

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 25

THE STEELES INDUSTRIAL

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Steeles Industrial Secondary Plan (Secondary Plan Area 25)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 25, The Steeles Industrial Secondary Plan)

This office consolidation of the Steeles Industrial Secondary Plan consists of four parts, being two Chapters A21 and Chapter A22 of Section A of Part C and Plate Number 2, of the document known as the Consolidated Official Plan and Chapter 25 (a) and Schedule SP25 (a) of the document known as the 1984 Official Plan.

The first Chapter A21 of Section A of Part C and Plate Number 2 of the document known as the Consolidated Official Plan is based on Official Plan Amendment 1 to the document known as Consolidated Official Plan as approved by City Council on June 7, 1976 and by the Minister of Housing on September 6, 1977. All modifications and the following Official Plan Amendments as approved by the Province have also been incorporated:

19A	148A	OPA93-152	1	85
109A	241A	OPA93-214	36	
132A	282A	OP93-210	41	

The second Chapter A21 of Section A of Part C of the document known as the Consolidated Official Plan is based on Official Plan Amendment 36 to the document known as the Consolidated Official Plan as approved by City Council on June 11, 1979 and by the Minister of Housing on August 27, 1979. All modifications and the following Official Plan Amendments as approved by the Province have also been incorporated:

nil

Chapter A22 of Section A of Part C of the document known as the Consolidated Official Plan, is based on Official Plan Amendment 41, to the document known as the Consolidated Official Plan as approved by City Council on January 14, 1980 and by the Minister of Housing on February 27, 1980. The following Official Plan Amendments as approved by the Province have also been incorporated:

nil

Chapter 25 (a) is based on Official Plan Amendment 1 to the document known as the 1984 Official Plan as approved by City Council on August 16, 1982 and by the Minister of Housing and Municipal Affairs on March 5, 1984 with the inclusion of all modifications and the following Official Plan Amendments as approved by the Province or City of Brampton:

55
OP93-285

208

288 OP93-80 (OMB 0432)

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.

NOTE: The two Chapters A21 are a result of an error in Official Plan Amendment 36. It is also noted that Chapter A21 has erroneously been used as an applicable chapter within Secondary Plan Area 24 Fletchers Creek South.

February 2010

Chapter 25(a) and Schedule SP 25(a)
of the document known as
the 1984 Official Plan

CHAPTER 25(a): THE STEELES INDUSTRIAL SECONDARY PLAN

as it affects

New Development Area 14

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP25(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing in accordance with section 7.2 of Part II, detailed policy guidelines for the industrial, commercial and institutional development of the lands outlined on Schedule SP25(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for commercial, industrial and institutional purposes. The area covered by this chapter is identified as "New Development Area 14" on schedule D. This chapter will form part of the Steeles Industrial Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 97.8 hectares and are bounded by Steeles Avenue to the north, Kennedy Road South to the west, the Etobicoke Creek Valley to the south and Highway Number 410 to the east, comprising part of Lots 14 and 15 in Concession 2, E.H.S. in the City of Brampton, as outlined on Schedule SP25(a).

DEVELOPMENT PRINCIPLES

3.0 INSTITUTIONAL POLICIES

3.1 DEFINITION

The Institutional designation of Schedule SP25(a) includes lands which are predominantly used for educational purposes, which, because of their size, occupy a significant area of land and may generate large amounts of vehicular and pedestrian traffic. This designation will also permit uses accessory to an education use,

Mod 1

including a residential unit for a caretaker or custodian employed on the premises.

3.7

OPA 282A

DEVELOPMENT PRINCIPLES-SERVICE COMMERCIAL USE AREA

The Service Commercial designation at the south-west corner of the easterly intersection of Melanie Drive and Steeles Avenue East will permit the land to be used for a mix of commercial uses, including retail establishments having no outside storage, and industrial uses having no outside storage.

4.0

PARKWAY BELT WEST POLICIES

4.1

In addition to the policies outlined under section 2.9 of Part II, the following shall apply to the lands designated Parkway Belt West on Schedule SP25(a):

4.1.1

No open storage may be established and no building or structure may be erected, altered or used on lands which are closer than 30.5 metres to the top-of-bank of the Etobicoke Creek Valley.

4.1.2

Lands within 15 metres of the Etobicoke Creek Valley between Kennedy Road and Highway Number 410 shall be used only for landscaped open space and link for pedestrian and cyclists.

