

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 19

THE BRAMALEA WEST INDUSTRIAL SECONDARY PLAN

January 2010

EXPLANATORY NOTES

Office Consolidation The Bramalea West Industrial Secondary Plan (Secondary Plan Area 19)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 19, Bramalea West Industrial Secondary Plan)

This office consolidation of the Bramalea West Industrial Secondary Plan consists of Chapters C34, C51 and C76 of Section C of Part C and Plate Number 12 of the document known as the Consolidated Official Plan as they apply to Secondary Plan Area Number 19. The aforementioned Chapters and Plate have been included. The following Ontario Municipal Board order and Official Plan Amendments, as approved by the approval authority at the time, have also been incorporated:

- 26 (adds C51 and amends Plate 12)
- 43A (amends C34 and Plate 12)
- 72A (amends C34 and Plate 12)
- 104A (amends C34 and Plate 12)
- 106A (adds C76 and amends Plate 12)
- 190A (amends C34 and Plate 12)
- 216A (amends C34 and Plate 12)
- 224A (amends C34 and Plate 12)
- 233A (amends C34 and Plate 12)
- 250A (amends C34)
- 254A (amends C34)
- 289A (amends C34 and Plate 12)
- OP93-110 (amends C34 and Plate 12)
- OP93-134 (amends C34 and Plate 12)
- OP93-190 (amends C34)
- OP93-221 (amends C34)
- OMB Order Number 1585
- OP93-235 (amends C34 and Plate 12)
- OP93-287 (amends C34 and Plate 12)

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

OPA 23
OPA 103
OP93-167

OPA 80
OPA 120

OPA 97
OPA 229

OPA 101
OPA 263

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

**Chapter C34 of Section C of
Part C and Plate 12
of the document known as the
Consolidated Official Plan**

CHAPTER C34

1.0 PURPOSE

The purpose of this Chapter is to amend and establish the policy including the approximate distribution of the land uses for the orderly development of approximately 2,300 acres of land as shown on Plate 12, 20, 22, and 24 within the Bramalea urban area as outlined on Plate 11, 19, 21 and 23. This Chapter carries forward the intent and general policies previously set out in the former Township's proposed Official Plan Amendment No. 30-a master plan for the Bramalea area submitted to the former Minister of Municipal Affairs in September, 1970.

2.0 POLICY

The following policies, and Plates 12, 20, 22, 24 form the basis of Chapter C34.

2.1 Population in the Bramalea Area

The total population for the Bramalea urban area generated by existing committed development and by this Chapter shall not exceed 125,000 persons.

2.2 Financial

Subdivision and other agreements between the former Township and developers of lands proposed for development shall contain provisions designed to recognize the financial impact of each area of land proposed for development and to protect the existing stable financial position of the former Township while meeting the social, environmental and financial needs of a rapidly growing urban area.

2.2.1 Servicing and Staging

This Official Plan recognizes that urbanization is to be permitted in stages implementing the land use shown herein and on the basis that the major trunk sewers and watermains shall be designed to service all lands shown on Plate 12, 20, 22, 24 to this Chapter and shall be the responsibility of the developer of the said lands to be released such that the major trunk sewer and water distribution systems shall be constructed by the developer as a condition of any subdivision agreement. Nothing in this Official Plan shall be deemed to alter the rights of the former Township of Chinguacousy under the provisions of the South Peel Servicing Scheme.

2.2.2 Open Space

The land uses reflected herein establish public open space lands which are deemed to be part of the active urbanization of the said lands to the end that the responsibility of the developer developing any area in the said Official Plan shall be to provide by dedication or conveyance the public open space areas or to provide a proportionate per acre levy to permit the municipality to assemble the public open space areas. This concept is necessary to recognize that the population permitted is allocated to the aforesaid land uses to provide an ultimate population in a meaningful environment, an essential part of which is the public open space system established herein. A policy of public acquisition shall be established at the time of release of development to ensure that economic hardship does not result from the ownership of lands designated for public open space as opposed to other areas for urbanization.

2.3 Community Structure "Villages"

This Chapter establishes three new and distinct "village" areas north of Highway Number 7 and provides for the completion of two villages which were partially developed under Chapter C17 and provides a policy for lands south of Highway Number 7 within Plate 12.

2.3.1 Population

Each village generates a population varying from 10,000 to 15,000 persons depending on design and location.

2.3.1.1

OP93-190

The lands municipally known as 99 Glidden Road may be used for a place of worship, with an associated residential unit, in addition to permitted industrial uses.

