

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 32

THE PARKWAY BELT WEST INDUSTRIAL AREA

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Parkway Belt West Industrial Area Secondary Plan (Secondary Plan Area 32)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 32, The Parkway Belt West Industrial Area Secondary Plan)

This office consolidation of the Parkway Belt West Industrial Area Secondary Plan consists of Chapter 32 of Part IV of the document known as the 1984 Official Plan.

Chapter 32 is based on Official Plan Amendment 166 to the document known as the 1984 Official Plan as approved by City Council on June 26, 1989 and the Ministry of Municipal Affairs on June 8, 1990 with the inclusion of all modifications and with inclusion of the following Official Plan Amendments as approved by the Province or City of Brampton:

OP93-56	OP93-100	OP93-122
OP93-147	OP93-165	OP93-179
OP93-188	OP93-193	OP93-237
OP93-279	OP93-298	

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 approved for convenience only. For official reference, resource should be had to the original documents noted above.

CHAPTER 32: THE PARKWAY BELT WEST INDUSTRIAL SECONDARY PLAN AREA

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP32(A) and SP32(B) is to establish detailed land use and policy guidelines for the development of lands outlined on Schedule SP32(A);

- specify the desired pattern of land use, transportation network and related policies to achieve high quality efficient and orderly industrial/commercial development;
- implement the goals and objectives of the Parkway Belt West Plan to maintain a portion of the subject lands as an integral segment of a multi-purpose utility and transportation corridor; and,
- provide more specific planning and development policies than are prescribed by the Parkway Belt West Plan, and Amendment Number 4.

2.0 LOCATION

The lands subject to this chapter:

- are comprised of approximately 724 hectares (1,790 acres):
- are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East: and,
- are shown outlined on Schedule SP32(A).

3.0 SCOPE OF THIS CHAPTER AND ITS RELATIONSHIP TO THE PARKWAY BELT WEST PLAN

The lands subject to this chapter are located within the Parkway Belt West Planning Area. In this regard, the Parkway Belt West Plan forms part of the Official plan, and is applicable to the subject lands. The Parkway Belt West Plan was approved to manage growth within the regions surrounding Metropolitan Toronto. In particular, the goals of the Plan are as follows:

- to define and separate urban areas;
- to provide a continuous open space system through the preservation of major environment features; and,
- to reserve a multi-purpose utility corridor for major linear facilities (highways and hydro transmission corridors).

This chapter is intended to reflect the intent of The Parkway Belt West Plan, while providing for the orderly development of the subject lands as a specialized

industrial and commercial precinct within the City's urban structure. In this regard, the Minister of Municipal Affairs has deemed that this chapter is not in conflict with The Parkway West Plan.

4.0 LAND USE

This chapter provides for the establishment of a broad range of PRESTIGE INDUSTRIAL, BUSINESS, MIXED INDUSTRIAL/COMMERCIAL, HIGHWAY COMMERCIAL, OFFICES and related land uses.

The PRESTIGE INDUSTRIAL category of land use is intended to foster a high standard of amenity and building design in a landscaped setting in accordance with the objectives of The Parkway Belt West Plan.

Land designation for BUSINESS purposes shall be for a wide range of service and retail commercial uses to provide support to the surrounding industrial community.

A MIXED INDUSTRIAL/COMMERCIAL land use category is established to provide for activities that combine commercial enterprises with industrial processes.

The HIGHWAY COMMERCIAL DESIGNATION is established to provide for the orderly development of automobile service stations, and related facilities, in accordance with planning criteria set out in the Brampton Official Plan.

This plan establishes a strategy for OFFICE development within the PRESTIGE INDUSTRIAL AND BUSINESS categories. Small concentrations of relatively low density INTERMEDIATE OFFICE uses are encouraged in the PRESTIGE INDUSTRIAL and BUSINESS DESIGNATION to foster office specialization within the locality.

Higher density OFFICE CENTRE are encouraged with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities.

This chapter also provides policy direction with respect to other permitted uses, and an amenity and design strategy to ensure that the objectives of The Parkway West Belt are implemented.

4.1 PRESTIGE INDUSTRIAL

4.1.1 The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) shall be:

- (i) Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;

- (ii) Intermediate office uses, subject to section 5.7 of this plan;
- (iii) Public and utility uses or structure
- (iv) Research and development facilities;
- (v) recreation faculties or structure;
- (vi) Accessory retail uses which are directly associated with a permitted industrial operation and occupy a small area in terms of floor space or site coverage relative to the size of the associated industrial plant; and,
- (vii) Day nurseries.

4.1.2 The permitted uses within the PRESTIGE INDUSTRIAL designation shall be established on landscape lots in a park-like setting. A high standard of conceptual building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted.

