

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 13

THE BRAMALEA NORTH INDUSTRIAL

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Bramalea North Industrial Secondary Plan (Secondary Plan Area 13)

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 13, Bramalea North Industrial Secondary Plan)

This office consolidation of the Bramalea North Industrial Secondary Plan consists of three parts, being Chapter 13(a) of Part IV and Schedule SP13(a) of the document known as the 1984 Official Plan and Official Plan Amendment 6, Chapter 13(b) and Schedule 13(b) of Part II of the document known as the 1997 Official Plan and Schedule A of said amendment, to the document known as the Consolidated Official Plan.

Chapter 13(a) of Part IV and Schedule 13(a) of the document known as the 1984 Official Plan is based on Official Plan Amendment 96, which was approved by Council on July 14, 1986 and by the Ministry of Municipal Affairs on October 23, 1986. Chapter 13(a) of Part IV and Schedule 13(a) is attached and includes all modifications and the following Official Plan Amendments as approved by the Province or approval authority at the time.

OP93-105	138	OMB Order #1272
108	183	April 6, 1999
131	206	
OP93-65	234	OP93-136
OP93-209	OP93-76	

Chapter 13(b) of Part II and Schedule 13(b), of the document known as the 1997 Official Plan is based on Official Plan Amendments OP93-76 and OP93-136 that were approved by the Ontario Municipal Board on July 5, 1999 (Order Number 1272) and March 4, 2001 (Order Number 0704).

Official Plan Amendment 6 to the document known as the Consolidated official Plan, which was approved by Council on October 12, 1976 and by the Ministry of Housing on October 2, 1979. Official Plan Amendment 6 is attached and includes all modifications and the following Official Plan Amendments as approved by the Province or approval authority at the time.

96A	155A	206A
OMB decision - Jesna C6E8.3		

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

This office consolidation is provided for convenience only. For additional reference, resource should be had to the original documents noted above.

Chapter 13(a) The Bramalea North Industrial

Secondary Plan

of the document known as the

Official Plan

Chapter 13(a): THE BRAMALEA NORTH INDUSTRIAL SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP13(a) is to implement the policies of the Official Plan by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP13(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly industrial development.

This chapter will form part of the Bramalea North Industrial Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 176.0 hectares, and are bounded by Highway Number 7 to the south, Williams Parkway to the north, Airport Road to the east, and Torbram Road to the west, as delineated in Schedule SP13(a).

3.0 DEVELOPMENT POLICIES

3.1 Industrial Policies

3.1.1 Lands designated on Schedule SP13(a) for industrial purposes are intended to be developed with a broad range of Prestige and General Industrial Uses in accordance with the provisions of CHAPTER 2, Section 2.3 of this plan.

3.1.2 The uses permitted on lands designated Prestige Industrial on Schedule SP13(a) shall be:

- (i) manufacturing, processing assembling, packaging, fabricating, warehousing and storage within wholly enclosed buildings;
- (ii) office space directly associated with an industrial activity, within the same structure;
- (iii) business and administrative office buildings;
- (iv) government service buildings;
- (v) research and development facilities; and,

- (vi) product showroom and display facilities.
- 3.1.3 The permitted uses within the Prestige Industrial designation shall be established on landscaped lots in a park like surrounding. A high standard of conceptual building design shall be required, and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted.
- 3.1.4 The primary uses permitted on lands designated General Industrial on Schedule SP13(a) shall be:
- (i) manufacturing, processing, assembling, packaging, construction, warehousing;
 - (ii) office space directly associated with the General Industrial activity;
 - (iii) business and administrative office buildings;
 - (iv) automotive repair and body shops; and,
 - (v) operations such as structural steel and plate fabricating, lumber yards, truck and transportation terminals, public utility installations, government uses and works.
- 3.1.5 Business and administrative office buildings shall only be permitted provided such uses do not interfere with, nor are detrimental to the development of the area predominantly for industrial use.
- 3.1.6 Lands designated for General Industrial purposes may include uses that have outdoor storage areas. In instances where outdoor storage is provided, visual screening shall be required in the form of landscaping or fencing.
- 3.1.7 Development of lands designated for industrial purposes shall proceed on the basis of registered plans of subdivision or the consent policies of this Plan, in accordance with a design acceptable to Council.
- 3.1.8 Development will proceed only when Council is satisfied that all necessary services and utilities are adequate.
- 3.1.9 The design of development shall reflect a degree of flexibility regarding industrial site layout, and the size of industrial parcels.
- 3.1.10 In consideration of the potential impact of aircraft noise on the lands

subject to this amendment, it shall be the policy of the municipality to ensure that the minimum standards of the Ministry of the Environment are satisfied.

- 3.1.11 Only those industries which meet the air and noise pollution standards of the Ministry of the Environment shall be permitted within lands designated for industrial purposes.
- 3.1.12 To provide protection to adjacent residential dwellings, it shall be the policy of the City to require adequate measures such as the reservation of abutting lands for buffering, landscaping, berming and screening to minimize potential conflicts between non-compatible uses.
- 3.1.13 In accordance with CHAPTER 7, section 7.7, site plan control shall be applied to all industrial development.

3.2 Commercial Policies

3.2.1

OPA 138

Lands designated "Commercial" on Schedule SP13(a) are intended to be used for retail and service establishments designed to provide a direct service to industrial uses and their personnel, and for service commercial purposes comprising small scale retail, service and office uses serving other than industrial uses and their personnel.

