

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 14

THE GORE INDUSTRIAL NORTH

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Gore Industrial North Secondary Plan (Secondary Plan Area 14)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 14, The Gore Industrial North Secondary Plan)

This office consolidation of the Gore Industrial North Secondary Plan consists of Chapter 14(a) of Part II: Secondary Plans and Schedule SP14(a) of the City of Brampton Official Plan, Chapter D10 and the Official Plan Amendment 57 portion of Plate 2 of the document known as the Consolidated Official Plan, and the Official Plan Amendment 6, and Schedule A of said amendment to the document known as the Consolidated Official Plan, as it applies to Secondary Plan Area 14.

Chapter 14(a) of Part II: Secondary Plans and Schedule SP14(a) of the City of Brampton Official Plans were established by Official Plan Amendment No. OP93-125 adopted by Council on March 29, 1999 and approved by order of the Ontario Municipal Board (No. 0170) issued on February 8, 2000.

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

206A, OP93-76, OP93-125, OP93-183, OP93-232, OP93-243

Chapter D10 of Section D of Part C and the Official Plan Amendment 57 portion of Plate 2 of the document known as the Consolidated Official Plan, as it applies to Secondary Plan Area Number 14 is based on Official Plan Amendment 57 to the document known as the Consolidated Official Plan as approved by Council on July 7, 1980 and the Minister of Housing on March 16, 1982 has also been included and incorporates the following Official Plan Amendment as approved by the Province:

nil

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

OPA 23	OPA 80	OPA97
OPA 101	OPA 103	OPA120
OPA 229	OPA 263	OP93-167

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

February 2010

CHAPTER 14(a) of Part II

**Secondary Plans of the
City of Brampton Official Plan**

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP14(a), 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, detailed policy guidelines for the development of the lands outlined on Schedule SP14(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development of predominately residential uses. This includes a 300 metre buffer zone from the building setback of the Chrysler Bramalea Vehicle Assembly Plant at North Park Drive and Airport Road, within which no residential designation or use is permitted.

2.0 LOCATION

The subject lands comprise a total area of 129 acres (52.34 hectares) and are generally situated between Castlemore Road and the CN rail spur line, with Airport Road on the west and the Humberwest Parkway right-of-way and adjacent valley lands to the east, comprising part of Lot 9 and all of Lot 10, Concession 7, N.D., in the former geographic Township of Toronto Gore, now in the City of Brampton as shown on Schedule SP14(a).

3.0 DEVELOPMENT PRINCIPLES

Residential

3.1.1 Proposals for residential development within the Schedule 14(a) area shall have regard for applicable environmental guidelines, such that adequate buffering and separation distances are achieved between any such residential development and the automobile assembly plant operated by Chrysler Canada Limited to the south-west (known as the Bramalea Assembly Plant) and existing and future industrial development in the immediate area.

Particular regard shall be had for noise, visual intrusion and air quality so as:

- i) to minimize adverse impact from the new residential development on the continued operation of the Bramalea Assembly Plant, including any expansions as permitted under existing zoning; and,

ii) to minimize adverse impact on the new residential development from the continued operation of the Bramalea Assembly Plant and its potential for operational expansion.

3.1.2 High Density Residential development as defined in Part 1 of this Official Plan is not appropriate for the Schedule 14(a) area and shall not be permitted.

3.1.3 The various residential designations shown on Schedule SP14(a) are categories in which the predominant use of land is residential and collectively include a range of dwelling types from detached units to townhouses. Complementary uses as set out in Part 1 of the Official Plan are also permitted in various residential designations, subject to any specific limitations set out in the other policies of this Chapter. Minor utility installations such as transformer substations and telephone switching centers are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.4 The maximum overall density for Secondary Plan Area Number 14(a) shall be 12 units per acre (30 units per hectare) of net residential area.

3.1.5 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Chapter 14(a).

Low Density Residential

3.1.6 In areas designated “Low Density Residential” on Schedule SP14(a), single-detached and semi-detached structural units are permitted at a maximum density of 11.8 units per net residential acre. In addition, 50% of the development within the “Low Density Residential” designation shall be single-detached structural units.