4.1.3

The northerly top-of-bank of the Etobicoke Creek Valley between Kennedy Road and Highway 410 shall be established in consultation with the Metropolitan Toronto and Region Conservation Authority.

5.0

INDUSTRIAL POLICIES

5.1

LIGHT INDUSTRIAL

5.1.1

DEFINITION

The Light Industrial land use designation on Schedule SP25(a) shall include land predominantly used for the light manufacturing assembling, warehousing and storage of goods and products, and repair and servicing operations.

Non-industrial uses may be permitted in a designated Light Industrial area provided they do not interfere with or, are detrimental to the development of the area for primarily light industrial uses. Such non-industrial uses may include public and commercial recreation facilities, community services, and retail uses ancillary to a light industrial use.

5.1.2 The following criteria shall apply to Light Industrial development:

- (i) shall be limited to industrial operations within wholly enclosed buildings,
- (ii) may be developed in conjunction with office and retail uses permitted under section 5.1.1,
- (iii) shall maintain a high standard of building design, signs, yard and landscaping, and, in accordance with section 40 of the Planning Act, the City shall give regard to such elements as:
 - (a) the siting and design of buildings,
 - (b) vehicular access points, parking layout, internal circulation system and location of loading docks, and ventilation fans,
 - (c) location, lighting and screening of parking areas,
 - (d) landscaping and fencing,
 - (e) location of garbage disposal facilities and areas for snow storage.
- (iv) shall not be likely to generate air pollution, odour or excessive noise and vibration,
- (v) no outside storage of goods or materials shall be permitted,
- (vi) proponents of industrial development may be required to submit a landscaping plan which must be approved by the

City prior to the issuance of building permits.

- 5.1.3 Light Industrial uses shall be buffered from residential areas and public highways by such means as berms or increased yard widths and depths. Fencing or screening will be required where deemed appropriate.
- 5.1.4 Building height restrictions and set back restrictions shall be imposed for lands abutting the Parkway Belt West so as to preserve the visual amenity of the open space area.
- 5.1.5 The vehicular access to lands designated Light Industrial as shown on Schedule SP25(a) shall be restricted to internal roads only with no direct access permitted from Steeles Avenue East, Kennedy Road South and Highway Number 410.

5.2

OPA 208

MIXED COMMERCIAL- LIGHT INDUSTRIAL

5.2.1

DEFINITION

The Mixed Commercial - Light Industrial land use designation on Schedule SP25(a) shall include lands which are intended to accommodate commercial and industrial uses including light manufacturing, assembling, warehousing and storage of goods and products, and repair and servicing operations.

The commercial uses permitted in the Mixed Commercial - Light Industrial land use designation include:

- (i) one large retail warehouse;
- (ii) retail warehouses which do not sell food or pharmaceutical products;
- (iii) home furnishings and home improvement retail warehouses;
- (iv) building supply stores;
- (v) garden centre sales establishments;

- (vi) automobile parts and accessory outlets;
- (vii) service shops;
- (viii) restaurants;
- (ix) hotels;
- (x) motels;
- (xi) financial institutions;
- (xii) commercial offices excluding the offices of doctors, dentists or drugless practitioners;
- (xiii) public and commercial recreation facilities;
- (xiv) community services; and,
- (xv) retail and office uses ancillary to a light industrial uses.

5.2.1.1 The lands designated "Mixed Commercial-Light Industrial" at the south-east corner of Biscayne and Clipper Court shall permit the development of a multi-use industrial facility involving the processing and packaging of foods and warehousing, along with accessory uses; namely, an office, a banquet hall and a dining room restaurant. The floor area for a dining room restaurant shall not exceed one third of the total floor area of the multi-use industrial facility.

5.2.2 The type of commercial uses permitted will be restricted to those that are include in the "Mixed Commercial - Light Industrial" definition under section 5.2.1. The gross floor area, height and maximum coverage will be regulated by a zoning by-law amendment, and shall be dependent on, among other things, the road capacity constraints of Steeles Avenue East, Kennedy Road South, and First Gulf Boulevard/Rutherford Road South, as determined by the City of Brampton and the Region of Peel. The erection of retail and commercial establishments in the form of a shopping centre planned and developed as a unit shall not be permitted. Further, and in order to maintain the intended functions of the City's retail hierarchy, neither a supermarket nor a

department store shall be permitted.