2.3.2 Village Core

Each village has a central area or core including a local commercial area supporting some 20,000 - 50,000 square feet of floor space which is centrally located and related to medium and high density residential development. The core also incorporates, wherever possible, the main local public open spaces, high school, senior public schools, and church sites. Due to the relatively flat topography of the Bramalea area, high buildings and institutional facilities centrally located can give a visible identity and focus to each village.

2.3.3 Neighbourhoods and School Sites

Each village incorporates two to four distinct local neighbourhoods generally defined as residential areas bounded by arterial roads and with linked public school and park areas as the focus. These neighbourhoods are generally large enough to generate from 500-700 public school students within six to eight minutes walk of a school unrestricted by major public roads. Provision is also made for separate school sites at the rate of one site per village. These are combined with church sites so as to relate to a convenient service area and to the concept of schools and churches as focal points.

School or church sites if not needed in the measure indicated in the general plan Plate 12, 20, 22, 24 can be redistributed in line with the neighbourhood design principles outlined above or may be reallocated for residential use providing the social need for such facilities is met.

2.3.4 Village Road Pattern

The villages are generally divided into two to four neighbourhoods by a system of north-south and east-west roads. All of the villages are interconnected by an internal loop road, Howden Boulevard, feasible for future transit facilities and connecting village centres to the City Centre via Central Park Drive.

2.3.5 Public Open Space

The former Township hereby establishes an open space policy of ten acres per 1,000 people made up as follows:

2.3.5.1 Three acres per 1,000 people on an area municipality or regional basis outside the urban area or in green belts at the edge of the urban area.

2.3.5.2

i) Seven acres per 1,000 people inclusive of:

- (a) Village Open Spaces,
- (b) School play areas where these are integrated into and accessible as part of the public open space system but not otherwise.
- (c) Children's play parks and ornamental gardens,

- (e) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group,
 - (f) Field paths, footpaths, linking greenways, natural watercourses and bridle paths,
 - (g) Buffer strips and protective planting areas which are accessible to and useable by the Public not otherwise, and
 - (h) Large organized sports areas for intensive activity.
- (ii) Of the above seven acres per 1,000 people, up to two acres per 1,000 will be allowed for central functions such as:
- (a) Central Park provision,
 - (b) Ornamental open space in the central area excluding land occupied by buildings,
 - (c) Active central sports facilities serving the whole urban area but not necessarily at the core,
 - (d) A cemetery area with park-like atmosphere and quiet and contemplative areas,
 - (e) Public golf courses which may include areas for walking and general access,
 - (f) Winter sports areas,
 - (g) A large arena and stadium and active sports area and sports centre, and
 - (h) Natural or artificial lake areas for sailing or other aquatic activities.

This establishes a standard at about 250 acres as the need for the completed Bramalea urban area. Central Park and the open spaces in the Civic Centre already established amount to approximately 140 acres, leaving a balance yet to be provided of 110 acres for the uses set out above in 2.3.5.2 (ii) (c) to (h).

2.3.5.3 It is recognized that there may be variations from this open space policy to provide a better total system and will depend on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

2.3.5.4 Wherever feasible, school and park sites in village areas shall be adjacent.

2.3.5.5 Open space, both public and private, shall be grouped systematically to provide;

(a) A network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges,

(b) Large integrated usable public open space areas capable of development,

(c) A methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well served by a broad range of local facilities and

(d) A public footpath system aimed at providing a possible off-street walking network traversing the whole Bramalea area and linking the main social facilities, key local centres, and main open space areas.

2.4 Housing Stock

The villages are generally conceived as being made up of a balanced housing stock including conventional and industrialized buildings. The "mix" will vary according to proximity to the City Centre (where higher densities have already been set out) and according to the particular character of each village. Generally the mix will consist of 50% in various forms of low density dwellings, 35% in medium density dwellings and 15% in high density dwellings.

