

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 2

THE SANDALWOOD INDUSTRIAL EAST

SECONDARY PLAN

June 2009

EXPLANATORY NOTES

Office Consolidation The Sandalwood Industrial East Secondary Plan (Secondary Plan Area 2)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 2, The Sandalwood Industrial East Secondary Plan)

This office consolidation of the Sandalwood Industrial East Secondary Plan consists of Chapter C55 and Plates 38 and 54 of the document known as the consolidated Official Plan.

Official Plan Amendment 4 as amended by Amendment 29 originally formed the basis of this secondary plan. Chapter C55 was created by Official Plan Amendment 48 which was approved by Council on February 25, 1980 and by the Ministry of Municipal Affairs and Housing on May 15, 1980.

Chapter C55 is based on Official Plan Amendment 48 to the document known as the Consolidated Official Plan and the following Official Plan Amendments as approved by the province, Region of Peel or City of Brampton:

48	64	94	24A
90A	176A	196A	211A
279/279A	281A	93-77	93-86
93-124	93-143	93-151	93-155
93-223	93-281		

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

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

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

June 2009

**Chapter C55 of Section C of Part C
and Plate 38
(Formerly Amendment Number 4)
and Plate 54
of the document known as the
Consolidated Official Plan**

1.0 PURPOSE

The purpose of this chapter is to establish policies for the urban development of Lots 11 to 15 of Concession 1, W.H.S.

2.0 POLICY

2.1 Goals

It shall be the policy of the municipality to promote a program of industrial development for the lands subject to this chapter in accordance with the following stated goals:

- (a) To provide a sufficient level of industrial opportunity within the municipality in response to the demand for industrial employment.
- (b) To ensure the development of a variety of industrial types within the municipality.
- (c) To ensure the provision of an adequate supply and distribution of industrial lands within the municipality.
- (d) To strive to minimize or avoid conflict between industrial uses and non-industrial uses within the municipality.
- (e) To strive to maintain the integrity of the existing environmental condition.

2.2 Objectives

As a further refinement to the above statement of goals, it shall be the policy of the municipality to ensure that lands developed for industrial uses to the essential benefit of the municipality, observe and satisfy the following statement of objectives:

OPA-48

- (a) That lands subject to this chapter are developed for a wide range of industrial uses and to a limited degree, highway commercial uses and special commercial uses.
- (b) To ensure that the development of the land subject to this chapter proceeds on a comprehensive basis.

- (c) To ensure the maintenance of a continuing compatibility between existing residential uses and existing agricultural uses and future industrial uses.
- (d) To ensure that the existing environmental assets situated in open space or natural environmental areas within or in close proximity to the lands subject to this chapter are protected from the potential impact of industrial uses.
- (e) To promote the development of this predominantly industrial use area on the basis of high performance and design standards, towards the achievement of an overall pleasing development.

2.3

Definitions

- (a) Industrial Use Area shall mean lands which are predominantly used for industry. The Industrial Use category includes such activities as the warehousing, manufacturing, extracting and processing of raw or semi-processed materials (obtained from lands other than those subject to this chapter), repair workshops, the storage of goods, transportation services, construction, communication facilities and public utilities. This category will not prevent some of the land being used for other than industrial purposes, provided that such uses and activities primarily serve the principle use and activity, being industry, and provided that such other uses and activities do not serve land uses of another 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.
- (b) Highway Commercial Use Area shall mean land which is predominantly used for commerce, and designed to accommodate uses such as drive-in restaurants and other eating establishments, motels, hotels, and similar uses, and will also include vehicle sales and service establishments such as gasoline service stations, gas bars, and car washes.

This classification will not prevent limited sales to the general public from certain industrial activities where such sales would constitute an integral part of this operation, and provided that no

constraint is imposed on highway commercial uses servicing the predominant use being industry.

- (c) Restricted Commercial Use Area shall mean land which is predominantly 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 an automobile gasoline filling and service station, a restaurant, a bank or trust company savings office, business and professional offices, a barber shop, and ladies hairdressing establishment.

OPA-48

- (d) Special Commercial-Industrial Use Area shall mean lands which are intended to serve specific commercial purposes in addition to purposes permitted in the Industrial Use Area.

OPA-94

- (1) The specific commercial uses permitted for the land designated as Site A are retail warehouses for home furnishings and home improvement products such as furniture, appliances, electrical fixtures, carpets and floor coverings, plumbing fixtures and other similar products, of which at least 80% are new, and commercial recreational facilities.