OP93-232

Medium Density Residential

3.1.7 Lands designated Medium Density Residential on Schedule SP14(a) shall be developed to a maximum density of 20 units per net residential acre. Typical residential uses associated with

the Medium Density Residential designation include block townhouse, street townhouse, quaterplexes and interlot housing types.

- 3.1.8 Any proposal for Medium Density Residential development shall exhibit an acceptable transition and integration with lower density forms of development, and shall provide design and landscaping features to achieve effective buffering from major roads or adjacent commercial uses. In particular, the habitable portion of any proposed Medium Density Residential development shall be limited in height to minimize potential land use incompatibility with the Bramalea Assembly Plant.

Affordable Housing

- 3.1.9 Opportunities will be created for a range and mix of housing types suitable for a spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.
- 3.1.10 Affordable housing will be integrated into the overall community so as not to isolate such housing in any one area.

3.2 Industrial

Prestige Industrial

- 3.2.1 The industrial uses permitted by the Prestige Industrial designation shall include such activities as research and development facilities, warehousing, manufacturing, processing, assembly, packaging, repairing and fabricating provided that such uses operate within an enclosed building and have no outside storage, day nurseries, offices ancillary to an industrial use, ancillary retail (up to 15% of the total gross floor area of a building), retail and service uses (only within an industrial mall, to a maximum of 464.5 square metres or 5% of the floor area of the building, whichever is less), restaurants (one per industrial mall, to a maximum of 464.5 square metres), and banquet halls in accordance with the policies of the Official Plan.
- 3.2.2 Development of the lands within the Prestige Industrial designation shall be based on the following principles:

- i) a high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;
- ii) provision shall be made to minimize impacts upon residential uses to the north through site design, landscaping and buffer treatments; and
- iii) to obtain the desired scale of development, a maximum Floor Space Index (FSI) of 0.5 is permitted

3.3 Commercial

3.3.1 Highway & Service Commercial

Lands designated Highway & Service Commercial on Schedule SP14(a) are intended to be used for retail and service establishments designed to serve local area residents and employees and pass-by vehicle traffic and shall be developed in accordance with Section 4.2.10 of Part 1 of the Official Plan.

3.3.2 Lands in the Highway and Service Commercial designation shall generally be developed in accordance with the following principles:

- i) to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- ii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping; and,
- iii) where parking is provided in the front yard, or facing Airport Road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety.

Highway Commercial

- 3.3.3 Lands designated Highway Commercial on Schedule SP14(a) shall be used for automobile service stations, gas bar and related activities. In addition, convenience commercial uses shall also be permitted in accordance with Section 4.2.8 of Part 1 of the Official Plan.
- 3.3.4 The lands designated Highway Commercial shall be designed in a sensitive fashion to minimize the impact upon the residential uses to the north, 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.

3.4 Open Space

Neighbourhood Park

- 3.4.1 A Neighbourhood Park shall be developed in the general location indicated on Schedule SP14(a) in accordance with Part 1, 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.

Valley Land

- 3.4.2 Lands designated Valley Land on Schedule SP40(a) have been identified through previous environmental studies as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to the ecological integrity of the West Humber River Watershed. Designated Valley lands shall remain primarily in a natural state or be utilized for storm water management proposes and complementary uses in accordance with Part 1, Section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Study (Aquafor Beech Limited, May 1997).
- 3.4.3 Building setbacks shall be imposed from the margin of Valley Lands so as to have regard for the extent and severity of existing

and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. It is recognized that the final determination of valley land width may be narrower or wider than they appear at any particular location on Schedule SP14(a).

- 3.4.4 Valley Land designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/valley corridor. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valley land designation.

