemetery is a heritage cemetery with heritage designation pending under Part IV of the Ontario Heritage Act. The heritage character of the cemetery shall be given careful consideration during adjacent redevelopment. A permanent "no disturbance" buffer zone (to be determined by the City) between the outside edge of any proposed development and the known boundaries of the Cemetery is required. Additional preservation and mitigation measures shall also include permanent vegetation screening using appropriate native trees, shrubs and other plantings along the outside edge of the buffer zone, and appropriate permanent fencing to further protect and screen the Cemetery."

- (4) by deleting in Section 4.2 Employment, thereof, the heading "Commercial/Industrial Special Study Area" and Sections 4.2.7, 4.2.8, and 4.2.9 and replacing them with the following headings and Sections:

"Service Commercial

- 4.2.7 Lands designated Service Commercial shall permit a range of commercial uses such as small scale retail, office and personal service and be developed in accordance with the policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan. Permitted uses may also include institutional uses such as a school, daycare centre, place of worship, library and recreational facility.

- 4.2.8 The existing permission for the gas station at the southwest corner of Mayfield Road and Airport Road will continue to be recognized in the Secondary Plan according to existing zoning provisions. Redevelopment of these lands will be subject to a superior standard of urban design with respect to the built form and streetscape in accordance with the policies of Section 4.10 Urban Form of the Official Plan and the following policies of the Service Commercial designation.
- 4.2.9 The Tullamore Village Blacksmith shop located at Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for this property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.

Commercial/Institutional

- 4.2.10 Land designated Commercial/Institutional on Schedule 49(a) is located at the western boundary of the study area, south of Mayfield Road. The purpose of this designation is to take advantage of the exposure offered by Mayfield Road while allowing for access to the adjacent valleylands. Depending on the type of institutional use, there may also be the potential for an institutional use to work in association with adjacent retail and office developments.

This designation shall permit a range of commercial uses and be developed in accordance with the policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan. Permitted uses may also include institutional uses such as a private school, daycare centre, place of worship, library and recreational facility.

- 4.2.11 Lands designated Commercial/Institutional shall develop in accordance with Section 4.2.3 and the following principles:
- i) As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.

Highway and Service Commercial

- 4.2.12 Land designated as Highway and Service Commercial on Schedule SP49(a) is comprised of a 8.5 hectare (21 acre) parcel located at the southeast corner of Mayfield Road and Airport Road and is generally intended for uses which accommodate the travelling public which require a high degree of exposure.

This designation shall permit a range of Highway and Service Commercial uses and be developed in accordance with the policies of Part I, Section 4.2 and other relevant policies of the Official Plan. Permitted uses include retail establishments such as a home improvement store or an automotive retail store with associated garden centre, a supermarket, restaurant, pharmacy, office, financial institution, and one gas bar with associated uses (that shall not be located at the intersection of Mayfield Road and Airport Road).

- 4.2.13 The lands designated Highway and Service Commercial shall not permit motor vehicle sales, repair, service, a body shop, a car washing establishment or any other type of motor vehicle use except that a motor vehicle repair shop shall be permitted as part of the automotive retail store. Motor vehicle sales/leasing and motor vehicle repair, detailing and body shops shall not be permitted. A motor vehicle washing establishment shall only be permitted as an accessory use to a gas bar.

Uses which may have a negative noise, odour or other impact on the adjacent residential community shall not be permitted. This includes but is not limited to uses such as a tavern or a banquet hall.

- 4.2.14 Lands designated Highway and Service Commercial shall develop in accordance Section 4.2.3 and with the following principles in order to contribute to a distinctive Gateway character:

- i) Auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-through restaurants shall be developed in accordance with the policies of Part 1, Section 4.10 and other relevant policies of the Official Plan as well as the policies of the Development Design Guidelines. Drive throughs shall not be permitted to abut a public street. The visual impact of drive-through facilities shall be minimized through appropriate siting and landscape screening, and shall be directed away from adjacent residential areas or public streets.
- ii) Outside storage of goods and materials shall not be permitted. Outdoor storage shall be permitted only in conjunction with a garden centre sales establishment, shall not be permitted abutting public roads, and shall be screened from view of the adjacent residential community through site design, including location and landscaping.
- iii) To generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community to the east.
- iv) 11903 Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.