- 5.2.3 The large retail warehouse shall be located within a building or structure having a minimum gross floor area of 9,290 square metres, where the entire building or structure is occupied by a single user, and where the maximum gross floor area devoted to the preparation, storage and display of food products for the purpose of sale shall not exceed 45% of the total gross floor area of the entire building to a maximum of 5,017 square metres.
- 5.2.4 A retail warehouse shall be located within a building or structure, or part of a building or structure, where the retail warehouse occupies a minimum gross floor area of 465.0 square metres and where the maximum gross floor area of the retail warehouse does not exceed 8360.0 square metres, and the principal use is the sale of products displayed and stored in a warehouse format.
- 5.2.5 Vehicular access to lands designated "Mixed Commercial - Light Industrial" shall be restricted to First Gulf Boulevard and Biscayne Crescent as shown in Schedule A, with the exception of a full turning movement access from Steeles Avenue East, approximately mid-block between Kennedy Road South and First Gulf Boulevard to the satisfaction of the City and the Region of Peel, and with the exception of a restricted turning movement access (right turns in and out, and left turns in only) from Kennedy Road South, to the satisfaction of the City.
- 5.2.6 The architectural treatment to development abutting Steeles Avenue East, and of development adjacent to Highway 410, shall be of a high order, reflecting the high profile, or landmark, quality of these locations. To this end, vehicular parking shall be screened from these roadways, the facades of any buildings shall have a finished office-like appearance, with roof treatments which screen rooftop mechanical units.
- 5.2.7 No outside operations or storage of goods and materials shall be permitted on lands designated Mixed Commercial - Light Industrial.
- 5.2.8 The criteria outlined under section 5.1.2 (iii) above shall apply to Mixed Commercial - Light Industrial development.
- 5.2.9 Proponents of Mixed Commercial - Light Industrial development shall be required to submit a landscaping plan which must be

approved by the City prior to the issuance of building permits.

5.2.10 Mixed Commercial - Light Industrial uses shall be buffered from institutional areas by means of berms and/or increased yard widths and depths. Fencing and screening will be required where deemed appropriate.

5.2.11 The lands designated "Mixed Commercial- Light Industrial" at the south-east corner of Biscayne Crescent and Clipper Court shall permit the development of a multi-use industrial facility involving the processing and packaging of foods and warehousing, along with accessory uses; namely, an office, a banquet hall and a dining room restaurant. The floor area for a dining room restaurant shall not exceed one third of the total floor area of the multi-use industrial facility.

OP93-152

5.2.12 The lands designated "Mixed Commercial-Light Industrial" located at the south-east corner of Kennedy Road South and Steeles Avenue East having an area of approximately 7.30 hectares (18.05 acres) shall permit a pharmacy use and offices for medical, dental and drugless practitioners. A maximum gross floor area of 929 square metres is permitted for offices for medical, dental and drugless practitioners. A minimum gross floor area of 372 square metres is permitted for an individual retail warehouse use. A maximum aggregate gross floor area of 2,050 square metres is permitted to be occupied by individual retail warehouse units with a minimum gross floor area of 372 square metres.

OP93-285

5.3 **GENERAL INDUSTRIAL**

5.3.1 **DEFINITION**

The General Industrial land use designation on Schedule SP25(a) shall include lands which are predominantly used for manufacturing, cleaning, packaging, processing or assembly of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods and transportation terminals.

Non-industrial uses may be permitted in a designated General Industrial area provided they do not interfere with or are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include retail, office or other ancillary uses

either within industrial buildings or in separate buildings within a complex of associated industrial buildings provided that they are clearly accessory to the primary industrial use.

5.3.2 Outside storage areas may be permitted subject to detailed design considerations.

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

- (i) provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors;
- (ii) provision of adequate yard requirements to ensure the general amenity of the area; and,
- (iii) provision of detailed servicing and landscaping plans prior to the undertaking of development.

5.4

OPA 55A

HIGHWAY COMMERCIAL

5.4.1

DEFINITION

The Highway Commercial land use designation on Schedule SP25(a) shall include land which is the location of premises used for the fueling of automobiles and small trucks and for a convenience commercial facility.

5.4.2 Vehicular access to the lands designated Highway Commercial as shown on Schedule SP25(a) will be permitted from Steeles Avenue East and Kennedy Road South, subject to turning movement restrictions as may be imposed by the road authority having jurisdiction.