Stormwater Detention Facility

- 3.4.5 The designation Stormwater Detention Facility on Schedule SP14(a) recognize the requirement for such stormwater detention facilities within the subject lands. Secondary uses, if appropriate, shall primarily consist of activities associated with the Link and Environmental Park policies of Part 1, Section 4.5.6 and other relevant policies of the Brampton Official Plan.
- 3.4.6 Stormwater detention facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP14(a). The stormwater management facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of stormwater 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. Should the detention facility shown on Schedule 14(a) be relocated or reduced in size, the remaining lands shall be designated Prestige Industrial in accordance with Section 3.2 of this Plan.
- 3.4.7 The locations, size and function of stormwater detention facilities may be amalgamated in order to reduce the total number of facilities required on the subject lands and adjacent lands. Due to the conceptual nature to the stormwater detention facility designation, all reasonable alterations to the stormwater

management system are permitted without an amendment to this Chapter.

3.5 Heritage Reserve

3.5.1 The City of Brampton Heritage Inventory identifies a heritage resource within the lands subject to this amendment. Schedule SP14(a) designates (9885 Airport Road) a Class B Heritage Resource that is worthy of preservation.

3.5.2 As part of the plan of subdivision approval process, City staff will negotiate with the landowner in an attempt to place a heritage designation and easement on the subject property.

3.6 Special Study Area

3.6.1 Lands between the east limit of the HumberWest Parkway to the west limit of the Humber Valley are designated as “Special Study Area”. The ultimate land use designation of these lands shall be determined on the basis of:

- i) the delineation of the limits of development relative to the Humber Valley top-of-bank to the satisfaction of the Toronto and Region Conservation Authority and the City of Brampton; and,
- ii) the approval of a concept development plan by the Commissioner of Planning and Building to demonstrate the proper and orderly development of the Special Study Area, including appropriate access from HumberWest Parkway in the area opposite its intersection with the extension of North Park Drive.

The redesignation of these lands shall be implemented through an official plan amendment.

4.0 Transportation Network

4.1 Roads

4.1.1 Road facilities in the Chapter are intended to develop and

function in accordance with Part 1, Section 4.3, and other relevant policies of the Official Plan.

4.1.2

OP93-183

Lands to achieve the major and minor arterial roads and collector roads designated on Schedule SP14 (a) shall be conveyed to the appropriate road authority as a condition of development approval to the extent of a 50 metre right-of-way for Castlemore Road, a 45 metre right-of-way for Humber West Parkway and 26- metre right-of-way for the North Park Drive extension from Airport Road to east of Humberwest Parkway.

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 locations.

4.1.4

The local road system will be subject to approval as part of the subdivision approval process.

4.1.5

To the extent that new road links proposed and designated in the Plan may be subject to the Environmental Assessment and Consultation Improvement Act, they shall be subject to the necessary Environmental Assessment approvals.

4.2

Public Transit

4.2.1

The major road network consisting of Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide a transit stop within 400 metres of all residents.

4.2.2

Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate 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.

4.3

Pedestrian/Cyclists Links

4.3.1

Appropriate pedestrian/cyclists links shall be provided through or at the edge of all contiguous open space elements including

active tableland parks and valley lands in an environmentally conscious manner.

- 4.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or at specific locations as determined by the City.

4.4 Railways

- 4.4.1 All proposed development within 300 metres of a railway right-of-way may be required to undertake noise studies, to the satisfaction of the City and in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise that has been identified.

- 4.4.2 All proposed development within 75 metres of a railway right-of-way may be required to undertake vibration studies, to the satisfaction of the City in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse vibration that has been identified.

- 4.4.3 All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway authority.

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 1, Section 4.4.6 and other relevant policies of the Official Plan and with the City's Woodlot Development Guidelines (AGPlan Limited, 1992)

5.2 Noise Attenuation

- 5.2.1 In the case of residential uses adjacent to Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall generally not exceed 300 metres (1,000 feet).
- 5.2.2 A secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.
- 5.2.3 In the case of either road noise attenuation treatment noted 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 or major collector road and a local road.
- 5.2.4 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part 1, 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 and shall be the financial responsibility of the developer to implement. Such a 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.