2.5 Each of the villages included in this Chapter have a distinctive and potentially different character.

The three new villages are as follows:

- 2.5.1 The village immediately north of Highway Number 7 and west of Dixie Road in Concession 3, E.H.S. is characterized by:
- (i) Extensive ravines to the west resulting from former mineral workings in the Brampton Esker,
 - (ii) Existing Bramalea Woods housing area,
 - (iii) Higher density residential development adjacent to Highway Number 7 relating to the City Centre,
 - (iv) Substantial buffer provisions adjacent to the proposed highway right-of-way, and
 - (v) A specialized existing industrial use as described in Section 2.6.2 of this Chapter.
- 2.5.2 The village between Heart Lake Road and Dixie Road to the north of the Williams Parkway in Concession 3, E.H.S. is characterized by:
- (i) Buffer provisions adjacent to Heart Lake Road,
 - (ii) The East Brampton Reservoir, and
 - (iii) A proposed high school site linked to the open space network.
- 2.5.3 The village north of the Williams Parkway between Dixie Road and Bramalea Road in Concession 4, E.H.S. focussing on the Etobicoke Creek Valley with the core linking in with this significant open space feature.
- In addition, this Chapter provides for the completion of the following two villages:
- 2.5.4 The village bounded by Dixie Road, Bramalea Road, Highway Number 7 and the Williams Parkway. This village contains the Crescent Hill area (Chapter C22) and Central Park (Chapter C26). Under this Chapter, the approximate 100 acres remaining are designated for residential, open space and school uses as shown on Plates 12, 20, 22, 24.
- 2.5.5 The village located between Bramalea Road and Torbram Road north of the Williams Parkway in Concession 5, E.H.S. Development is currently

underway on the southern part of this village. This area is a unique one by virtue of a man-made lake resulting from former mineral workings. This forms a focus for the village core and is a major asset to the whole Bramalea area. The lake shall be retained as public open space-recreation facility.

2.6 Lands South of Highway Number 7

Lands south of Highway Number 7 as shown on Plate 12 covered by this Chapter and the policies applying thereto are as follows:

2.6.1 An area of medium and high density residential uses is established west of Dixie Road and south of Highway Number 7. This area relates to the now developing Bramalea City Centre to the immediate east. A major open space designation applies for lands to the west to act as a buffer from adjacent industrial areas and to preserve the existing forest cover and man-made lake.

2.6.2 The lands designated for Service Commercial use on Plate 12 shall not have direct access onto Dixie Road.

OPA 43A

2.6.3 The lands designated as "Highway Commercial" on the southeast corner of Highway Number 7 and West Drive, as shown on Plate Number 12, shall be used only for a gas bar and service bay facility. Council intends that these lands be developed to be compatible with surrounding land uses, particularly institutional uses to the east. In this regard, the following development principles shall be adhered to:

OPA 72A

- (a) the use of the lands shall be subject to controls of ingress and egress to minimize the impact on the proper functioning of the intersection. In this regard, access to/from Highway Number 7 shall not be permitted;
- (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) adequate landscaping and screening shall be provided on site to enhance the appearance of the subject lands and to complement the aesthetics of adjacent developments; and,

- (d) as the subject lands are visible from the intersection of two major 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.

2.6.3.4

OPA 224A

The lands located at the north-east corner of the intersection of West Drive and Orenda Road, designated for Mixed Industrial and Commercial use, may be used for a broad range of industrial uses and limited retail/commercial uses, subject to the following:

- (a) permitted purposes shall include a broad range of industrial purposes, and a restricted range of commercial uses including but not limited to non-food related retail uses, restaurants a banquet hall and/or a veterinary clinic;
- (b) Motor vehicle repair uses, excluding a motor vehicle body shop, shall also be permitted, provided that generous front yard setback requirements are established in the implementing zoning by-law, including appropriate restrictions with respect to outdoor storage;
- (c) Only two access driveways from West Drive shall be permitted in locations satisfactory to the City of Brampton;
- (d) Service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;

2.6.4

OPA 104A

The lands located on the south side of Orenda Road immediately east of Highway Number 410 (formerly Heart Lake Road), which are designated for Service Commercial uses, shall only be used for office purposes, other than the office of a health care practitioner.

Development of the lands shall be controlled by an appropriate zoning by-law amendment and the exercise of site plan control pursuant to Section 40 of the Planning Act, 1983.

2.6.5

OPA 190A

OPA 254A

The lands located at the north-west corner of the intersection of Orenda Road and Dixie Road, designated for Service Commercial use shall be used for retail and office purposes. Commercial uses such as an amusement arcade, an adult entertainment parlour, an adult videotape store or billiard hall shall not be permitted.

The location and design of access to Dixie Road and Orenda Road shall be to the satisfaction of the road authority having jurisdiction.