5.4.3 The following criteria shall apply to Highway Commercial development:

- (i) a high standard of building design, signs, yard and landscaping shall be maintained, and in accordance with section 40 of the Planning Act, the City shall endeavour to ensure that regard is given to such elements as:

- (a) the siting and design of buildings,
 - (b) vehicular access points, parking layout, internal circulation system and location of loading areas,
 - (c) location, lighting and screening of parking areas,
 - (d) landscaping and fencing,
 - (e) location of garbage disposal facilities and areas for snow storage,
- (ii) no outside storage of goods or materials shall be permitted,
 - (iii) the development shall not be likely to generate air pollution, odour or excessive noise or vibration.

6.0 SPECIAL POLICY AREA

In certain site specific instances, Special Policy Areas are required beyond, and sometimes notwithstanding the provision set out for each land use designation established by this chapter:

6.1 Lands designated for MIXED COMMERCIAL-LIGHT INDUSTRIAL purposes located within “Special Policy Area Number 1” shown on Schedule SP25(A), shall be developed in accordance with section 4.1 of this chapter and the following:

- (i) In addition to the uses permitted within the MIXED COMMERCIAL-LIGHT INDUSTRIAL designation as specified in section 5.2, a theatre and accessory uses including the sale of food and merchandise related to the theatre use, shall also be permitted.
- (ii) A theatre permitted by section 6.1(i) above, shall have a maximum floor area of 3,902 square metres (42,000 square feet)

7.0 TRANSPORTATION POLICIES

7.1 ROADS

7.1.1 Road facilities in New Development Area 14 are intended to function in accordance with the general guidelines and classifications outlined under section 4.2 of Part II.

7.1.2 The right-of-way requirement for Highway No. 410 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for Steeles Avenue within the New Development Area 14 shall be 35 metres. The minimum right-of-way requirement for Kennedy Road South within the New Development Area shall be 30 metres. The minimum right-of-way requirement for Rutherford Road within New Development Area 14 shall be 26 metres. Right-of-way width requirements for the minor road network will typically be 23 metres. Only the minor collectors in the minor road network are shown on Schedule SP25(a). Local roads will be subject to approval as part of the subdivision approval process.

Mod 2

7.1.3 The required right-of-way widths specified in policy 6.1.2 above denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

7.1.4 Access to Steeles Avenue East shall be restricted to one full movement access to those lands designated for "Mixed Commercial - Light Industrial" located approximately mid-block between Kennedy Road South and First Gulf Boulevard, to the satisfaction of the City and the Region of Peel. Access to Kennedy Road South shall be restricted to one restricted movement access (right turns in and out, and left turns in only) to the satisfaction of the City. Access from First Gulf Boulevard and Biscayne Crescent shall be provided to the satisfaction of the City.

OPA 208

7.1.5 Appropriate road widening as required by the appropriate authority

at the time of the development, will serve as a prerequisite to development within the New Development Area 14.

7.1.6

OPA 208

Lands adjacent to the Highway Number 410 right-of-way which require a noise analysis according to distance criteria in Appendix I shall only be considered for development upon approval by the Ministry of Transportation and Communications of preliminary design for the highway indicating the number, location, configuration and elevations of all paved lanes within the designated right-of-way.

OPA 208 deletes 7.1.7 and 7.1.8

7.2 PUBLIC TRANSIT

7.2.1 Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes.

7.2.2 A transit system in the New Development Area 14 will primarily use the arterial road system with transfer points at clearly defined focal points. Transfer locations will be designed to minimize walking distances and should offer amenities such as sitting areas and climate protection.

7.3 TRANSPORTATION FACILITY IMPACTS

7.3.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to ensure the amenity of the streetscape.

8.0 IMPLEMENTATION POLICIES

8.1 INTERPRETATION

8.1.1 In order to provide for flexibility in the interpretation of the text and map of this chapter, it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor deviation may be permitted without amendments to this chapter, provided that they do not affect the intent of this

chapter.

8.1.2

Although this chapter establishes boundaries of land use designations, road alignments and service corridors, these elements may vary slightly provided that the intent of this chapter and the Official Plan is clearly respected.