- (i) Direct access to arterial roads shall be restricted. Access to such sites shall be achieved primarily from the internal road system;
- (ii) Development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and
- (iii) Development of lands for commercial purposes shall be encouraged on the basis of joint sharing of facilities such as access and parking so that preference shall be given to developments proposing the grouping of these facilities, rather than individual site development.

3.2.2 Development of lands designated Commercial shall proceed only when Council is satisfied that all necessary services and utilities are adequate.

3.2.3 Council shall ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in

accordance with the City's traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be in such a manner as to reduce the adverse influence of noise, glare of lights and traffic hazards upon adjacent uses.

3.2.4 The City shall ensure that appropriate measures will be taken to regulate the location, size and type of signs.

3.2.5 The City shall implement the appropriate regulations to ensure that development on commercially designated lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

3.3 Open Space

3.3.1 Lands designated Open Space on Schedule SP13(a) are intended to be used for recreational activities, storm water management purposes, and/or as a land use buffer.

3.3.2 The lands designated Open Space abutting the easterly limits of Torbram Road, the southerly limits of Williams Parkway and the westerly limits of Airport Road are intended to provide a land use buffer between potentially incompatible residential uses, and to achieve a high degree of visual amenity from abutting arterial roads. Accordingly, landscape and buffering treatments will be required, as deemed appropriate by the City.

3.4 Special Policy Areas

3.4.1 Notwithstanding the Industrial designation for lands shown outlined as "Special Policy Area Number 1" on Schedule SP13(a), existing single family residential uses may be permitted subject to the provisions of CHAPTER 7, section 7.11 NON-CONFORMING USES, of this plan. In this regard, Council shall encourage the development of these lands, in conjunction with abutting land for industrial purposes in accordance with CHAPTER 2, subsection 2.3.3.2 of this Plan. If such redevelopment does not occur, Council may require owners of abutting land to establish appropriate buffers from development Industrial uses by means of landscaped areas, fencing and screening.

3.4.2 Lands shown on Schedule SP13(a) as "Special Policy Area Number 2" shall be used only as a new car sales establishment, together with related facilities.

3.4.3 Lands shown on Schedule SP13(a) as "Special Policy Area Number 3" shall be used only as a tool and equipment rental establishment with no

outside storage, a motor vehicle parts retail outlet, an automobile service and sales establishment and a fast food restaurant with drive-through facilities, provided that only one common driveway facility is used for access purposes to Highway Number 7.

3.4.4 Within "Special Policy Area Number 4" as indicated on Schedule SP13(a), the uses permitted are a bakery, garden centre, fruit and vegetable market, delicatessen, grocery store and an office accessory to the retail business. The following development principles shall also apply:

- (i) The scale and design of development or redevelopment shall be appropriate for the location along a main highway;
- (ii) Appropriate landscaping and fencing shall be provided on the site to minimize adverse impact on surrounding properties and to minimize visual impact from Highway Number 7; and,
- (iii) Off-street parking spaces, in accordance with accepted standards for the uses proposed shall be provided.

3.4.5 Lands shown on Schedule SP13(a) as "Special Policy Area Number 5" shall be used as a standard restaurant and a gas bar. The development of the standard restaurant, which may precede the development of the standard restaurant, which may not be constructed until:

- (a) That portion of the subject lands which is necessary for channelization and maintenance of Mimico Creek has been conveyed to the City and the channelization of Mimico Creek across the subject lands has been completed;
- (b) Municipal water and sewage disposal services are available for the standard restaurant; and'
- (c) The City has approved a site plan for the subject lands with both the gas bar and standard restaurant shown thereon.

3.4.6 Lands designated "Commercial" and identified on Schedule SP13(a) as Special Policy Area Number 6 shall be used as a convenience commercial plaza in accordance with the provisions of CHAPTER 2, subsection 2.2.3.20 of this plan.

3.4.7 Lands shown on Schedule SP13 (a) as Special Policy Area Number 7, shall be used as a fast food restaurant with drive-through facilities and shall be subject to the following principles:

OPA 131

- (i) appropriate landscaping and fencing shall be provided on the

site to minimize adverse impact on surrounding properties;

- (ii) off-street parking spaces in accordance with accepted standards for uses proposed, shall be provided, and
- (iii) adequate vehicle waiting spaces (10) for the food pick-up window.

3.4.8

OPA 183

Lands shown on Schedule SP13(a) as "Special Policy Area 8" shall be developed for the purposes of Separate Secondary School. Noise Control measures that meet provincial noise control levels for noise impact from Pearson International Airport and adjacent roadways, as recommended by a qualified acoustical engineer, shall be incorporated in the design and construction of the school and any portable classrooms.

3.5

Transportation Policies

3.5.1

Road alignments delineated on Schedule SP13(a) are intended to develop and function in accordance with the provisions of CHAPTER 4, section 4.2 of this Plan.

3.5.2

OP93-65

The local road system shall be subject to approval as part of the development approval process. In this regard, the collector road alignments shown outlined on Schedule SP13(A) are deemed to be approximate and may be varied or deleted without further amendment to this plan.