OPA 90A

- (2) The specific commercial uses permitted by the zoning by-law on the lands identified as Site B shall be of a highway and service commercial nature but shall not include uses related to the service or repair of motor vehicles such as a gas bar, service station, motor vehicle repair shop or body shop.

OPA 211A

- (3) The specific commercial uses permitted by the zoning by-law on the lands identified as HIGHWAY AND SERVICE COMMERCIAL shall be of a highway and service commercial nature and may include uses such as a retail warehouse, a convenience store, and uses related to the service or repair of motor vehicles.

- (e) Mixed Commercial-Industrial Use Area shall mean lands which are intended to accommodate certain commercial purposes in addition to purposes permitted in the Industrial Use Area.

OPA-64

- (1) The specific commercial uses permitted for the lands designated as Parts 1 and 2 on Plate Number 54 are retail warehouses for home furnishings and home improvement products, building supplies stores,

restaurant, banks, commercial offices (excluding medical, dental and similar practitioners' offices), automobile parts accessories, sports goods and hardware stores, service shop and commercial recreational facilities.

- (2) The specific Commercial use permitted on land designated as Part 3 on Plate Number 54, is a bank or a trust company's savings office or similar financial institution.
- (3) The specific Commercial use permitted on land designated as Part 4 on Plate Number 54 is a restaurant and a commercial office building, but excluding the offices of medical, dental and similar practitioners.

(f) Highway and Service Commercial Use Area shall mean lands which are intended to accommodate certain specific purposes as follows:

OPA-196A

- (1) The specific commercial purposes permitted for the lands designated as Part 1 and 2 on Plate Number 54 are motor vehicle sales, rental, leasing and service establishments; a motor vehicle repair shop and a motor vehicle parts and accessories sales establishment; a motor vehicle body shop only in conjunction with a motor vehicle sales, rental, leasing or service establishment, a dining room restaurant; a standard restaurant; a take-out restaurant excluding a drive-through facility, which may be free standing or incorporated as part of a mall development; a bank, finance company or trust company, which may be a free standing structure or incorporated as a part of a mall development, and, only in conjunction with another permitted purpose, an automated teller machine.
- (2) In addition, on the lands designated Part 2 on Plate 54, permitted purposes shall also include industrial purposes compatible with adjacent/abutting commercial purposes including motor vehicle sales, rental, leasing and service establishments. Industrial purposes that would be injurious by reason of air pollution, noise and outside storage of aggregate resources which may adversely impact abutting or adjacent commercial purposes, shall not be permitted.

OPA-279

- (3) The lands located at the south-west corner of Fisherman Drive and Highway Number 10 designated for "HIGHWAY AND SERVICE COMMERCIAL" use, may be used for specific highway commercial, service commercial and industrial uses, and may include a convenience store, restaurants, offices, uses related to the service and repair of motor vehicles, and food related uses which shall not exceed 600 square metres (6,000 square feet) in floor area.

OP93-143

- g) District Retail Use Area shall mean lands which are intended to develop with commercial uses in conformance with the District Retail policies of Section 4.2.8 of Official Plan.

- (1) The lands designated District Retail on the west side of Hurontario Street fronting on both Hurontario Street and Wanless Drive shall be developed in phases proportionate to the population growth in Secondary Plan Area 44 (Fletcher's Meadow Secondary Plan) and Area 2A (Northwest Sandalwood Parkway Secondary Plan). The use of Holding provisions in the zoning by-law may be used to appropriately phase development.

OP93-77

- (h) Service Commercial Use Area shall mean lands which are intended to accommodate commercial uses with a limitation on the type and amount of retail uses. Industrial uses may also be permitted.

- 1) For the lands located on the south side of Sandalwood Parkway, east of Van Kirk Drive, service commercial uses are permitted, in addition to industrial uses. Retail uses, excluding a convenience store and garden center, shall not exceed 15 percent of the total gross floor area of permitted retail and commercial uses.

2.3.1

OP93-281

For the lands designated "Special Commercial/Industrial" at the north west corner of Bovaird Drive West and Gillingham Drive (municipally known as 190 Bovaird Drive West), a motor vehicle repair shop and a motor vehicle body shop is permitted only in a location not directly visible from Bovaird Drive West.