Chapter A21 of Section A of Part C
of the document known as the
Consolidated Official Plan
(OPA 36)

CHAPTER A21

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 to Commercial and to establish principles for the development of such lands for an Automobile Self-Serve Gasoline Filling Station, a Service Station and a Retail Store.

1.2 This amendment is concerned with lands situated on the south side of Steeles Avenue east of Bramalea Road described particularly as being part of Lot 15, Concession 5, East of Hurontario Street. The subject lands are outlined on Schedule 'A' attached hereto.

2.0 **DEFINITION**

2.1 Commercial, as pertaining to the above mentioned lands, outlined on Schedule 'A' means that the use of land is for an Automobile Self-Serve Gasoline Filling Station, a Service Station and a Retail Store.

3.0 **LAND USE**

3.1 The land use classification of lands as outlined on Schedule 'A' attached hereto, shall be designated as commercial. The commercial area designation shall apply to said lands shown on a larger scale on Schedule 'B' attached hereto.

3.2 Plate Number 1 of this plan shall be amended to substitute Chapter A21 in place of Chapter A.1, A.15, with respect to the subject lands as shown on this Plate.

3.3 Plate Number 2 Generalized Land Use of the Consolidated Official Plan of the City of Brampton Planning Area shall be amended to the extent and in accordance with Schedules 'A' and 'B', hereto attached.

4.0 DEVELOPMENT PRINCIPLES

4.1 Within the area designated commercial by this amendment, the use of the land as shown on Schedule 'B' shall be limited to an Automobile Self-Serve Gasoline Filling Station, a Service Station and a Retail Store.

4.2 The development of the site for commercial purposes shall be such as to minimize any adverse impact and the creation of such conditions that will unduly affect the amenities of the existing industrial development in the immediate area.

4.3 As lands are located close to a major intersection, it is desirable to maintain a high degree of aesthetic and architectural integrity.

Mod 1

4.4 The use of the said land as shown on Schedule "B", being limited to Automobile Self-Serve Gasoline Filling Station, a Service Station and a Retail Store, shall be subjected to further controls as to the access driveways in order to ensure that the traffic function of the intersection will not be unduly affected. City Council may require the provision of centre medians on Steeles Avenue as a means of prohibiting left turn movements to and from this parcel, subject to the approval of the Regional Municipality of Peel.

4.5 The signs and advertising devices shall be subject to control with regard to location, size and illumination in order to ensure a high quality of development and to minimize any adverse impact on the abutting lands.

4.6 A provision of adequate landscaping and screening shall be made on the site in order to enhance the appearance of the subject lands.

4.7 Sufficient number of off-street parking facilities shall be provided on the site to satisfy the requirements of the employees, as well as those of the customers.

5.0 IMPLEMENTATION

5.1 Amendment Number 36 shall be implemented by an amendment to the restricted area zoning by-law in such a manner as to impose the appropriate zoning classification and regulations in conformity

to the development principles, as noted above.

5.2

Mod 2

The Corporation of the City of Brampton may enter into one or more agreements, under the provisions of Section 35(a) of the Planning Act and other relevant legislation, incorporating various aspects of site and building design not implemented by the zoning by-law, 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 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. 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' and Schedule 'B' 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 A22 of Section A of
Part C of the Document Known as the
Consolidated Official Plan**

CHAPTER A22

1.0 **PURPOSE**

The purpose of this chapter is to permit certain lands designated as Special Commercial-Industrial Use Area to be used for specific commercial purposes in addition to the purposes permitted in the Industrial Use Area as set out in Chapter A21.

2.0 **LOCATION**

The lands affected comprise Lots 1 and 2 of Registered Plan M-94, an area of land being part of Lot 15, Concession 5, East of Hurontario Street, formerly in the Town of Mississauga, now within the City of Brampton.

The parcel encompasses an area of 1.49 hectares with frontage along Steeles Avenue of 122 metres and a frontage along Melanie Drive of 122 metres.

3.0 **DEFINITION**

Special Commercial - Industrial Use Area means lands which are intended to serve specific commercial purposes in addition to purposes permitted in the Industrial Use Area designation outlined in Chapter A21. The specific commercial uses permitted for such lands 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, plumbing fixtures and other similar products, of which at least 80% are new, and a retail warehouse for industrial clothing.

4.0 **DEVELOPMENT PRINCIPLES**

The Special Commercial - Industrial Use Area shall be subject to the same Development Principles outlined for the Commercial Use Area in Chapter A21 with the exception of Section 3.5.