4.1.3 The uses permitted by section 4.1.1. shall not preclude the establishment of other industrial operations provided that such uses are in keeping with the intended prestige image, and/or satisfy the following criteria;:

- (i) limited to industrial operations within enclosed buildings;
- (ii) a high standard of conceptual building and site design;
- (iii) utilize natural features and extensive landscaping to create a park-like setting.
- (iv) no outside storage of goods and materials;
- (v) a low level of noise or air pollution; and,
- (vi) are compatible with adjacent land uses.

4.1.4 Development approved under the PRESTIGE INDUSTRIAL designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

4.1.5 Day nurseries permitted by this plan shall be subject to the provisions of the Brampton Official Plan and the Day Nurseries Act.

4.1.6 Development of lands designation for PRESTIGE INDUSTRIAL purposes shall process on the basis of approved plans of subdivision or the consent policies of the Official Plan, in accordance with a design acceptable to Council.

4.1.7

OP93-298

In addition to the Prestige Industrial policies listed above, the following additional policies shall apply to the lands located on the west side of Airport Road approximately 300 metres south of Steeles Avenue East and known as 7900 Airport Road to be implemented through zoning, site plan, and subdivision approvals.

- (i) Employment generating uses are to be accommodated on this site, and to that end, large floor area minimal employment facilities should be prohibited along the Airport Road frontage of the lands;
- (ii) To achieve a consistent and unifying architectural character, various wall design elements should be used, including banding, accents, canopies and piers. Long continuous roof line silhouettes should be visually broken with parapet and roof features such as towers, stepped wall profiles and raised roof features, and long flat wall panels should be divided into subsections that introduce a variety of surface texture and colour tone;
- (iii) Where one-storey buildings are proposed along Airport Road, the design treatment should ensure that a two-storey building height is emulated. Appropriate building height and glazing shall be used to achieve this goal;
- (iv) High quality building materials shall be used in the construction of buildings along Airport Road. These materials shall include masonry, pre-cast concrete, and glazing;
- (v) Appropriate landscape treatment shall be provided for the site, including landscape elements such as pergolas, trellises and other three-dimensional elements that assist in visually defining the street edge;
- (vi) The main access to the lands, which may include a local road, shall be located opposite Driver Road on the east side of Airport Road;
- (vii) A stormwater management pond shall be provided on the lands and the use of environmentally sustainable technologies, such as on-site cisterns, reclamation of non-potable water for site irrigation, and bio-retention swales, are encouraged; and,
- (viii) Notwithstanding Section 4.1.2, limited outside storage shall be allowed with appropriate screening.

4.2

BUSINESS

4.2.1

Lands designated for BUSINESS purposes on Schedule SP32(A) shall be used for a wide range of service and retail commercial uses to provide support to the surrounding PRESTIGE INDUSTRIAL community. In this regard, the permitted uses shall include:

- (i) Intermediate office uses, subject to the provisions of section 5.7 of this plan;
- (ii) banks, trust companies or financial institutions;
- (iii) retail establishments;
- (iv) Personal service shops;
- (v) Dry cleaning and laundry establishments;
- (vi) Dining room, standard and take-out restaurants;
- (vii) Convenience stores;
- (iii) Community clubs;
- (ix) recreation facilities or structures;
- (x) hotels or motels; and,
- (xi) banquet halls.

4.2.2 Lands designated for BUSINESS purposes on Schedule SP32(A) are situated in locations with exposure to arterial roads to increase accessibility and service potential to the PRESTIGE INDUSTRIAL COMMUNITY. However, access to BUSINESS areas shall only be permitted from the internal industrial road system as designated on Schedule SP32(B).

4.2.3 High quality building and site design shall be required in BUSINESS areas to ensure compatibility with adjacent PRESTIGE INDUSTRIAL areas. In this regard, fencing and landscaping may be required as a condition of development approval where BUSINESS areas directly abut PRESTIGE INDUSTRIAL uses.

4.2.4 Council encourages the comprehensive development of BUSINESS areas and requires that the following site design considerations be incorporated in development proposals to the satisfaction of the city.

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a BUSINESS area;
- (ii) parking shall be provided, where feasible, in side and rear yards to enhance streetscape amenity and design;
- (iii) where parking is provided in the front yard, landscaping shall be required to provide adequate screening from the abutting road;
- (iv) uniform building setbacks shall be implied to create a harmonious and

integrated streetscape;

- (v) the reservation of appropriate road right-of-way widths shall be accommodated in development proposals to provide for landscaping and pedestrian access;
- (vi) outdoor display areas shall not be permitted in front yards or abutting roads;
- (vii) service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping; and,
- (viii) restaurants permitted in the BUSINESS designation shall be subject to an appropriate site development plan which demonstrates that:
 - (a) the restaurant design is harmonious with adjacent development;
 - (b) the road network is adequate to accommodate traffic generated by the restaurant; and,
 - (c) ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