3.5.3

OP93-65

To enhance the arterial road functions of Williams Parkway, Torbram Road, Airport Road, and Highway Number 7, it shall be the policy of the City to restrict access to these roads. Vehicular access shall be oriented towards the interior road system. To this end, 0.3 metre reserves may be employed to minimize such access onto arterial roads. However, when such interior/local road access cannot be provided, primary access may be provided, it can be done in a safe and operationally satisfactory manner, from an abutting arterial road. Such access will only be permitted when deemed acceptable from a safety and operational perspective by the road authority having jurisdiction without the necessity of amending this plan.

4.0

MUNICIPAL SERVICES

4.1

All development shall be subject to an approved comprehensive storm water management plan, approved by the City and the Metropolitan Toronto and Region Conservation Authority.

4.2

All development shall be subject to the provision of piped municipal

water and sanitary sewers.

5.0

IMPLEMENTATION AND INTERPRETATION

All provisions of Chapter 7 of this Plan shall apply to the implementation and interpretation of this chapter.

Chapter 13(b) of Schedule SP13(b)
of the document known as the
Official Plan

Chapter 13(b): THE BRAMALEANORTH INDUSTRIAL SECONDARY PLAN AREA

1.0 PURPOSE

OMB Order 0704

The purpose of this chapter, together with Schedule SP13(b), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Part I of the Official Plan, policy guidelines for the development of the lands outlined on Schedule SP13(b), and to specify the desired pattern of land uses related policies to achieve high quality, efficient, orderly urban development, including residential development compatible with adjacent industrial development. In this regard, this chapter provides for an appropriate level of impact mitigation between proposed residential and industrial activities through the deployment of the following planning measures:

- (i) adequate separation distances between residential and industrial land uses through the allocation of intervening land uses including road infrastructure, parks/open space and storm water detention facilities; and,
- (ii) landscaped buffer features, in a manner that implements acceptable noise mitigation and also enhances the level of open space amenity afforded to future residents of the planned community.

2.0 LOCATION

The subject lands have an area of approximately 48 hectares and are generally situated between Bovaird Drive and North Park Drive, with Torbram Road on the west. These lands are within part of Lots 9 and 10, Concession 6, E.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton as shown on Schedule SP13(b).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

- 3.1.1 The Low Density Residential designation shown on Schedule SP13(b) permits a range of dwelling types from detached units to townhouses. High-density apartment dwelling uses are not permitted.

Complementary uses, as set out in Part I of the Official Plan, are also permitted, subject to any specific limitations set out in the other policies of this Chapter. Minor utility installations such as transformer substations and telephone switching centres are also permitted in the residential designation provided these are integrated in an appropriate manner with residential uses.

3.1.2 The maximum overall residential density shall be 22.3 units per hectare (9.0 units per acre) of gross residential area.

3.1.3 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Chapter 13(b). Compatibility with nearby industrial properties shall be promoted. In this regard, subdivision design and individual residential dwelling design shall be consistent with noise mitigation principles on which relevant zoning provisions applying to adjacent industrial properties were based.

3.2 Convenience Commercial

3.2.1 Lands designated Convenience Commercial on Schedule SP13(b) shall permit the range of uses and be developed in accordance with the Convenience Commercial policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan. Additional business, office, retail or service commercial uses that are compatible with surrounding residential uses and that make complementary use of the remnant Ackroyd Lake area shall be permitted in accordance with Section 4.2.9 of Part I of the Official Plan.

3.2.2 The lands designated Convenience Commercial shall be designed in a sensitive fashion to minimize the impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

3.3 Open Space

3.3.1 Lands designated Open Space on Schedule SP13(b) shall be designed to provide both active and passive recreation activities as well as to provide a visually aesthetic amenity area for the planned residential community. Areas designated Open Space are also

intended to act , where appropriate, as an open space landscaped buffer that shall provide:

- (i) a minimum separation distance of 70 metres between residential properties and adjacent industrial properties;
- (ii) for the appropriate noise mitigation required in accordance with section 5.2 of this chapter.

3.3.2 The Open Space designation shall permit stormwater management and park uses.

3.3.3 Landscaped Open Space features constructed on lands designated for Open Space purposes shall be designed to implement noise and visual mitigation measures to promote land use compatibility between residential and industrial uses. In this regard, landscaped buffers shall also be designed to provide an enhanced level of residential amenity for future residents.

3.3.4 Landscaped buffer areas and berms shall be designed to minimize the long-term maintenance costs to the municipality.

Neighbourhood Park

3.3.5 A Neighbourhood Park shall be developed in the general location indicated on Schedule SP13(b) in accordance with Part I, Section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this chapter is respected, necessary adjustments may be made to the size and location of this Neighbourhood Park through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this Chapter.

Ackroyd Lake Open Space

3.3.6 Lands designated Open Space in the area abutting Bovaird Drive on Schedule SP13(b) represent part of the former Ackroyd Lake. Ackroyd lake is a groundwater fed, irregular quarry lake that is identified as having potential for retention and incorporation as a open space recreational feature. The development of this open space area shall be in accordance with appropriate Open Space policies of the Official Plan. Provided the general intent of Official Plan policies are

respected, necessary adjustments may be made to the size and location of this open space through the subdivision or zoning approval process to accommodate design concerns, without further amendment to this Chapter.