2.4

Generalized Development Principles-
Highway and Service Commercial Use Area

OPA-196A

- (a) The Highway and Service Commercial Use Area designation as shown on Plate Number 54 is intended to be schematic only. The exact limits of the individual lots will be established at the time of development in a manner acceptable to the City. The area intended to be developed will comprise approximately 11.79 hectares.
- (b) 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 acceptable 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, and traffic hazards upon adjacent uses and on-site uses as deemed necessary by Council.
- (c) It shall be the policy of the municipality to ensure that appropriate measures be taken to regulate the location, size and type of signs, subject to the compliance of any other appropriate authority.
- (d) The type of uses that may be permitted will be restricted to those that are included within the "Highway and Service Commercial Use Area" definition. The number of such uses at one location, the gross floor area and the maximum lot coverage will be regulated by the detailed zoning standards pertaining to each of the Parts 1 and 2, as shown on Plate Number 54.
- (e) The vehicular access to Parts 1 and 2 as shown on Plate Number 54 shall be restricted to the internal roads only with no access permitted from Highway Number 7.
- (f) The architectural treatment of the development along Highway 7 shall be complementary to a gateway entrance to this area of the City.
- (g) The land located on the west side of Hurontario Street North approximately 72 metres south of Wexford Road shall be developed with a maximum floor space of 0.4.

OP93-124

2.4

Generalized Development Principles

OPA-48

In recognition of the location of both the Fletchers Creek complex both within the area and in close proximity to the lands subject to this chapter, it shall be the policy of the municipality to protect the existing

environmental assets of the subject lands and particularly the Fletchers Creek complex, and the Etobicoke Creek complex, by the regulation of storm water run-off, pollution, erosion control, road widenings, and in addition, the preservation of existing vegetation along McLaughlin Road and that located in the south west corner of the east half of Lot 15, Concession 1, W.H.S.

2.5

Generalized Development Principles:
Industrial Use Area

- (a) Several classes of industrial uses may be established on lands subject to this chapter based upon the following conditions:
 - (1) the requirements of industry for the provision of road and rail access;
 - (2) the need to minimize potential conflicts between different classes of land use; and
 - (3) the demand for regional and municipal services.
- (b) Industrial uses will be subject to appropriate development standards to ensure that adjoining use areas in close proximity to the industrial use area will be protected.
- (c) The development of this industrial 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 City of Brampton Planning Area.
- (d) The development of this industrial use area will proceed in a comprehensive, integrated manner, as an extension to the existing industrial use area located south of the area of the lands subject to this chapter. To this end, the development of this industrial use area will proceed primarily on the basis of registered plans of subdivision and to a lesser extent on the basis of consents granted by the Regional Land Division Committee, in accordance with a design acceptable to Council and recognizing the intended use of lands.

2.6 Generalized Development Principles - Highway Commercial Use Area

- (a) The development of the Highway Commercial Use Area will proceed in consideration of the following:
 - (1) The recognition of the existing mixed industrial commercial-highway commercial uses located along both Highway Number 7 and Highway Number 10.
 - (2) The need to restrict direct access to both Highway Number 7 and Highway Number 10.
 - (3) The need to provide for a limited variety of highway commercial uses along both Highway Number 7 and Highway Number 10 which will primarily serve the needs of the industrial area.

2.7 Detailed Development Principles: Industrial Use Area

- (a) The development of this industrial use area 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 electrical energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- (b) The development of the lands subject to this chapter shall not pre-empt the capacity of existing and future service facilities (i.e. road, sanitary sewer, storm sewer, water supply) which would thereby impede the development of adjacent lands.
- (c) It is intended that the industrial use area subject to this chapter will be composed of a class of industrial uses embracing a range of intensive, extensive, and showcase industries.
- (d) The design of the development shall recognize the close proximity of primary rail facilities, and shall provide for adequate access to such facilities where appropriate at the time of development.
- (e) Secondary and tertiary rail sidings are shown schematically; should such rail facilities be provided, they shall be designed so as not to impose a constraint on the movement of vehicular traffic on the Fifteenth Sideroad, Highway Number 7, and the

major east-west arterial which traverses the lands subject to this chapter.