Service Employment

- 4.2.15 Lands designated Service Employment on Schedule SP49(a) are located on the east side of Airport Road, north of the Neighbourhood Retail designation at LaCoste Boulevard. These lands are designated for service based employment uses that are intended to serve area residents and businesses in a built form that is compatible with the character of the adjacent residential community. The designation is not intended to duplicate the planned function of a retail centre as described by the Official Plan.

4.2.16 In addition to the uses permitted by the current Industrial Four – M4 zoning, lands designated Service Employment will permit offices such as medical/dental as well as a business, professional or administrative offices, and financial institutions. Permitted uses also include a personal service shop, service shop, art gallery/studio, a printing or copy establishment, health centre or fitness centre, dry cleaning or laundry distribution station, commercial, technical or recreational school, animal hospital or custom workshop.

Highway and Service Commercial uses as set out in Section 4.2 of the Official Plan shall also be permitted to a maximum net floor area of 10,000 square feet. These uses will be finalized in conjunction with the preparation of the Tertiary Plan prior to the Zoning By-Law being adopted by Council.

4.2.17 Dining room restaurant uses up to a maximum net floor area of 10,000 square feet will be permitted as a free-standing building only along the Airport Road frontage.

4.2.18 The following uses shall not be permitted within the Service Employment designation

- motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, motor vehicle or boat parts and accessories sales establishment, motor vehicle body shop
- parking lot
- taxi or bus station
- motor vehicle washing establishment
- gas bar or service station
- banquet hall
- supermarket
- convenience restaurant
- tavern

4.2.19 The existing business at 11461 Airport Road (J.B. Aluminum) located within the Service Employment designation will continue to operate in accordance with existing zoning permissions. Expansions to the existing operation that require a building permit are subject to mitigating any noise, odour and visual impacts on the adjacent residential community to the satisfaction of the City of Brampton.

4.2.20 Development of the lands designated Service Employment shall occur in accordance with Section 4.2.3 and with the following principles in order to contribute to a comprehensive development:

- i) Auto-orientated development, including drive-through restaurants, shall not be permitted in the Service Employment designation.
- ii) to generate an attractive and integrated urban environment and to minimize the impact of development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community to the east

Residential - Special Policy Area

- 4.2.21 Lands designated Residential - Special Policy Area on Schedule SP49(a) are located at the southern limit of the secondary plan area, fronting the west side of Airport Road. Considering the isolated location of these lands that are next to a major valley system, these lands have limited potential for traditional employment uses. In order to contribute to achieving a balanced live-work ratio, this designation permits the development of a mixed commercial/office building at the northern end of the Special Policy Area, at the corner of the full moves access and Airport Road in conjunction with single detached dwellings.
- 4.2.22 Lands designated Residential – Special Policy Area permit only single-detached, low density dwellings in order to maintain the uniformity of the existing executive housing community of the Vales North. The residential uses shall be developed in accordance with the Low Density Residential 1 policies. Permitted uses shall also include a commercial/office building to be located at the southwest corner of the full moves access and Airport Road.
- 4.2.23 The commercial/office building shall have a minimum of 2,500 m² (27,500 ft²) gross floor area and shall provide employment in the order of 75 jobs. Prior to registration of the residential subdivision, the applicant shall demonstrate to the satisfaction of the Commissioner of Planning, Design and Development that the commercial development has been submitted to the City for planning approvals.
- 4.2.24 Development of the lands designated Residential - Special Policy Area shall occur in accordance with Section 4.2.3 and with the following principles in order to establish a cohesive, superior development:
- i) Auto-orientated development, including drive-through restaurants, shall not be permitted.
 - ii) Site design and building layout shall incorporate an integrated pedestrian network. Potential trail connections across the valley to Countryside Villages Secondary Plan Area to the west shall be explored as part of a development application on these lands.
 - iii) Parking lots shall not be permitted between a building and the street that it fronts, except that the commercial buildings may have a single row of parking located between them and the street.
 - iv) As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.
 - v) a park block to service the on-site residential development is required to be identified during the draft plan of subdivision stage. The final type, size and location of the park block will be determined by the City of Brampton.”
- (5) by deleting in Section 4.3 Open Space, thereof, Section 4.3.18 Cemeteries and replacing it with the following new Subsection 4.3.18:
- “4.3.18 With respect to St. Mary’s (Tullamore) Cemetery located on the west side of Airport Road south of Mayfield Road, the Cemeteries Act and the Cemeteries policies of Section 4.8.13 of the Official Plan shall apply.”