External Buffer & Design Treatments

- 5.2.5 To screen the residential development from potential noise impacts emanating from adjacent arterial road and collector roads, the CN rail spur, existing activities and future expansion on the Bramalea Assembly Plant and the development of surrounding employment lands, the following external buffer and design treatments are listed below:
- i) landscaped berms with noise walls to buffer future residents from Airport Road, Castlemore Road, North Park Drive the future Humberwest Parkway, the CN rail spur, existing and future expansion on the Bramalea Assembly Plant and existing and future industrial development in the immediate area: and,
 - ii) dwellings fronting the north side of North Park Drive between the proposed collector road (just east of Airport Road) and the future Humberwest Parkway, shall have a single-storey aspect for those portions of the dwelling oriented to the adjacent noise barrier.

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 SP14(a) 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 studies undertaken by Aquafor Beech Limited for the West Humber River Subwatershed Study and 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.
- 5.4 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 (May 1997) and the storm water management study undertaken by Paul Thiel Associates Limited (July 1981 and April 1983).
- 5.5 Urban Design Guidelines**
- 5.5.1 The design, 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 conform to the relevant design guidelines as adopted and revised from time to time by the City. Detailed designs in accordance with such guidelines shall 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 SP14(a) interface with the Highway & Service Commercial land use designation, the City may require buffering measures to be implemented in accordance with Part 1, Section 4.4 and other relevant policies of the Official Plan.

6.0 Implementation and Interpretation

- 6.1 The provision 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 SP14(a) 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 Gore Industrial North 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 fundamental aspects of land use interrelationships are maintained.

**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.

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 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.

Mod 2

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.

Mod 2

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

Mod 5

- (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 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.

3.4 **DEVELOPMENT PRINCIPLES - SPECIAL USE AREA**

- 3.4.1 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.

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

- 3.5.1 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.

Mod 6

- 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 inherit 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 water course 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 Land, 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 erosion, "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

Mod 9

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

Mod 9

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)

**Chapter D10 of Section D of Part C
and Plate 2
of the document known as the
Consolidated Official Plan**

CHAPTER D1

1.0 **PURPOSE**

The purpose of the chapter is to revise the Official Plan in accordance with the revised boundaries of the former Township of Toronto Gore, taking into account the annexation of the south part of former Toronto Gore by the former Township of Toronto. The chapter also restates the policies of the former Township concerning the character of former Toronto Gore, the extent of future development, and the methods of implementing these intentions.

2.0 **FACTORS CONSIDERED IN ESTABLISHING THE POLICIES IN THE CHAPTER**

The main factors which were considered in establishing the policies and intentions of the former Township contained in this amendment are:

- (a) The physical difficulties and financial inability to provide a constant main water supply and adequate sewage treatment facilities in the former Township.
- (b) The shortage of good transportation facilities through the former Township, i.e. no railway and only one important highway (No.7.).
- (c) The lack of any substantial urban area in the former Township to attract growth and the existence of municipalities in the Metropolitan Toronto Planning Area which are better suited to attract new development at the present time.

3.0 **DEVELOPMENT POLICY OF THE FORMER TOWNSHIP**

It is the intention to maintain the former Township of Toronto Gore as a rural Township. Development will be permitted, however, where it will not conflict with the rural character of the former Township and will be limited to ensure that no burden is imposed upon the former township for the provision of municipal

services.

The policy of a gradual growth of urban land uses will be reviewed to determine whether or not the Official Plan should be revised to designate any areas in the former Township for comprehensive urban development. Periodic examinations will also be made to ensure that the methods of controlling development which are contained in this chapter are limiting urban growth effectively.

3.1 **LAND USE DESIGNATIONS**

The following designations of land use are established in the Official Plan and are indicated on Plate 1 and 2.

(a) **Restricted Residential**

This designation will permit the construction of single-family detached dwellings and will permit agricultural uses. These uses will be subject to the provisions of the zoning by-law (see Section 4.1)

(b) **Agricultural**

This designation will cover the major part of the former Township and is intended primarily for agricultural use. Limited residential, commercial and industrial development will also be permitted in this area when approved by the former Planning Board in accordance with the policy for consents to conveyance established in Chapter D3. The commercial and industrial development shall also be subject to the amendment of the zoning by-law.