- (f) Outside storage areas may be permitted within the lands subject to this chapter. However, the municipality shall strive to ensure that such outside storage areas are not visible to the travelling public utilizing ground transportation facilities.
- (g) The design of the development shall be generally of a high quality. The following criteria shall be used to evaluate the design of the development:
 - (1) The provision of a adequate amount of parking to satisfy the expected requirements of both employees and visitors.
 - (2) The provision of adequate setbacks to ensure the continued general amenity of the area.
 - (3) The provision of detailed servicing, landscaping, and grading plans prior to development.
- (h) In recognition of the existing residential uses located along the east and west side of McLaughlin Road, and in order to minimize any potential conflict between non-compatible use areas, development which may occur within the Industrial Use Area subject of this chapter shall incorporate the following design provisions:
 - (1) The provision of adequate planting strips and screening at the time of development;
 - (2) Control of the provision and location of signs;
 - (3) The provision of lands abutting and adjacent to the existing residential uses as reserves for future development, until such time as these land reserves can be developed in conjunction with the residential sites in a comprehensive manner for industrial uses.
 - (4) The regulation of the location of parking, loading and storage areas, the provision of lighting facilities, landscaping and buffer strips.
- (i) Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close

proximity to existing residential uses located along both the east and west side of McLaughlin Road, and along the east side of Highway Number 10.

(j) The development of the lands subject to this chapter will be on the basis of an overall road pattern which recognizes the existing road pattern of the adjacent industrial development, and which gives due consideration to the functional classification of the existing and proposed roads.

(k) In order to minimize the impact of future industrial uses on adjacent lands, development will proceed on the basis of restricted access to Highway Number 10, Highway Number 7, Fifteen Sideroad, McLaughlin Road, and the east-west major arterial which traverses the site generally along the boundary between Lots 13 and 14, Concession 1, W.H.S.

OPA-90A

(l) As shown on Plate Number 38, the number of public road access points permitted are limited to two (2) access points to both Highway Number 7, one access point to Walness Drive, one (1) access point to McLaughlin Road and two (2) public road access points to Highway Number 10, exclusive of Sandalwood Parkway connections. Should additional future access be required from the subject lands to Highway Number 10, such additional access shall be limited to two (2) access points, one located south of the major east-west arterial, and one located north of Sandalwood Parkway West. One additional access point may also be permitted to McLaughlin Road, south of Sandalwood Parkway West.

OP93-151

The provisions of such additional access points shall be based upon future user needs, and further, the location of such access points shall be subject to further study, to determine the most appropriate location of such access points.

(m) Vehicular access to the highway commercial use area located in the vicinity of the intersection of Highway Number 7 and Highway Number 10, shall be provided by shared rights-of-way and/or provision of service roads, in order to minimize potential increased traffic conflict in the vicinity of the intersection of Highway Number 10 and Highway Number 7. It shall be the policy of the municipality to ensure the provisions of the following rights-of-way at the time of the development of the subject lands:

- (1) McLaughlin Road.....120 foot right-of-way

- (2) Major east-west.....120 foot right-of-way arterial
 - (3) Internal Roadways.....86 foot right-of-way\23m
 - (4) Highway Number 10 right-of-way as determined by the Ministry of Transportation and Communication
 - (5) Highway Number 7
- (n) It shall be the policy of the municipality to ensure that sufficient land is reserved at the following locations to provide for future possible grade separations:
- (1) Highway Number 7 and the C.P.R. right-of-way.
 - (2) Fifteenth Sideroad and the C.P.R. right-of-way.
 - (3) Major East-West Arterial and the C.P.R. right-of-way.
- (o) The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial parcels.
- (p) It shall be the policy of the municipality to ensure that the adverse effects of obnoxious or toxic industries are minimized by the grouping of such industry, having regard to the production of smoke, fumes, dust, noise, dirt, vibration, or the nature and extent of storage or operations conducted in the open.
- (q) A full movement private driveway access may be permitted on the west side of Hurontario Street, to service the lands opposite Tremblay Street, subject to the implementation of the appropriate traffic measures to restrict through traffic on the east side of Hurontario Street and subject to the detailed determination of such driveway location and traffic measures at the development approvals stage.
- (r) A Waste Transfer and Processing Station operated by a public authority is permitted on lands abutting the east side of the railway line, south of the Trans Canada Pipeline corridor. Development on these lands will be to a high standard exhibited through:
- i) building architecture
 - ii) the provision of landscaped areas in all yards

OP93-151

OP93-223

- iii) the provision of appropriate fencing
- iv) the screening of loading, service and outdoor storage areas.