- 3.3.7 Lot line and building setbacks may be imposed from the margin of the Ackroyd Lake open space so as to have regard for slope stability, erosion potential and other hazards. These setbacks, and buffers if required, shall be prescribed by the City prior to draft approval of affected plans of subdivision, and may be incorporated into the implementing zoning by-law as appropriate.

Storm Water Detention Facility

- 3.3.8 Lands designated Storm Water Detention Facility on Schedule SP13(b) recognize the requirement for such facilities within the subject lands. Due to their detention function, secondary uses, if appropriate, shall primarily consist of activities associated with the Link and Environmental Park policies of Part I, Section 4.5.6 and other relevant policies of the Brampton Official Plan.

- 3.3.9 The lands designated Commercial at the north-east corner of Torbram and North Park Drive shall be designed in a sensitive fashion to minimize the impact upon abutting and adjacent residential uses and the existing institutional use to the north, through landscaping, the erection of decorative fences and walls, and residential design treatments of the buildings including roof top treatments that are compatible with the abutting residential and institutional properties. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

OMB Order 0162

A noise-warning clause is required as a condition of site plan approval for these lands to minimize the impact of the use upon the existing industrial use to the south. The warning clause will be in favour of the Brampton Assembly Plant owned by Daimler Chrysler Canada Inc. and will be required for the purpose of protecting noise sources occurring as a result of Daimler Chrysler Canada's industrial use and operation of the plant, including any alterations or expansions, in compliance with all applicable municipal, provincial and federal requirements.

- 3.3.10 Storm water detention facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP13(b). The storm water management facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of storm water detention facilities will be determined prior to the registration of subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.3 of this Chapter.
- 3.3.11 The locations, size and function of storm water detention facilities may be amalgamated in order to reduce the total number of facilities required on the subject lands. Due to the conceptual nature of the storm water detention facility designation, all reasonable alterations to the storm water management system are permitted without an amendment to this Chapter.

4.0 TRANSPORTATION POLICIES

4.1 Roads

- 4.1.1 Road facilities in this Chapter are intended to develop and function in accordance with Part I, Section 4.3, and other relevant policies of the Official Plan.
- 4.1.2 Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within this area subject to this amendment to achieve a 45.0 metre right-of-way for Bovaird Drive and 36.0 metre right-of-way for Torbram Road. Additional right-of-way dedication may be required at major intersections or access points for the construction of turning lanes and/or the accommodation of other utilities.
- 4.1.3 To protect the function of arterial roads, it is the policy of the City to restrict access from individual properties. To this end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting major roads, except at approved access locations.
- 4.1.4 The local and collector road system will be subject to approval as part of the subdivision approval process.

4.2 Public Transit

- 4.2.1 The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents.
- 4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate residents who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 4.2.3 Sidewalks along arterial and collector roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

5.0 ENVIRONMENTAL, SERVICING AND URBAN DESIGN CONSIDERATIONS

5.1 Tree Preservation

- 5.1.1 It is intended that significant, high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the secondary plan area.
- 5.1.2 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to the registration of a subdivision plan or other development related approvals, in accordance with Part I, Section 4.4.6, other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992).

5.2 Noise Attenuation

- 5.2.1 Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of:
- (i) parallel service roads accommodating residential frontages wherever possible;
 - (ii) reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres.

- 5.2.2 In the case of either road noise attenuation treatment above, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate satisfactory safety measures between the minor arterial and local road.
- 5.2.3 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Such noise study shall account for measures necessary to mitigate residential development from the noise source of industrial uses within the general vicinity of the subject lands.
- 5.2.5 The implementing zoning by-law may contain requirements and restrictions to regulate the character, design and placement of residential dwellings to implement noise attenuation measures with respect to the operations of nearby industrial uses.

5.3 Storm Water Management

- 5.3.1 In addition to the Open Space designation, storm water management facilities are permitted in all land use designations on Schedule SP13(b) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.
- 5.3.2 Storm water management practices within the subject lands shall address such concerns as flow attenuation (quantity), water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management shall be determined by the Conservation Authority and the City in accordance with the recommendations of the West Humber River Subwatershed
- Study undertaken by Aquafor Beech Limited (May 1997) and a storm water management study undertaken by Paul Thiel Associates Limited (July 1981 and April 1983) for Official Plan Amendments Number 6 and 57.
- 5.3.3 A storm water management plan will be undertaken for any development subject to this amendment in accordance with the storm

water management study undertaken by Paul Thiel Associates Limited for Official Plan Amendments Number 6 and 57. The storm water management plan shall be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.

5.3.4 Prior to the alteration of any watercourse, the construction of any storm water management facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Conservation Authority and the City.

5.3.5 The City will require a high level of aesthetic landscape design in the construction of storm water management facilities to promote their function as an amenity to the surrounding residential community.

5.4 Sanitary Sewage and Water Supply

5.4.1 Development within the subject lands shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

5.4.2 The detailed design and installation of services within the subject lands shall be undertaken in an environmentally conscious manner with regard for the recommendations of the West Humber River Subwatershed Study undertaken by Aquafor Beech Limited and the storm water management study undertaken by Paul Thiel Associates Limited.

5.5 Urban Design Guidelines

5.5.1 The design requirements governing the arrangement and massing of built form and the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be set out prior to any draft plan of subdivision approval stage in a comprehensive fashion addressing the entire secondary plan area, as appropriate.