- (6) by deleting Section 4.4.5, 4.4.6 and 4.4.7 Special Study Area thereof, from Section 4.4 Institutional and replacing it with the following :

"Institutional - Special Policy Area

- 4.4.5 An Institutional – Special Policy Area designation is shown on Schedule SP49(a) at the southwest corner of Mayfield Road and Goreway Drive. The southerly and westerly boundary of the Special Policy Area is the limit of the adjacent valley corridor.

As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.

- 4.4.6 Salt Creek is located on the southern/western portion of this Special Policy Area and has been identified as "occupied" red side dace habitat by Ministry of Natural Resources. The aquatic habitat classification must be correctly shown in the MESP addendum and policies added regarding measures that should be taken to eliminate impacts to the receiving watercourses. Ministry of Natural Resources (MNR) should be contacted to confirm their requirements under the Endangered Species Act (ESA).

- 4.4.7 Development adjacent to the Valleyland will contribute to the conservation and enhancement of natural features and ecological functions, through the application of sustainable best management practices for stormwater drainage, public infrastructure maintenance and management site design, buffers and setbacks.

- 4.4.8 The Valleyland shall be conveyed gratuitously to the City in a condition satisfactory to the municipality.

- 4.4.9 The lands designated Institutional - Special Policy Area shall be developed for a range of institutional and community based uses such as education facilities, libraries, day care centres, recreational facilities, places of worship, community clubs, a funeral home, and specialty retailing.

- 4.4.10 Development of the lands designated Institutional – Special Policy Area shall occur in accordance with Section 4.2.3 and with the following principles in order to establish a cohesive, superior development that is compatible with the upscale residential character of the adjacent community:

- i) Auto-orientated development shall not be permitted.
- ii) to generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the adjacent Upscale Executive Housing.
- iii) Site design and building layout shall incorporate an integrated pedestrian network. Pedestrian connections should be provided

from development areas to any trail links to the Salt Creek valleylands.

- iv) Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls
- vi) All lighting on site shall be designed and oriented so as to minimize glare on adjacent properties, roadways and the Salt Creek Valley.
- vii) Buildings shall be developed in a manner that minimizes the impacts on the adjacent Salt Creek Valley and that creates minimal interference with the natural environmental features. Accordingly, the Zoning By-law will provide appropriate provisions for building setbacks.
- viii) 6029 Mayfield Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be demonstrated in the Tertiary Plan and will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.
- ix) Prior to zoning approval, the applicant shall verify and receive confirmation from the Region of Peel that the existing servicing capacity will support the proposed uses. Stormwater runoff is to be accommodated on site to the satisfaction of the City."

- (7) by amending Section 4.4 Institutional thereof, by adding the following as Section 4.4.12 Mixed Institutional:

"Mixed Institutional

- 4.4.12 The lands designated Mixed Institutional on Schedule SP49(a) are intended to recognize the existing Sikh Heritage Centre located on the west side of Airport Road, the property to the immediate south (11730 Airport Road) and the lands between the Sikh Heritage Centre and the valley.

Institutional uses such as Place of Worship, a private school, day care centre or accessory uses shall be permitted.

As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton."

- (8) by adding to Section 5.0 Transportation Policies, thereof, the following new Sections:

- "5.1.10 Access via Airport Road and Mayfield Road will be addressed through individual Site Plan applications and the preparation of detailed traffic impact studies.