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.

**Chapter A21 of Section A of
Part C and Plate 2 of the
Document known as the
Consolidated Official Plan**

(OPA 1)

CHAPTER A21

1.0 DEFINITION

- 1.1 Industrial Use Area shall mean land which is predominantly 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 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, buildings, or equipment thereon.
- 1.2 A 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 Institutional Use Area means land that is predominantly used for large institutions. The institution category includes uses such as hospitals, churches, fairgrounds, reform institutions, colleges, universities, educational institutions and cultural facilities, which because of their size, occupy a significant area of land and may generate large amounts of vehicular and pedestrian traffic. This category will not prevent some of the land being used for commercial or residential purposes provided they are part of the institutional use.
- 1.4 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.

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 a Commercial Use Area, in part as an Institutional Use Area, and in part as Open Space; Flood and Hazard Use Area.

3.0 DEVELOPMENT PRINCIPLES

3.1 DEVELOPMENT PRINCIPLES - GENERALIZED

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

- (a) the requirements of industry for road and rail access,
- (b) the inter-relationship of different industrial firms,
- (c) the need to minimize potential conflicts between different classes of land uses; and,
- (d) the demands for regional and municipal services.

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

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

3.2 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 consents (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 appropriate 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, Dixie Road, First Line East, Second Line East, Bramalea 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 orientated towards interior roads. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto arterial and collector roads. Appropriate road widenings 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. Vehicular access to Dixie Road and Steeles Avenue will be restricted to interior roads except for the existing and proposed uses of Highway Commercial as shown on Schedule "A".
- 3.2.5 The development of the lands subject to this Amendment will be on the basis of a road pattern which recognizes the constraints to development referred to in Part B of the Amendment, and which gives due consideration to the functional classification of the existing and proposed roads. Right-of-way widths shall be adequate to provide for the appropriate widths of hard surfaces (at the time of development and in the future) and for the location of necessary utilities.
- 3.2.6 It is intended that the industrial use area subject of this Amendment will be composed of a class of industrial uses embracing a range of intensive, extensive and showcase industries.
- 3.2.7 The design of the development shall recognize the close proximity of primary rail facilities, and shall ensure the provision of adequate access to such facilities where appropriate at the time of development.

Mod 3

- 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 a high quality. The following criteria will be used to evaluate the design of the development:
- a) the provision 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; and,
 - c) the provision of detailed servicing and landscaping plans 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 may be achieved in part through the incorporation of cul-de-sacs 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 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 the Environment.
- 3.2.13 Notwithstanding the definition of Industrial Use Area and the Industrial Use Area designation of Block F, Registered Plan M-269, the land may be used for the establishment of a fitness centre in addition to industrial purposes.
- OPA 85
- 3.2.13 Units 11 and 12 Peel Condominium Corporation Number 233 (level 1), which are in the location shown on Schedule A to this amendment, may be used for the purpose of a law office in addition to the other permitted uses.
- OPA 109A

3.3 DEVELOPMENT PRINCIPLES - COMMERCIAL USE AREA

3.3.1

Mod 4

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. The area intended to be developed will comprise about four to six acres to accommodate a development of 60,000 to 90,000 square feet of gross floor area.

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 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. 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

OPA 19A

The lands within the Commercial Use Area designation may be used to serve both the employees of the adjacent industrial developments and the travelling public. The uses would include restaurants, retail establishments, banks, office facilities, personal service outlets and farmers' markets.

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 of future roads.

3.4 DEVELOPMENT PRINCIPLES -INSTITUTIONAL USE AREA

It is intended to add some four acres of property for a new athletic field to the existing educational facilities.

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

3.5.1 The development of the Open Space: Flood and Hazard Land Use Area will be based on the maintenance of the land for public Open Space uses. Such uses shall be limited to agriculture, conservation, public, parks, or other outdoor recreational related activities.

3.5.2 No buildings and/or structures, nor 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 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. The construction of bridges, sanitary sewers, watermains and municipal services within the Open Space: Flood and Hazard Land Use Area, shall be permitted subject to Municipal and Conservation Authority approval.

Mod 5

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

3.5.4 Where new development is proposed on a site, part of which is designated Open Space: Flood and Hazard Land, such lands shall be maintained in their natural state unless such lands are subject to improvements intended for flood or erosion control purposes in accordance with Part B - Section 3.5.2 of this Amendment. Where an open watercourse is involved adequate space shall be provided for maintenance and other such operations.