- 5.5.2 All development within the subject lands shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.
- 5.5.3 Where residential land use designations on Schedule SP13(b) interface with Commercial or Industrial land use designations, the City may require buffering measures to be implemented in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan.
- 5.5.4 In the case of residential uses that are directly adjacent to lands designated for industrial purposes, separation distances, intervening land uses and road infrastructure and landscaped berms shall be the primary method of mitigating noise and vibration levels to the extent consistent with Provincial guidelines. Acoustical walls used in conjunction with landscaped berms will be avoided wherever practicable to reduce the overall visual impact of attenuation features.

5.6 Clean-Up Requirements

- 5.6.1 The proponent shall provide, to the satisfaction of the City, in accordance with the requirements of the Ministry of the Environment and Energy, evidence that the level of soil contamination is acceptable for residential and recreational purposes.

6.0 IMPLEMENTATION AND INTERPRETATION

- 6.1 The provisions of Section 5.0 of the Official Plan shall apply to the implementation of this Chapter.
- 6.2 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP13(b) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of this amendment to the Bramalea North Industrial Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of this Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of this Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment

to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied:

- that the fundamental effectiveness of the intended uses would not be reduced;
- that the intent and integrity of the Official Plan is respected;
- that shortfalls or excesses will be made up elsewhere in the Official Plan;
- that the function and centrality of services is maintained; and,
- that the fundamental aspects of land use interrelationships are maintained”;

6.3

The City shall require the developer to provide financial securities to establish a perpetual maintenance fund ensuring the long-term maintenance of the open space/landscaped buffer areas and storm water management facilities to the satisfaction of the City.

**Part B of Amendment Number 6
to the document known as the
Consolidated Official Plan**

Part B - Amendment 6

The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained in Part B, and including the attached map designated as Schedule "A" to the Amendment.

1.0 DEFINITION

1.1 Industrial Use Area shall mean land which is predominately used for industry. The Industrial Use category includes such activities as warehousing, manufacturing, processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principle use. Industry will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon.

1.2 Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses.

OPA 155A

Within the Commercial Use Area land designated for Highway Commercial purposes on schedule A shall be used for those purposes which are primarily oriented to the traveling public and are restricted to service station, gas bar and motor vehicle washing establishments.

OPA-OMB order-jesna C6E8.3

Within the Commercial Use Area, lands designated for "Convenience Commercial" purposes on Schedule A are intended to be planned and developed as a unit with one or more retail service establishments. The intended uses are to serve the needs of the adjacent residential areas, west of Torbram Road, with daily food goods and personal services.

1.3 Open Space: Flood Hazard Land Use Area shall mean lands which have inherent physical or environmental hazards, such as poor drainage organic soils, flood susceptibility, erosion, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of the natural landscape and/or environment, and are to be managed in such a way so as to permit the development of adjacent land uses and to protect such uses from any physical hazards or their effects.

1.4 Special Use Area shall mean lands which may have certain physical limitations as a result of economic activity now no longer in operation and/or may be the locality of a use that is somewhat unique because of its rare occurrence.

2.0 LAND USE

The land use classification of lands as described on Schedule "A" attached hereto, shall be designated in part as an Industrial Use Area, in part as an Commercial Use Area, in part as Open Space: Flood and Hazard Use Area and in part as a Special Use Area.

3.0 DEVELOPMENT PRINCIPLES

3.1 Development Principles - Generalized

3.1.1 Several classes of industrial areas may be established within the area of the Amendment, based upon,

- a) the requirements of industry for road and rail access,
- b) the inter-relationship of different industrial firms,
- c) the need to minimize potential conflicts between different

classes of land uses, and

d) the demands for regional and municipal services.

3.1.2 Industrial uses will be subject to development standards to ensure that adjoining use areas and use areas in close proximity to the industrial use area will not suffer. To this end, adequate setbacks, planting strips and screening will be required.

3.1.3 The development of this industrial and commercial use area will proceed only when City Council is satisfied that such development will not preclude the economic and satisfactory development of other lands located within the Planning Area.

3.1.4 It shall be the policy of the Municipality to protect existing trees and woods within the area of this Amendment, wherever feasible, including the woodlot located in Lot 5, Concession 7, N.D.

3.1.5 Taking into consideration that there are existing residential dwellings within the area of this Amendment, it shall be the policy of the Municipality to require adequate measures such as reservation of abutting lands for buffering, landscaping, berming and screening to minimize potential conflicts between non-compatible uses.

3.2 DEVELOPMENT PRINCIPLES - INDUSTRIAL USE AREA

3.2.1 Development of this industrial area will proceed on the basis of registered plans of subdivision or on the basis of consent (by the Land Division Committee) in accordance with a design acceptable to Council and recognizing the intended use of the lands.

3.2.2 Development will proceed only when City Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks and electric energy facilities) are adequate, and that the approximate steps have been taken to provide the necessary facilities when deemed necessary.

3.2.3 The development of lands within the area of the Amendment shall not pre-empt the capacity of existing and future service facilities (i.e. road,

sanitary and storm sewer, water supply) which would thereby impede the development and/or re-development of adjacent lands.