(c) **Floodplain**

No buildings will be permitted in this category, which will include all land flooded by Hurricane Hazel. In addition it is the intent to prohibit buildings on land which will be covered by the proposed conservation reservoirs at Ebenezer and Clairville and, when the exact limits of the lakes are determined, zoning by-laws will be amended to indicate the prohibited areas.

The floodplain limits are indicated on the attached map to the Official Plan south of Lot 1 but are not indicated for the northern part of the former Township as no maps are presently available for the northern part.

3.2 DEVELOPMENT CRITERIA

In the development policy of this former Township, it is also intended that:

- (a) Urban land uses, being all uses other agricultural which were existing at the date of Council's adoption of this Chapter, as more fully shown on the attached map, shall be recognized as conforming to the intent of this Official Plan for the purpose of by-laws adopted under The Planning Act. Such uses will be included in the respective zones within said by-laws set out under Section 4.1.
- (b) Dwellings may be built on vacant lots which are under registered plans of subdivision existing at the date of adoption of this Chapter by Council.
- (c) Once a year from the date of Council's adoption of this Chapter a consolidated amendment will be submitted to the Minister showing all consents that have been granted during the year.

This annual amendment need only be a map with an explanatory paragraph and will require little time to process.

4.0 IMPLEMENTATION OF THE OFFICIAL PLAN

It is the intentions of Council to implement the Official Plan through:

- (a) Consents for conveyance by the Land Division Committee under The Planning Act, R.S.O. 1970 as amended. See Chapter D3.

- (b) By-laws controlling development passed under The Planning Act.
- (c) The execution of public works.

In detail the policies for applying these methods of implementation are:

4.1 **BY-LAWS FOR CONTROLLING DEVELOPMENT**

Shall be passed under the permitting legislation of the Province of Ontario and shall include:

- 4.1.1. A comprehensive zoning by-law passed under The Planning Act, R.S.O. 1970. This by-law shall establish the following land use zones with the appropriate minimum lot sizes and other suitable development standards:

- (a) Restricted Residential

This will permit the construction of detached single family dwellings, with minimum lot size of three acres, and agricultural uses.

- (b) Agricultural

This zone is intended to implement the Agricultural land use classification as established by the Chapter and will include all of the lands within the former Township, except for those lands designated Restricted Residential, Floodplain, and existing commercial and industrial uses under Section 3.2(a) more fully shown on the attached Plate 1 and 2.

When consent for conveyance for a proposed commercial or industrial use is made under Chapter D3 then the by-law will be amended to commercial or industrial as the case may be for that conveyance.

Permitted Uses

Any agricultural use will be permitted. Single family dwellings will be permitted only on registered lots. A registered lot shall be defined as:

- (i) a lot for which there was a deed at the date of the passing of the by-law, or
- (ii) any lot in an existing registered plan of subdivision as outlined in Section 3.2(b), or
- (iii) a lot of not less than 1 acre which has been established by consent of the Land Division Committee under The Planning Act, R.S.O. 1970, as amended under Section 4.0 of this Chapter.

(c) Commercial

This zone is intended to implement the commercial areas that will be established by consents for conveyance under Chapter D3 (i.e.) in the areas designated agricultural, and all existing commercial areas established under Section 3.2 (a) more fully shown on the attached Plate 1 and 2.

The by-law will initially include all those established commercial uses under Section 3.2 (a). When a consent for a conveyance has been granted under Chapter D3 for commercial use then the by-law will be amended to zone the lands within the conveyance to commercial.

Within the commercial zone any commercial use shall be permitted on lots having an area of not less than 2 acres and a dwelling for an owner or an operator of a commercial establishment will be permitted on that lot.

(d) Industrial

This zone is intended to implement the industrial areas that will be established by consents for conveyance under Chapter D3 (i.e.) in the areas designated agricultural, and all existing industrial areas established under Section 3.2 (a) more fully shown on the attached Plate 1 and 2.

The by-law will initially include all those established industrial uses under Section 3.2 (a) and when consent for a conveyance has been granted under Chapter D3 for industrial use, then the by-law will be amended to zone the lands within the conveyance to industrial.