3.5.5 Where any land deemed to be Open Space: Flood and Hazard Land, this Amendment intends that this land should be developed as part of the Public Open Space, except where such land may be channelized in accordance with Part B - Section 3.5.2 of this Amendment.

3.5.6 A grove of trees in Concession 3 E.H.S., Lot 15 will be an aspect or feature to be considered at the subdivision and development stage, whereby these trees will be considered for preservation for their amenity and potential screening nature.

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 require 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 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. The industrial designation is traversed by numerous minor watercourses designated "Open Space: Flood and Hazard Land". Further study may indicate that these features can be overcome by engineering and do not pose a constraint to development. In such instances, if Council and the Conservation Authority are satisfied that certain areas need not be included within the Open Space: Flood and

Hazard Land designation, development may proceed without the necessity of an Official Plan Amendment to remove the designation. However, Council intends that such Open Space: Flood and Hazard Land designations will be removed and replaced with the designation adjacent to the affected lands on Schedule A in a future amendment.

3.6

DEVELOPMENT PRINCIPLES - HIGHWAY COMMERCIAL USE AREA

OPA 132A
OP93-210 - (Deleted and Replaced by OP93-210).

The Highway Commercial designations are intended to permit existing service stations at the southwest and southeast corners of Steeles Avenue and Dixie Road. The Highway Commercial designation at the southwest corner of Steeles Avenue and Torbram Road shall permit a limited range of Highway Commercial Uses, including restaurant and gas bar uses, as determined to be appropriate in terms of access, site circulation, parking and that do not require outdoor storage, through a site-specific zoning by-law.

Review of any site development plan within the Highway Commercial designation at Steeles Avenue and Torbram Road shall provide for mutual access from Torbram Road to the parcel of land just south of Steeles on Torbram Road, known as 7980 Torbram Road.

OPA 148A

In addition, the Highway Commercial designation on the south side of Steeles Avenue, west of an existing service station situated at the southwest corner of the intersection of Dixie Road and Steeles Avenue, will permit the land to be used for a dining room restaurant and banquet hall, outdoor patio and accessory purposes.

OPA 241A

In addition, the Highway Commercial designation on the south side of Steeles Avenue, west of an existing service station situated at the southwest corner of the intersection of Dixie Road and Steeles Avenue, will permit the land to be used for commercial uses, including retail establishments having no outside storage, a motel, offices, a dining room restaurant, a standard restaurant and banquet hall, outdoor patio and a gas bar.

3.7 SPECIAL POLICY AREA 1

3.7.1

OP93-214

The lands located on the west side of Westcreek Boulevard, south of Steeles Avenue East and east of Highway 410 and shown as Special Policy Area 1 on Plate 2 may be used for a hotel as an alternative to permitted industrial uses subject to the following design objectives.

- (a) the hotel should be sited to have architectural frontage on both Westcreek Boulevard and Highway 410;
- (b) the hotel should be designed to present a positive, high quality image when viewed from Highway 410;
- (c) adequate landscaping shall be provided to screen parking areas from Highway 410; and
- (d) Rooftop mechanical equipment shall be adequately screened from public view in all directions.

4.0 IMPLEMENTATION

4.1 Amendment Number 1 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 regulations in conformity with the development principles referred to in Part B of this Amendment.

4.2 Council will enter into an agreement(s) incorporating various aspects of site and building design not implemented by the Zoning By-law including financial considerations, 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 by plan of subdivision.

5.0 INTERPRETATION

5.1 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 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 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 The boundary of the Parkway Belt West Design Area as indicated on Schedule "A" attached, reflects the boundary of the Design Area as presented in the Draft Plan - Parkway Belt West (January, 1976). It is not intended that the exact limits of the Design Area are as indicated on Schedule "A". Minor adjustments may be made to these boundaries without the necessity of making a formal amendment to the Official Plan. It is however, intended that unless such adjustment is made by the Minister of Treasury, Economics and Intergovernmental Affairs, either by specific approval or upon final approval of the Draft Plan - Parkway Belt West, the boundaries of the Parkway Belt West Design Area as indicated on Schedule "A" attached shall be deemed to be rigid and exact. Any future change in this boundary shall require an amendment to the Official Plan.
- 5.3 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.