2.8

Detailed Development Principles: Restricted Commercial Use Area

OPA24A

- (a) The boundary of the Restricted Commercial Use Area designation shown on Plate Number 38 is intended to be schematic only. The exact limits of the 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 of approximately 0.65 hectare.
- (b) Development of the Restricted 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.
- (c) 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.
- (d) It shall be the policy of the municipality to ensure that appropriate measures be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- (e) The type of uses that may be permitted will be restricted to those that are included within the "Restricted Commercial Use Area" definition. The number of such uses at one location will be regulated by the detailed standards of the zoning by-law. Notwithstanding the generality of the above, the City shall permit the erection and operation of retail and service establishments designed in the form of a plaza.

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

- (f) The municipality shall 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.

2.9

Generalized Development Principles: Special Commercial-Industrial Use Area

OPA-48

- (a) The development of the Special Commercial-Industrial Use Area will proceed in consideration of the following:

- (1) Specific commercial uses shall only be permitted where they do not interfere with nor are they detrimental to the development of the area for primarily industrial uses.
- (2) Direct access to Highway Number 7 and Highway Number 10 shall be restricted.
- (3) The site should be peripheral to the industrial area in which it is located and in proximity to an arterial road.
- (4) The need to provide for a limited variety of specific commercial uses which 'demand' visibility to an arterial road.

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

- (5) No outside storage shall be permitted on properties which accommodate both industrial uses and specific commercial uses which are not associated with an industrial operation.
- (6) The design of the development shall be generally of a high quality. The following criteria shall be used to evaluate the design of the development:
 - (a) The provision of an adequate amount of parking to satisfy the expected requirements of both employees and visitors.

- (b) The provision of an adequate amount of loading spaces.
- (c) The provisions of adequate setbacks to ensure the continued general amenity of the area.
- (d) The provisions of detailed servicing, landscaping, and grading plans prior to development.

2.10 Generalized Development Principles -
Mixed Commercial - Industrial Use Area

OPA-64

- (a) The Mixed Commercial-Industrial Use Area designation as shown on Plate Number 54 is intended to be schematic only. The exact limits of the Area will be established at the time of development in a manner acceptable to the City. The area intended to be developed will comprise about 7.0 hectares.
- (b) Development of the Mixed Commercial -Industrial 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.
- (c) 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 acceptable 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.
- (d) It shall be the policy of the municipality to ensure that appropriate measures be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- (e) The type of uses that may be permitted will be restricted to those that are included within the "Mixed Commercial-Industrial Use Area" definition. The number of such uses at one location, gross floor area and the maximum coverage will be regulated by the

detailed standards pertaining to each of the Parts 1, 2, 3, and 4 as shown on Plate Number 54. Notwithstanding the generality of the above, the erection and operation of retail and commercial establishments shall not be located in the form of a shopping plaza servicing family shoppers.

- (f) The vehicular access to Parts 3 and 4 as shown on Plate Number 54 shall be restricted to the internal roads only with no access permitted from Highway Number 7.
- (g) The municipality shall implement the appropriate regulations and cooperate 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.
- (h) The architectural treatment of the development along Highway 7 shall be such as to be complementary to the entrance to this major industrial area of the City.
- (i) No outside operation or storage of goods and material shall be permitted on lands designated as Mixed Commercial-Industrial Use Area.

2.11

Generalized Development Principles District Retail Use Areas

OP93-143

The lands designated District Retail on the west side of Hurontario Street fronting on both Hurontario Street and Wanless Drive shall be developed and designated as a gateway commercial development with the utmost attention paid to architectural detail and landscaping. In this regard, urban design guidelines shall be prepared prior to development and shall take into consideration the following:

- The Hurontario Street frontage shall be adequately landscaped and designed with attractive entry features to the site.
- Similar architectural treatments should be used on all buildings
- High quality material should be used on buildings to enhance the appearance of the development and to present an aesthetically pleasing appearance along the Hurontario Street frontage.

2.11 SPECIAL POLICY AREAS

2.11.1 Special Policy Area 1

OP93-155

Industrial Use Area: Notwithstanding the definitions in this chapter, the Industrial Use Area designation in Special Policy Area 1 shall be predominantly developed for general industrial type purposes, including the following:

- Warehousing, distributing, wholesaling, manufacturing, assembling, processing, fabricating, research and development all within an enclosed building;
- Uses accessory to the main industrial use, including office, retail (up to 15% of the total gross floor area of a building); daycare, cafeteria, and recreational facilities; and,
- Outside storage, subject to the implementation of appropriate screening and landscaping measures to lessen the visual impact of such municipalities for the street-edge of the designated north/south collector road abutting the easterly limit of Special Policy Area 1.