Within the industrial zone any industrial use shall be permitted on lots having an area of not less than 2 acres and a dwelling for an owner, watchman or essential operator of an industrial establishment will be permitted on that lot.

(f) Floodplain

This will permit no building of any type to be erected.

- 4.1.2. A by-law passed under the Ontario Municipal Act to require that where land is used for pits and quarries, it shall be regulated in operation and prepared in such a way that they will not be dangerous or unsightly to the public.

4.2 PUBLIC WORKS

Shall be carried out by the former Township in accordance with the following principles:

- (i) Additions shall be made to the existing schools to provide for the increased demand for school accommodation in the former Township.
- (ii) Improvements shall be made to existing roads when necessary.
- (iii) No capital works are proposed until an amendment to the Official Plan is approved to permit a comprehensive program of urban development.

Chapter D10 of Section D of Part C
of the document known as the
Consolidated Official Plan

CHAPTER D10

1.0 **PURPOSE**

The purpose of this Chapter is to redesignate the lands from Agriculture to Industrial, Service Commercial and Open Space: Flood and Hazard Land Use Area and further, to include Development Principles for the designated Use Areas within the area of this amendment.

2.0 **LOCATION**

This Chapter is concerned with land situated on parts of Lots 9 and 10, Concession 7, N.D. (Toronto Gore Township), and more particularly described on the attached Schedule "A".

3.0 **DEFINITIONS**

- 3.1 **Industrial Use Area** shall mean which is predominantly use 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 to 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 for not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principal 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, building, or equipment thereon.

3.2 **Service Commercial Use Area** shall mean land which is predominately used for commerce, and designed to accommodate uses that would provide a service to the employees of the future industrial establishments in the area. The uses permitted under this category shall include automobile gasoline filling and service station, restaurant, bank or trust company savings office, business and professional office, barber shop, ladies hairdressing establishment.

3.3 **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, existing trees, 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.

4.0 **DEVELOPMENT PRINCIPLES**

4.1 **Development Principles - Generalized**

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

- (a) the inter-relationship of different firms,
- (b) the need to minimize potential conflicts between different classes of land uses, and
- (c) the demands for regional and municipal services.

4.1.2 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.

4.1.3 The development of this industrial and service 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.

- 4.1.4 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 at the southerly limit of the lands, in Lot 9, Concession 7, N.D. which is to be conveyed to the Municipality as Public Open Space.

4.2 DEVELOPMENT PRINCIPLES - INDUSTRIAL USE AREA

- 4.2.1 Development of this industrial area will proceed on the basis of registered plans of subdivision or on the basis of consents (by the Land Division Committee) in accordance with a design acceptable to Council and recognizing the intended use of the lands.
- 4.2.2 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 appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- 4.2.3 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.
- 4.2.4 To ensure the long term usefulness of the arterial road, Bovaird Drive, it will be the policy of the City to limit the access to lands by a loop road as shown on Schedule A attached hereto, and vehicular access oriented towards the interior road only. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto the arterial road. Appropriate road widenings and improvements as required by the appropriate authority at the time of the development, will serve as a prerequisite to development of lands within the area of the Amendment.
- 4.2.5 The development of the lands subject to this Amendment will be on the basis of a road design which recognizes the constraints to

development and which gives due consideration to the functional classification of the existing arterial road, right-of-way widths of hard surfaces (at the time of development and in the future) and for the location of necessary utilities.

- 4.2.6 As shown on Schedule A, attached hereto, Bovaird Drive shall be realigned to join with a T-intersection the Arterial Road proposed to run north westerly along the easterly limits of Official Plan Amendment Number 6 area.
- 4.2.7 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.
- 4.2.8 Outside storage areas may be permitted within the lands subject to this Amendment, subject to detailed design considerations.
- 4.2.9 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 provision of appropriate servicing, grading and other plans, as may be required by the City prior to the undertaking of development.
- 4.2.10 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 road pattern.
- 4.2.11 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.
- 4.2.12 In consideration of the potential impact of aircraft noise on the

lands subject to this Amendment, it shall be the policy of the Municipality

Mod 1

to ensure that the construction of any building intended for industrial or commercial uses shall be in accordance with the Ministry of Housing Land Use Policy Near Airports.