2.6.6

OPA 216A

The lands located at the south-west corner of the intersection of Orenda Road and Dixie Road, designated for Service Commercial use; shall only be developed in the form of a shopping centre providing a restricted range of service commercial and retail purposes. Food stores are not to be permitted. Floor area to be used for health care office purposes, take-out restaurants, and pharmacy purposes shall be restricted to that considered appropriate to serve the needs of industry.

The one storey shopping centre shall not exceed a gross floor area of approximately 3,000 square metres.

No access shall be permitted to Dixie Road. The location of the principal access driveway onto Orenda Road shall be approximately 73 metres west of the west limit of Dixie Road, and shall be aligned with a driveway that may be developed on the north side of Orenda Road. A secondary access driveway will be permitted abutting the west limit of the subject property, in the form of a right-of-way located on the abutting lands to the west designated Industrial Land Use.

Development of the lands shall be controlled by an appropriate zoning by-law amendment and the exercise of site plan control pursuant to Section 40 of the Planning Act, 1983.

2.6.7

OPA 233A

OPA 289

OPA 93-110

The lands located at the north-east corner of Steeles Avenue and West Drive designated for Mixed Industrial and Commercial purposes, shall only be used for offices purposes, a limited range of accessory commercial uses in conjunction with an office, and a restricted range of Industrial uses with no outside storage.

2.6.8

OPA 250A

OPA 289

Notwithstanding section 2.6.5 of this plan, the northerly portion of the lands located on the north-west corner of the intersection of Orenda Road and Dixie Road, approximately 130 metres north of Orenda Road, and consisting of a total area approximately 7,100 square metres, may also be used for a funeral home and an associated residence for the

caretaker of a funeral home.

2.6.9

OPA 289

The lands located at the south-west corner of Dixie Road and Highway Number 7 designated for “SERVICE COMMERCIAL” use, may be used for highway commercial, service commercial and restaurant uses with no storage of goods and materials outside a building.

2.6.10

OP93-134
OP93-221

The lands located on the north side of Orenda Road, between west Drive and Dixie Road, municipally known as 284 Orenda Road, designated for “Mixed Industrial and Commercial Use”, may be used for a broad range of industrial, retail, office, commercial and recreational subject to the following:

- (a) permitted uses shall include a broad range of industrial uses with no outside storage, office uses and accessory retail uses, the floor areas of which shall be restricted, taking into consideration the estimated economic/employment demand for the area and the potential impact on the Central Area;
- (b) Motor vehicle repair shops, motor vehicle body shops, and supermarket uses shall not be permitted;
- (c) The total gross commercial floor area of an individual accessory retail use shall not exceed 703 square metres;
- (d) The total gross commercial floor area for office uses shall not exceed 1190 square metres;
- (e) Restaurant uses shall be limited to a maximum gross floor area of 929 square metres;
- (f) Development of the lands shall be controlled by an appropriate zoning by-law amendment.

2.6.11

OP93-235

Lands within the Business Industrial designation located within Part of the East Half of Lot 3, Concession 3, E.H.S. (Ching.) shall be subject to the following site specific policies. The objective of the high level of regulation on this property is to ensure that the redesignation of the subject property for office purposes does not interfere with the goals, function or viability of the office nodes currently identified in the Official Plan. This new designation is intended to supplement the existing office nodes and is not intended to compete with them or set a precedent for further expansion of office uses within the Bramalea West Industrial

Secondary Plan Area. These policies are intended to protect the planned function of the office nodes as identified in Section 4.2 of the City of Brampton Official Plan. In order to ensure that these areas are protected as planned and that the subject lands are developed as a prestige office complex, minimum gross floor areas have been implemented.

2.6.11.1

OP93-235

The permissions granted to this facility shall not be transferred or allowed to migrate into the adjacent industrial area and do not constitute a progression or change in land use permissions for the adjacent industrial lands.

2.6.11.2

OP93-235

Primary permitted uses include, office uses, research and development facilities, a manufacturing, cleaning, packaging, processing, repairing or assembly facility (excluding a motor vehicle repair and motor vehicle body shop as a principal or accessory use) and a radio or television broadcasting and transmission establishment. A training facility as a primary permitted use shall only be allowed at 45 West Drive. Neither outdoor storage nor outdoor activities as part of the regular operation of a training facility shall be permitted.

In addition, lands within the Business Industrial designation shall also permit the following uses as accessory uses: a conference center, a bank, trust company or financial institution, a dry cleaning and laundry depot, a dining room restaurant, a cafeteria, a take-out restaurant, a personal service shop, a printing or copying establishment, a fitness club and a day nursery.