2.11.2 Notwithstanding the development principles of this chapter, development of the lands within Special Policy Area 1 shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, including the imposition of a minimum lot area of 0.8 hectares (2.0 acres) for all uses.

2.11.3 Detailed urban design guidelines pertaining to the lands within Special Policy Area 1 shall be adopted prior too the registration of any plan of subdivision.

2.11.4 Special Policy Area 2

Special Commercial-Industrial Use Area: Notwithstanding the definitions in this chapter, the Special Commercial-Industrial Use Area designation in Special Policy Area 2 shall be predominantly developed for a mix of industrial, commercial and/or office type purposes, including the following:

- Warehousing, distributing, wholesaling, manufacturing, assembling, processing, fabricating, research and development all within an enclosed building;
- Uses accessory to the main industrial use, including office, retail (up to 25% of the total gross floor area of a building); daycare, cafeteria and recreational facilities;

- Corporate offices, ancillary offices, business-serving office uses within industrial malls, and free-standing office uses (to a maximum Floor Space Index (FSI) of 0.5);
- One restaurant per industrial mall, with restrictions on the maximum Gross Leasable Area of 929 square metres, shall be permitted outside of the industrial mall;
- Retail and service uses and retail warehousing including such uses as home improvement centres, large home furnishings and appliance stores, and major toy or sporting goods stores subject to:
 - an aggregate maximum Gross Leasable Area restriction of 4125 square metres;
 - restrictions on the minimum Gross Leasable Area of individual retail, service and retail warehouse units to be set out in the zoning by-law; and,
 - restrictions as to the type of goods sold to be set out in the zoning by-law;
- commercial recreation facilities; and
- automotive sales with ancillary service and repairs, but excluding a body shop.

2.11.5 Notwithstanding the development principles of this chapter, development of the lands within Special Policy Area 2 shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, pursuant to the satisfactory completion of urban design guidelines for the lands within Special Policy Area 2. In this regard urban design guidelines specifically addressing development standards and restrictions with respect to minimum lot area requirements and "campus-style" development shall be adopted for the lands within the Special Policy Area 2 prior to the enactment of the zoning by-law. Detailed urban design guidelines addressing the additional appropriate urban design standards for development within the Special Policy Area 2 shall be adopted prior to the registration of any plan of subdivision.

2.12 STORM WATER MANAGEMENT FACILITIES

2.12.1 Storm Water Management Facilities, if necessary, are a permitted use within Special Policy Area 1 and 2 on Plate 38 provide such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

OP93-155

2.12.2 A Storm Water Management Plan will be undertaken for any development in Policy Areas 1 and/or 2 and will be subject to approval

by the Conservation Authority and the City prior to draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required if such a plan relates to drainage elements impacting provincial roads.

The Storm Water Management Plan shall describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, to mitigate environmental impacts, and to minimize erosion and siltation in the watercourses of the associated watershed area during an after the construction period.

- 2.12.3 Prior to the construction of any Storm Water Management Facility or the commencement of any grading or filling on lands within Special Policy Areas 1 and/or 2, the necessary approvals shall be obtained from the Conservation Authority and the City.

2.13 EQUITABLE ALLOCATION OF INFRASTRUCTURE COSTS

- 2.13.1 With respect to the lands within Special Policy Areas 1 and 2, the City may administer a "reasonable efforts" agreement or other alternative mechanism(s) to equalize the cost of development for common infrastructure, facilities and works. In this regard, the owner(s) of the lands within Special Policy Areas 1 and 2 shall participate in such reasonable efforts agreements and/or alternative mechanism(s) as may be required to oversize certain works and infrastructure to accommodate future development elsewhere in the secondary plan area, shall be tendered reciprocal treatment in accordance with any reasonable efforts agreement and/or alternative mechanism(s) enacted to recoup the costs of oversizing such works and infrastructure.

3.0 IMPLEMENTATION

This chapter will be implemented by appropriate amendments to the Restricted Area By-law in such a form which will impose the appropriate zone classification and regulations in conformity with the development principles outlined above.