3.2.4 To ensure the long term usefulness of arterial roads such as Steeles Avenue, Highway Number 7, Bovaird Drive, Airport Road and Torbram Road, it will be the policy of the City to encourage wherever practical and feasible restricted access to major arterial roads, and vehicular access oriented towards interior roads. To this end, one foot reserve and special zoning restrictions will be employed to minimize access onto arterial and collectors roads. Approximate road widenings as required by the appropriate authority at the time of the development, will serve as a prerequisite to development of the lands within the area of the Amendment.

3.2.5

Mod 3

The development of the lands subject to this Amendment will be on the basis of a road pattern which recognizes the constraints to development and which gives due consideration to the functional classification of the existing and proposed roads, right-of-way widths of hard surfaces (at the time of development and in the future) and for the location of necessary utilities. Further in the detailed design of road pattern, as shown on Schedule "A" attached, Highway No. 7 shall be elevated from its present level to provide for the railway tracks and the two roads east and west of the tracks below the structure of the highway. Turning movements from Highway No. 7 onto the collector roads will be restricted to right-in and right-out movements by appropriate means which may require construction of a median on Highway No. 7. As shown on Schedule "A" attached, the easterly extension of Woodslea Road between Airport Road and Goreway Drive shall be grade separated at the railway tracks.

Clark Boulevard shall be extended east of Airport Road only to provide access to the lands immediately north and south. No access from the extension of Clark Boulevard shall be permitted to Bramport Intermodal Terminal except for emergency purposes with the terminus of the road ending in a one foot reserve.

The easterly extension of Coventry Road and Clark Boulevard as shown on Schedule "A" attached shall be designated as local roads.

3.2.6 It is intended that the industrial use area subject to this Amendment will be composed of a class of industrial uses embracing a range of intensive, extensive and showcase industries.

3.2.7

Mod 5

Rail access may be available north of Highway No. 7 and provision be made for the extension of this rail access to lands within the area of this amendment which may require it from the spur line location functionally similar to that shown on Schedule "A" attached. The actual location of rail facilities or easements for their future provisions shall be determined at the time of development.

Rail access to the lands located west of Airport Road shall be subject to the approval of a crossing of Airport Road by the public agencies having jurisdiction in this matter including both Brampton and Region of Peel Councils.

3.2.8

Outside storage areas may be permitted within the lands subject to this Amendment, subject to detailed design considerations.

3.2.9

Mod 5

The development must be of high quality. The following criteria will be used to evaluate the design of the development:

- (a) The provisions of an adequate amount of parking to satisfy the expected requirements of employees and visitors.
- (b) The provisions of adequate setbacks to ensure the continued general amenity of the area.
- (c) The provisions of appropriate servicing, grading and other plans, as may be required by the City prior to the undertaking of development.

3.2.10

The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial parcels. This aspect of flexibility will permit the use of cul-de-sac and loop streets in the overall road pattern.

3.2.11

Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to Residential, Open Space: Flood and Hazard Land and Special Use Areas.

3.2.12

In consideration of the potential impact of aircraft noise on the lands subject to this Amendment, it shall be the policy of the Municipality to

ensure that the construction of any building intended for industrial or commercial use shall be in accordance with a set of minimum standards acceptable to both the Municipality and the Ministry of Environment.

3.3 DEVELOPMENT PRINCIPLES - COMMERCIAL USE AREA

- 3.3.1 The Commercial Use Area designation shown on Schedule "A" attached is intended to be schematic only, and not an indication of the amount of land intended as part of the Commercial Use Area. The exact limits of the Commercial Use Area will be established at the time of development in a manner acceptable to Council.
- 3.3.2 Development of the Commercial Use Area will proceed only when Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, road, sidewalks and electric energy facilities) are adequate or that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- 3.3.3 Council will ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with desirable traffic engineering standards. Further, Council will ensure the design and location of the facilities will be in such a manner as to as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses and on site uses as deemed necessary by Council. The quantity of off-street parking and loading facilities required will be based upon the intended uses and the size of the proposed uses of the land.
- 3.3.4 Council will ensure that appropriate measures will be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- 3.3.5 The type and number of uses that may be erected will be restricted to those that are deemed acceptable to Council. Notwithstanding the generality of the above, Council will permit the erection and operation of retail and service establishments designed in the form of a plaza and intended to provide a service to the principal use being industry. The

ultimate location of this commercial use area shall be acceptable to Council.

3.3.6 Council will implement the appropriate regulations and co-operate with the appropriate authorities to ensure that development on the subject lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

3.3.8 The lands designated as "Convenience Commercial" on Schedule A and located at the northeast corner of Williams Parkway and Torbram Road shall be used only for a gas bar and convenience commercial uses. Council intends that these lands be developed to be compatible with both the adjacent residential and industrial areas to the west and east respectively.

OPA-OMB Order-jesna C6E8.3

In this regard, the following development principles shall be adhered to:

- (a) The use of the lands shall be subject to controls as to points of ingress and egress to minimize deleterious impacts on the proper functioning of the abutting intersection. Council may require road widenings and also the extension of centre medians as a means of prohibiting left turn movements to and from this parcel;
- (b) Signs and advertising devices shall be subject to control with regard to location, design and illumination, to ensure a high quality of development and to minimize any adverse impact on adjacent land uses;
- (c) Landscaping and screening shall be provided on the site to enhance the appearance of the subject lands and to be compatible with the degree of landscaping on adjacent developments; and
- (d) As the subject lands are visible from the intersection of two arterial roads, it is desirable to maintain a high degree of aesthetic and architectural integrity. Accordingly, the massing and conceptual design of the proposed structures on the subject lands shall be subject to site plan control.