- 5.1.11 The Region of Peel will investigate the option of incorporating a left in, right-in/right-out access along Mayfield Road, approximately 180 metres east of Airport Road. A Traffic Impact Study will be required at the Rezoning and/or Site Plan stage in order to determine the feasibility of this type of access configuration. Storage and taper length requirements along Mayfield Road, as well as appropriate storage and taper to accommodate the west-bound left-in access will be reviewed. The Traffic Impact Study will be required to consider full build out of Tullamore up to 2022.
- 5.1.12 Access to lands at the southwest quadrant of Airport Road and Mayfield Road must identify the primary full moves access to Airport Road. This primary access must align with the east side of Airport Road. In addition, access to Mayfield Road must be combined with the existing service station and proper arrangements must be made between land owners to secure reciprocal access easement for internal site connectivity. All other access needs along Airport Road will be determined during the planning stage as part of the Traffic Impact Study.
- 5.1.13 A right-in/right-out access will be considered for the southwest corner of Mayfield Road and Goreway Drive and details will be required to be determined through a Traffic Impact Study at the Site Plan stage.
- 5.1.14 The Region of Peel encourages access management along Airport Road and Mayfield Road and owners are encouraged to combine accesses. Proper arrangements must be made to secure reciprocal access easements for internal site connectivity in order to abide by the spacing requirements of the Region of Peel Controlled Access By-Law 59-77, as amended.
- 5.1.15 Pre-dedication of property may be required at the planning application stage prior to development approval in order to meet the Regional Official Plan requirements for Regional Road 7 (Airport Road) and Regional Road 14 (Mayfield Road).”
- (9) by adding to Section 6.2 Noise Attenuation, thereof, the following new Section as Policy 6.2.3:
- “6.2.3 A satisfactory comprehensive noise attenuation feasibility study in accordance with the relevant policies of the Official Plan shall be submitted as necessary prior to development so that adequate noise attenuation measures can be specified and guaranteed as a condition of development approval.
- The comprehensive noise attenuation feasibility study shall determine the appropriate building setback, landscaped buffer, and acoustic wall requirements that shall be provided between buildings on the east side of Airport Road and the existing residential community to the east, to the satisfaction of the City of Brampton.”
- (10) by adding to Section 6.5 Sanitary Sewage and Water Supply thereof, the following as Section 6.5.6:
- “6.5.6 A detailed Functional Servicing Report is required as a condition of development approval. Water and sanitary sewer servicing plans are required as part of a Functional Servicing Report.”

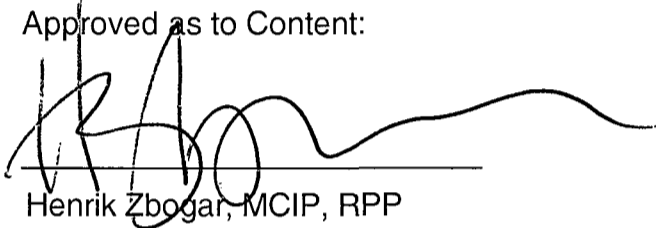
(11) by adding to Section 6.6 Public Utilities and Facilities thereof, the following as Section 6.6.2:

“6.6.2 All development applications shall consider potential impacts on utilities provided by Hydro One Brampton, Bell and any other public utility.”

(12) by replacing in Section 6.0 Servicing and Design Considerations thereof, Section 6.7.2 with the following:

“6.7.2 Where a Residential land use designation interfaces with a Commercial or Service Employment land use designation on Schedule SP49(a), the City will require buffering and mitigation measures to be implemented in accordance with the Environmental Management polices and other relevant policies, contained in Part I of the Official Plan”.

Approved as to Content:

A handwritten signature in black ink, appearing to read 'HZBOGOR', written over a horizontal line.