2.6.11.3

OP93-235

Accessory uses (up to 4% of the total gross floor area of an office building to a maximum of 40,000 square feet) shall be permitted in association with the industrial and office uses of this designation. These retail uses shall only service the users of the industrial or office building in which they reside.

2.6.11.4

OP93-235

Individual office uses within this designation, whether it is by way of ownership, tenancy or sub-tenancy, shall have a minimum gross floor area (GFA) of 9,290 square meters (100,000 square feet) within the main building, 8,361 square meters (90,000 square feet) in the south building and 1,672 square meters (18,000 square feet) in the building which fronts onto West Drive.

2.6.11.5

OP93-235

Any reduction in the minimum space requirements identified in this section shall require an Amendment to this Plan. In this requirement, Section 5.1.2 of the City of Brampton Official Plan does not apply.

2.6.11.6 Administrative offices of a municipal and regional government or school board shall not be permitted.

OP93-235

2.6.11.7 This official plan amendment shall be implemented through a development agreement and zoning by-law, which shall also set out land use and floor area restrictions.

OP93-235

2.6.12 Special Policy Area 1

OP93-287

Lands within the “Industrial” designation located approximately 210 metres south of Clark Boulevard on the west side of West Drive having an area of 1.5 hectares (3.7 acres) and municipally known as 60 West Drive may be used for office uses not associated with the permitted industrial uses on the site, provided:

- i) The office use shall only be on the second floor of the building;
- ii) The gross floor area of the office use shall be limited to 1858 sq.m. (20,000 sq.ft.);
- iii) Medical offices or offices for drugless practitioners shall not be permitted.

2.7 Main Roads Structure

The main roads structure for the Bramalea area utilizes the basic Concession and Sideroad system. To this are added major east-west (at mid-concession) namely Clark Boulevard and the Williams Parkway.

The main roads are:

- (1) No. 10 Sideroad
- (2) Highway Number 7
- (3) Heart Lake Road (2nd Line East)
- (4) Dixie Road (3rd Line East)
- (5) Bramalea Road (4th Line East)
- (6) Torbram Road (5th Line East)

- (7) Williams Parkway
- (8) Clark Boulevard

All of the above roadways are to be developed as reversed frontage and controlled access routes, as key elements in the circulation system for the entire Bramalea area.

2.7.1 Lane Use and Highway Noise

No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular new residential development should not be permitted in any area where it is anticipated that transportation noises will exceed a level of 56dBA for more than 10% of the time during the peak hours of the day. Determination of the above with regard to specific locations may be obtained from the Environmental and Operational Planning Branch of the Ministry of Transportation and Communications.

2.8 Lake

Through detailed design at the plan of subdivision stage, it is possible the final configuration of the Lake in Concession 5 will differ from that shown on Plate 24. Should this occur, it is not the policy of the Chapter to require further amendment of the Official Plan to permit such changes provided the Public Open Space designation around the perimeter of the lake is maintained and no alternative land use designations for the affected areas are proposed.

3.0 **INTERPRETATION**

The terms, boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with the Chapter. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfils the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

4.0 **IMPLEMENTATION**

This Chapter is to be implemented by:

- (i) Approval of plans of subdivision which are in conformity with this Chapter, and
- (ii) subdivision agreements.
- (iii) Subsequent zoning in accordance with the principles set out herein, and developed in accordance with (i) above.
- (iv) By agreements between the former Township and land owners in accordance with these concepts.

**Chapter C51 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C51

1.0 PURPOSE AND PROPERTY LOCATION

1.1 The purpose of this Chapter is to redesignate certain lands located within the City of Brampton Planning Area from 'Industrial Land Use' to 'District Commercial' and to establish principles for the development of such lands for district shopping centre.

1.2 This Amendment is concerned with lands situated at the south-west corner of the intersection of West Drive and Highway Number 7, described particularly as being part of Lot 5, Concession 3, East of Hurontario Street (Township of Chinguacousy). The subject land constitutes block 'A', Registered Plan 895 and is outlined on Schedule 'A' hereto attached.

2.0 DEFINITION

The District Commercial category on Schedule 'A' attached hereto is defined as a group of commercial establishments planned and developed as a unit. District Shopping Centres generally range from 9,000 to 28,000 square metres (96,900 to 301,400 square feet). Gross Leasable Area in size and the principal tenants are department stores and supermarkets.

Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs.

Complementary uses such as automobile service stations, car washes, and maintenance and repair services that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted.