3.3.9

OMB Order 0162

The lands designated Commercial at the north-east corner of Torbram and North Park Drive shall be designed in a sensitive fashion to minimize the impact upon abutting and adjacent residential uses and the existing institutional use to the north, through landscaping, the erection of decorative fences and walls, and residential design treatments of the buildings including roof top treatments that are compatible with the abutting residential and institutional properties. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

A noise-warning clause is required as a condition of site plan approval for these lands to minimize the impact of the use upon the existing industrial use to the south. The warning clause will be in favour of the Brampton Assembly Plant owned by Daimler Chrysler Canada Inc. and will be required for the purpose of protecting noise sources occurring as a result of Daimler Chrysler Canada's industrial use and operation of the plant, including any alterations or expansions, in compliance with all applicable municipal, provincial and federal requirements.

3.4

DEVELOPMENT PRINCIPLES - SPECIAL USE AREA

3.4.1

OP93-109

The Special Use Area, as identified within this Amendment, constitutes a trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan.

3.4.3

Special Policy Area No. 3(A) and 3(B)

OMB Order 1272

The lands designated "Special Policy Area Number 3(A) and 3(B) " at the south-west corner of Airport Road and Bovaird Drive will be developed for a range of retail/commercial, highway and service commercial and prestige industrial uses. Notwithstanding this broad range of land use permissions, these lands shall be developed on the basis of two distinct use areas as follows:

Special Policy Area No. 3(A)

The lands designated “Special Policy Area No. 3(A)” comprise an area of approximately 7.1 hectares with frontage on the south side of Bovaird Drive and are intended to be used for a range of retail, commercial, restaurant and office uses.

The uses permitted within the “Special Policy Area Number 3 (A)” designation may include, but not necessarily be restricted to, the use as listed below. Any related or similar types of use to the use listed below shall be permitted without the necessity of an Official Plan Amendment.

- (a) a retail establishment;
- (b) a service shop;
- (c) a personal service shop;
- (d) a convenience store;
- (e) a bank, trust company and finance company;
- (f) an office;
- (g) a dry cleaning and laundry distribution station;
- (h) a laundromat;
- (i) a parking lot;
- (j) a dining room restaurant, a standard restaurant; a take-out restaurant, a fast food restaurant, a drive-in restaurant with or without a drive through facility;
- (k) a printing or copying establishment;
- (l) a commercial school;
- (m) a place of commercial recreation, but not including a billiard hall;
- (n) a community club;
- (o) a health center;
- (p) a community center;
- (q) a dairy bar;
- (r) a home furnishings and home improvement retail warehouse;
- (s) a retail warehouse; and,
- (t) a home and auto supply store.

Development of the lands designated Special Policy Area Number 3(A)

shall be subject to the following:

- (i) The aggregate maximum gross leaseable commercial floor area shall not exceed 16, 300 square metres (175, 458 square feet).
- (ii) Where any retail establishment is proposed to sell in excess of 929 square metres (10,000 square feet) of food, a market impact analysis satisfactory to the City will be provided prior to the enactment of a zoning by-law to determine whether or not the proposed retail establishment will jeopardize the planned function of nearby retail commercial centers as defined in section 4.2 of the Official Plan.

Special Policy Area Number 3(B)

The lands designated “Special Policy Area Number 3(B)” comprise an area of approximately 8.8 hectares with frontage on the west side of Airport Road extending south to the Airport Road and North Park Drive intersection and are intended to be used for a range of highway and service commercial, prestige industrial, restaurant and automotive repair and service uses.

The uses permitted within the “Special Policy Area Number 3(B)” designation may include, but not necessarily be restricted to, the uses as listed below. Any related or similar type of use to the uses listed below shall be permitted without the necessity of an Official Plan Amendment.

- (a) the purpose permitted in an M4 zone;
- (b) a boat sales establishment;
- (c) a motor vehicle repair shop;
- (d) a motor vehicle or boat parts and accessories establishment;
- (e) a tavern;
- (f) a taxi station;
- (g) a tool and equipment rental establishment;
- (h) a service station
- (i) a motor vehicle washing establishment;
- (j) a gas bar;
- (k) a commercial school;
- (l) a retail establishment;
- (m) a convenience store;

- (n) a service shop;
- (o) a personal service shop;
- (p) a bank, trust company and finance company;
- (q) an office with a maximum F.S.I. of 0.5;
- (r) a dry cleaning and laundry distribution station;
- (s) a laundromat;
- (t) a parking lot;
- (u) a dining room restaurant, a standard restaurant; a take-out restaurant, a fast food restaurant, a drive-in restaurant with or without a drive-through facility;
- (v) a printing or copying establishment;
- (w) a garden center sales establishment;
- (x) a community club;
- (y) a health centre;
- (z) a custom workshop
- (aa) an animal hospital;
- (bb) a retail warehouse;
- (cc) a building supplies outlet;
- (dd) a motel;
- (ee) a place of commercial recreation;
- (ff) a banquet hall
- (gg) a home furnishings and improvement retail warehouse;
- (hh) a motor vehicle sales and leasing establishment;
- (ii) a temporary open air market
- (jj) a swimming pool sales and service establishment;
- (kk) a recreation facility;
- (ll) a gymnastic facility; and,
- (mm) a home and auto supply store.