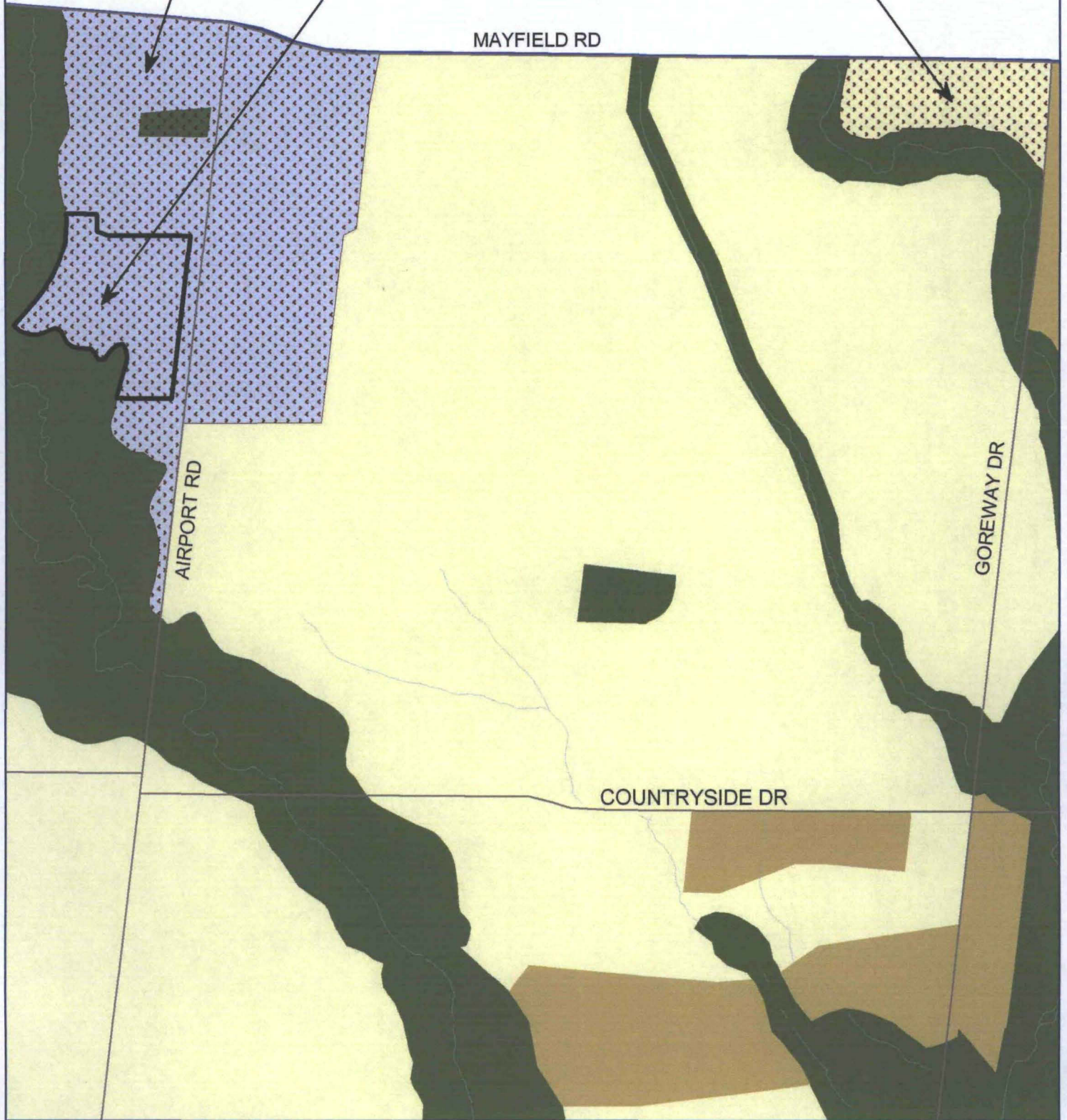
Henrik Zbogor, MCIP, RPP

Acting Director, Planning Policy and Growth Management

LANDS TO BE REDESIGNATED FROM "INDUSTRIAL" AND "SPECIAL STUDY AREA" TO "BUSINESS CORRIDOR"

"SPECIAL STUDY AREA" DESIGNATION TO BE DELETED

LANDS TO BE REDESIGNATED FROM "INDUSTRIAL" AND "SPECIAL STUDY AREA" TO "RESIDENTIAL"