4.2.13

Mod 2

The installation of any process or combustion equipment in an industrial area is subject to approval from the Ministry of the Environment under Section 8 of The Environment Protection Act.

4.3

Development Principles - Service Commercial Use Area

4.3.1

The Service Commercial Use Area designation shown on Schedule A attached is intended to be schematic only. The exact limits of the Service Commercial Use Area will be established at the time of development in a manner acceptable to the City. The area intended to be developed will comprise approximately a one hectare parcel.

4.3.2

Development of the Service Commercial Use Area will proceed only when the City 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.

4.3.3

It shall be the policy of the Municipality to 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, the Municipality shall 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, traffic hazards upon adjacent uses and on site uses as deemed necessary by Council.

4.3.4

It shall be the policy of the Municipality to ensure that appropriate measure be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.

4.3.5

The type of uses that may be erected will be restricted to those that are included within the "Service Commercial Use Area" definition. The number of such uses at one location will be regulated by the detailed standards of the zoning by-law. The

commercial uses that are intended are to serve industry and its employees. Establishments that are conventionally located in residentially oriented shopping plaza servicing family shoppers are to be excluded.

Notwithstanding the generality of the above, the City shall be permit the erection and operation of retail and service establishments designed in the form of a plaza.

- 4.3.6 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.

4.4 Development Principles - Open Space: Flood and Hazard Land Use Area

- 4.4.1 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.

- 4.4.2 No buildings and/or structures, no placement or removal of fill of any kind, whether originating on the site or elsewhere, shall be permitted in these areas except where such buildings, structures or fill are intended for flood and erosion control purposes and are approved by Council and the Conservation Authority in accordance with Ontario Regulation 735/73. The approval of the Municipality and the Conservation Authority in accordance with Ontario Regulation 735/73, and the Ministry of Natural Resources in accordance with Section 10 of The Lakes and Rivers Improvement Act, will be required to straighten, change, divert, or interfere in any way with the existing channel of a river, creek, stream or watercourse.

Mod 3

- 4.4.3 Building setbacks will be imposed from the margin of Open Space: Flood and Hazard Lands as established by the Municipality and the Conservation Authority prior to draft approval of any plan of subdivision abutting such lands. Building setbacks shall have regard to the extent and the severity of existing and potential hazards in the Open Space: Flood and Hazard Land Use Area.

- 4.4.4 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.
- 4.4.5 Where any land is deemed to be Open Space: Flood and Hazard Land, this Amendment intends that the natural drainage system on this land should be preserved in a natural state except where alterations may be necessary in accordance with Section 4.4.2.
- 4.4.6 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 Land Use Area may be considered at the time of development, and such adjustments will not require further amendment to the Plan, provided that the general intent and purpose of the Plan is maintained.
- 4.4.7 Open Space: Flood and Hazard Lands will be zoned as a separate classification in the implementing Restricted Area By-law.

- 4.4.8 The Open Space: Flood and Hazard Lands 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.
- 4.4.9 In order to minimize the possibility of down stream flooding, erosion or sedimentation, on the site, storm water management techniques and erosion and sedimentation control measures, 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" and "erosion and sedimentation control measures" shall be subject to the approval of the concerned Conservation Authority and the City of Brampton.

A storm water drainage system will be designated for all the lands covered by this amendment incorporating storm water management techniques acceptable, within their mandates, to the Conservation Authority and the Ministry of the Environment. The overall storm water management plan will be approved by the City and any authority having jurisdiction in this matter before any development within the area of this Amendment proceeds.

5.0 IMPLEMENTATION

- 5.1 This chapter will be implemented by an appropriate amendment to the Restricted Area By-law in such form which will impose the appropriate zone classification and regulations in conformity with the Development Principles outlined in Section 4.0.
- 5.2 The Corporation of the City of Brampton may require the owners of the lands to enter into one or more agreements incorporating various aspects of site and building design not implemented by the zoning by-law.