Uses such as community services, open space, recreational facilities, cultural facilities and other institutional uses may also be permitted.

3.0 LAND USE

3.1 The land use classification of lands as outlined on Schedule 'A', hereto attached, shall be 'District Commercial'.

- 3.2 Plate No. 12 of the Consolidated Official Plan of the City of Brampton Planning Area shall be amended to the extent and in accordance with Schedule 'A', hereto attached.

4.0 DEVELOPMENT PRINCIPLES

- 4.1 District Commercial areas may be developed in stages where this is appropriate to meet the needs of a growing trade area population. At each stage, approval pursuant to Section 35a of the Planning Act will be required. Guidelines will be established in the first phase for the development of the complete centre.
- 4.2 A shopping centre shall be developed as an integrated unit with a consistent architectural theme.
- 4.3 In processing plans for commercial development under Section 35a of the Planning Act, control shall be enforced regarding the following elements among others to achieve high quality design and visual harmony with adjacent areas:
- (i) the siting and design of buildings;
 - (ii) exterior construction materials and colours;
 - (iii) pedestrian areas;
 - (iv) location, lighting, and screening of parking areas;
 - (v) landscaping and fencing;
 - (vi) design and type of signs; and
 - (vii) storage and garbage disposal facilities
- 4.4 The number, location, spacing, and design of vehicular access and egress points from the road system to commercial uses shall be regulated in order to avoid hazards to pedestrian and vehicular traffic. Direct access to Highway No. 7 shall be restricted from the lands outlined on Schedule 'A' as 'District Commercial'.
- 4.5 Provisions shall be made for transit vehicles in the design of commercial areas, where deemed appropriate.

- 4.6 The type and design of signs related to commercial uses shall be regulated in accordance with appropriate By-laws and the Highway Traffic Act as amended from time to time.
- 4.7 Adequate well designed off-street parking, loading and service areas shall be required on the site of commercial development, and designed in such a manner as to not conflict with the movement of traffic on vehicular and pedestrian areas internal to the particular site and on public rights-of-way.
- 4.8 The design, construction and maintenance of the vehicular and pedestrian areas and driveways of commercial and related developments shall be regulated in accordance with the By-laws of Council as amended from time to time, and by means of agreements pursuant to Section 35a of the Planning Act.

5.0 IMPLEMENTATION

- 5.1 Amendment Number 26 shall be implemented by an amendment to the restricted area by-law in such a manner as to impose the appropriate zoning classification and regulations in conformity to the development principles, as above.
- 5.2 The Corporation of the City of Brampton may require the owner to enter into one or more agreements incorporating various aspects of site and building design not implemented by the zoning by-law including financial, engineering, landscaping, and such other matters, as deemed necessary by City Council.

6.0 INTERPRETATION

- 6.1 The boundaries between classes of land use designated on Schedule 'A' are general only 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 purpose of any by-law to implement Schedule 'A' without the necessity of making formal amendment to the Official Plan. 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' shall not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated, insofar as the spirit and intent of the Amendment is maintained.

- 6.2 The provisions of the Official Plan, as amended from time to time with respect to the interpretation of policies of this Amendment, shall apply to this Amendment.

**Chapter C76 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C76

1.0 PURPOSE

The purpose of this chapter is to permit certain lands as identified in this chapter to be used for specific commercial purposes in accordance with the development principles set out in this chapter.

2.0 LOCATION

The lands subject to this chapter are located at the southeast corner of Clark Boulevard and West Drive, being part of Lot 4, Concession 3, East of Hurontario Street, formerly in the Township of Chinguacousy, now within the City of Brampton.

The property has an area of approximately 0.44 hectares, with frontages of 56.4 metres and 37.8 metres along Clark Boulevard and West Drive, respectively.

3.0 DEVELOPMENT PRINCIPLES

The lands designated Highway Commercial by this chapter shall only be used for a gas bar and a motor vehicle washing establishment and shall be subject to the following development principles:

- 3.1 Provision shall be made for adequate landscaping, yard widths and depths and buffers, to minimize any adverse influence of development upon adjacent uses and to enhance the appearance of the subject lands.
- 3.2 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of parking facilities shall have regard to the convenience of customers and employees.
- 3.3 The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

4.0 IMPLEMENTATION

4.1 This chapter will be implemented by an appropriate amendment to the zoning by-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 3.0.

4.2 The City require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to Section 40 of the Planning Act, 1983.