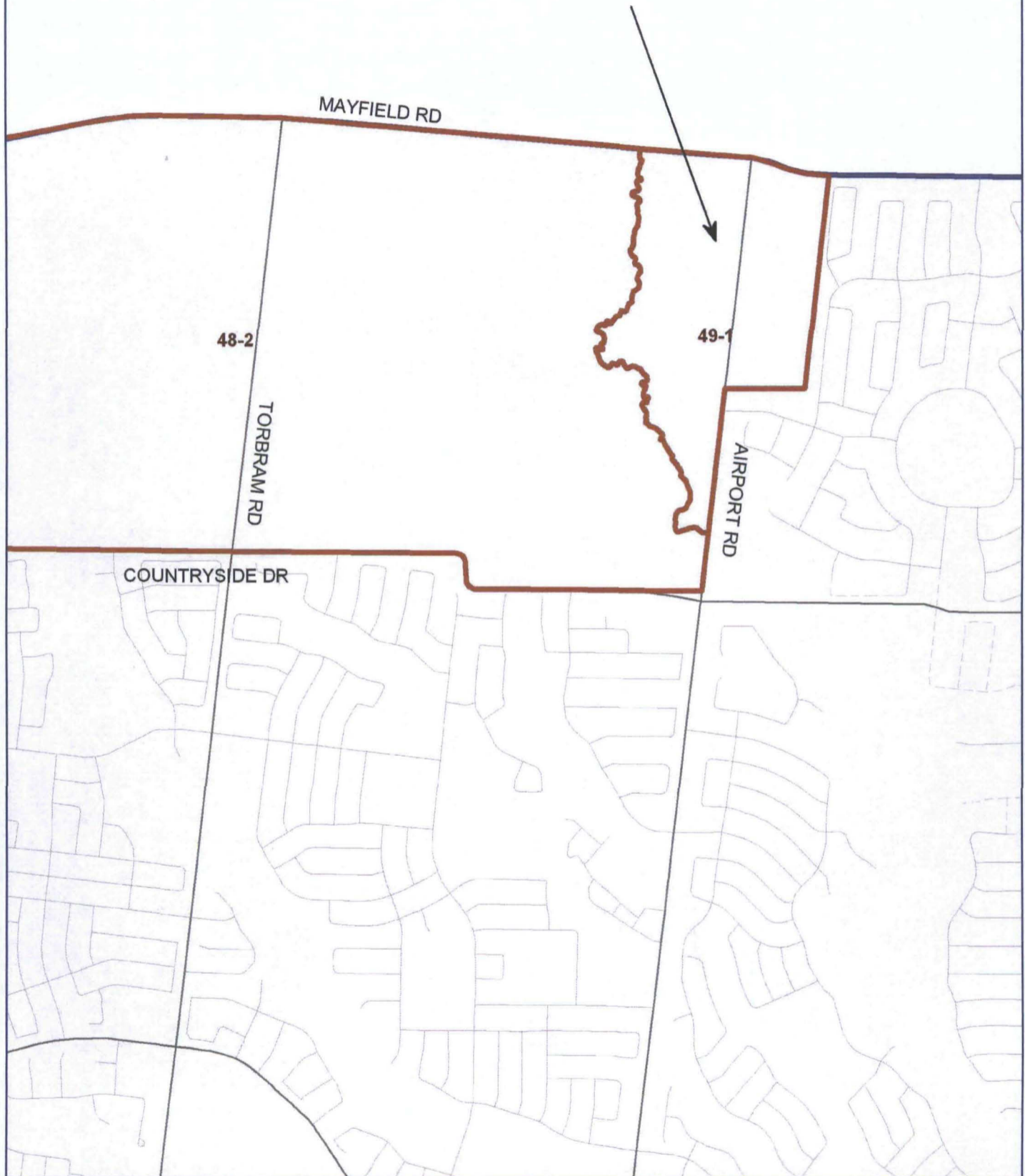


EXTRACT FROM SCHEDULE A (GENERAL LAND USE DESIGNATIONS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN

- | | | | | | |
|---|--------------------|---|------------|--|--------------------|
|  | RESIDENTIAL |  | INDUSTRIAL |  | SPECIAL STUDY AREA |
|  | ESTATE RESIDENTIAL |  | OPEN SPACE | | |



Block Plan Area 49-1 To Be Deleted







EXTRACT FROM SCHEDULE H (COMMUNITY BLOCK PLAN AREAS) OF THE DOCUMENT KNOWN AS THE 2006 CITY OF BRAMPTON OFFICIAL PLAN





 BLOCK PLAN AREA



RESIDENTIAL

-  EXECUTIVE RESIDENTIAL
-  LOW DENSITY 1
-  LOW DENSITY 2
-  RESIDENTIAL SPECIAL POLICY AREA





INSTITUTIONAL

-  ELEMENTARY SCHOOL
-  CEMETERY
-  MIXED INSTITUTIONAL
-  INSTITUTIONAL - SPECIAL POLICY AREA

COMMERCIAL

-  NEIGHBOURHOOD RETAIL
-  HIGHWAY & SERVICE COMMERCIAL
-  SERVICE COMMERCIAL
-  SERVICE EMPLOYMENT
-  COMMERCIAL / INSTITUTIONAL

OPEN SPACE



-  WOODLOT
-  VALLEYLAND
-  NEIGHBOURHOOD PARK
-  STORM WATER MANAGEMENT FACILITY

TRANSPORTATION

-  COLLECTOR RD
-  MINOR COLLECTOR RD
-  POTENTIAL TRAIL LOCATION
-  FULL MOVES ACCESS

HERITAGE

- A** CATEGORY A
- B** CATEGORY B

-  AREA SUBJECT TO THIS AMENDMENT
-  SECONDARY PLAN BOUNDARY

* Local roads shown are not part of this schedule.