Development of the land designated "Special Policy Area Number 3(B)" shall be subject to the following:

- (i) The aggregate maximum gross leaseable commercial floor area

shall not exceed 28,300 square metres (304,629 square feet).

3.5 DEVELOPMENT PRINCIPLES - OPEN SPACE: FLOOD AND HAZARD LAND USE AREA

3.5.1

Mod 6

The development of Open Space: Flood and Hazard Land Use Area shall be based on the maintenance of the land for the preservation and conservation of the natural landscape and/or environment.

3.5.2

No building and/or structures, no placement or removal of fill of any kind, whether originating on the site or else, shall be permitted in these areas except where such buildings, structures or fill are intended for flood or erosion control purposes and are approved by Council and the

Conservation Authority having jurisdiction over the area. Improvements to the watercourse for purposes of flood or erosion control shall not include channelization unless approved by both the municipality and the Conservation Authority.

3.5.3

Building setbacks will be imposed from the margin of Open Space: Flood and Hazard Lands, so as to have regard to the extent and the severity of existing and potential hazards inherent in the Open Space: Flood and Hazard Land Use Area.

3.5.4

Where new development is proposed on a site, part of which is designated Open Space: Flood and Hazard Land, such lands shall be maintained in their natural state unless such lands are subject to improvements intended for flood or erosion control purposes. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

3.5.5

Mod 7

Where any lands deemed to be Open Space: Flood and Hazard this Amendment intends that this land should be developed as a natural drainage system except where such watercourses may have to be channelized in accordance with Section 3.5.2

3.5.6

A bog located in Concession 6, E.H.S., Lot 10 will be an aspect or feature to be considered at the subdivision and development stage, whereby this area will be considered for preservation because of its natural environment area.

3.5.7 An application for a minor adjustment to the boundaries of the Open Space: Flood and Hazard Land Use area as defined by the limit of fill (as defined by the Conservation Authority) to provide for the development of such land for other than the permitted Open Space uses may be considered by Council after taking into account the following:

- (i) the existing environmental and physical hazards;
- (ii) the potential impact of these hazards;
- (iii) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices, and
- (iv) the costs and benefits in monetary, social and biological value terms of any engineering works and/or resource management practices needed to overcome these impacts.

Such minor adjustments to the boundary of the Open Space: Flood and Hazard Use area may be considered at the time of development, and such adjustments will not required further amendment to the plan, provided that the general intent and purpose of the Plan is maintained.

3.5.8 Open Space: Flood and Hazard Lands will be zoned as a separate classification in the implementing restricted area by-law.

3.5.9 The Open Space: Flood and Hazard Land designation is intended to be symbolic and adjustments to the limits of this Use Area may be necessary as more precise information is made available in connection with development applications. However, the Council and Conservation Authority may approve adjustments, relocations, and deletions to the Open Space: Flood and Hazard Land without further Official Plan Amendment.

3.5.10

Mod 8

In order to minimize the possibility of down stream flooding or "on-site-storm-water management techniques" shall be required to be implemented at the time of the development of lands as a condition of approval of a plan of subdivision. Such "on-site-storm-water-management-techniques" shall be subject to the approval of the concerned Conservation Authority and the City of Brampton.

A storm water drainage system will be designed for all the lands covered

by this amendment incorporating storm water management techniques acceptable, within their mandates, to the Metropolitan Toronto and Region Conservation Authority and the Ministry of the Environment. The overall storm water management plan will be approved by the City and any authorities having jurisdiction in this matter before substantial development proceeds. Until the study is completed some limited development may be permitted on the basis of "on-site-storm-water-management-techniques" acceptable to the City of Brampton and the Metropolitan Toronto and Region Conservation Authority.

4.0 IMPLEMENTATION

4.1 Amendment No. 6 will be implemented by an appropriate Amendment to the Restricted Area By-law subsequent to the consideration of draft plans of subdivision. Amendments to the Restricted Area By-law will impose the appropriate zone classification and regulation on conformity with the development principles of this Amendment.

4.2 Council will enter into an agreement(s) incorporating various aspects of site and building design not implemented by the zoning by-law including road widenings and public open space dedications, development principles, and other matters, as deemed necessary by Council, to provide for the proper and orderly development of these lands.

4.3 Prior to any subdivision of lands within the area of this amendment, the developer of such lands may be required to enter into agreements in the subdivision process.

5.0 INTERPRETATION

5.1 The boundaries between classes of land use designated on Schedule "A" are general and are not intended to define the exact limits of each such class. It is intended, therefore, that minor adjustments may be made to these boundaries for the purposes of any by-law to implement Schedule "A" without the necessity of making formal amendment to the Official Plan. Boundaries of the land use categories, will however, be considered as absolute where they coincide with roads, railways, rivers or streams, or other clearly defined physical features. Other than such minor changes as these, it is intended that no area or district shall be created that does not conform with Schedule "A". All numerical figures

on Schedule "A" should not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated, in so far as the spirit and intent of the Amendment is maintained.

5.2

Mod 10

The boundary of the Parkway Belt West indicated on Schedule "A" reflects the boundary in the Parkway Belt West Plan approved by the provincial cabinet in July 1978.

Mod 11

(Section 5.3 deleted)