- 4.2.5 To evaluate the merits of a development proposal within a BUSINESS area, Council shall require the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed in accordance with the site development criteria set out in section 4.2.4 of this plan.
- 4.2.6 When establishing the parking requirements for a development proposal in a Business areas, the requirements of section 5.2 of this chapter shall be applied.
- 4.2.7 Development approval under the BUSINESS designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.
- 4.2.8 The lands located at the north-east corner of Airport Road and Driver Road having an area of approximately 1.1 hectares (2.6 acres) and designated for "Business" uses may also be used for "Mixed Commercial/Industrial" uses. The "Mixed Commercial/Industrial" uses are only permitted in conjunction with office uses. A minimum gross floor area of 1,394 square metres (15,000 square feet) shall be devoted to office uses. The entire portion of the building facing Airport Road shall only be used for office uses and shall have a minimum height of two storeys. The site design of this property shall be developed in accordance with the criteria outlined in policy 4.2.4.

OP93-279

4.3 MIXED INDUSTRIAL/COMMERCIAL

- 4.3.1 Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A) shall be used for non-obnoxious industrial uses, activities that combine industrial and commercial purposes or specialized or space-extensive commercial purposes.
- 4.3.2 The uses permitted within the MIXED INDUSTRIAL/COMMERCIAL designation include:
- (i) Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;
 - (ii) Retail warehousing, discount merchandising outlets and other retail activities that are space extensive, or which by their function are not accommodated by the retail hierarchy for non-industrial areas specified in section 2.2 of the Official Plan and require exposure to major transportation facilities;
 - (iii) Home furnishings and home improvement retail warehouses;
 - (iv) Recreation facilities or structures;
 - (v) Community clubs;
 - (vi) Garden centre sales establishments;
 - (vii) Public or utility uses;
 - (viii) Service shops; and,
 - (ix) Banquet halls.
- 4.3.3 Development of MIXED INDUSTRIAL/COMMERCIAL areas shall be subject to the following:
- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a MIXED INDUSTRIAL/COMMERCIAL area;
 - (ii) parking shall be provided, where feasible, in side or rear yards to enhance streetscape amenity design;
 - (iii) where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
 - (iv) outdoor display areas shall not be permitted in front yards or abutting

arterial roads or a highway right-of-way; and,

- (v) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping.

4.3.4 Development approval under the MIXED INDUSTRIAL/COMMERCIAL designation shall be subject to the general Development Standards and Guidelines established by section 5.3 of this chapter.

4.3.5 When determining the parking requirements for a development proposal in a MIXED INDUSTRIAL/COMMERCIAL area, the requirements of sections 5.2.1 of this chapter shall be applied.

4.3.6 Further to section 4.3.2 (ii) of this chapter, commercial uses shall not be permitted within the MIXED INDUSTRIAL/COMMERCIAL designation which duplicates or would impact on the viability of those uses permitted within the retail hierarchy set out in section 2.2 of the Official Plan.

4.3.7 No use that is likely to cause air pollution, odour, or excessive noise shall be permitted adjacent to lands designated for PRESTIGE INDUSTRIAL purposes.

4.3.8 Prior to development approval in the MIXED INDUSTRIAL/COMMERCIAL designation, provisions shall be made to ensure that there is adequate capacity on the transportation network, and sufficient water, sewer and storm drainage facilities to serve the proposed development.

4.3.9 Within the Mixed Industrial/Commercial designation on the lands located on the east side of Airport Road and generally situated midway between Steeles Avenue East and the CN Rail corridor, limited office, retail and service commercial uses will be permitted in accordance with the preceding policies, but excluding a retail establishment or retail warehouse smaller than 1860 square metres and excluding a supermarket, a grocery store, a convenience store, a variety store or motor vehicles parts retail outlet.

OP93-147

4.4 HIGHWAY COMMERCIAL

4.4.1 Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP32(A) shall be used for automobile service stations, gas bars and related activities.

4.4.2 Proposals for automobile service stations beyond these sites designated on Schedule SP32(A), shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.

4.5 **OFFICE CENTRES**

- 4.5.1 Schedule SP32(A) symbolically identifies concentrations of OFFICE CENTRES within the PRESTIGE INDUSTRIAL and BUSINESS designations, These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image. The permitted uses are:
- (i) Business, professional or administrative office buildings;
 - (ii) The uses permitted in the underlying BUSINESS or PRESTIGE INDUSTRIAL designation.
- 4.5.2 In addition to the principal permitted uses set out on policy 4.5.1, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:
- (i) Banks, trust companies and financial institutions;
 - (ii) Retail establishments;
 - (iii) Personal service shops;
 - (iv) Dry cleaning and laundry establishments;
 - (v) Dining room restaurants;
 - (vi) Convenience stores; and,
 - (vii) Recreation facilities or structures.
- 4.5.3 In accordance with section 7.3.7 of the Official Plan, the OFFICE CENTRE designation contained within a circle is intended to be symbolic. In this manner their extent and location may be interpreted flexibly in accordance with other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.
- 4.5.4 As a general guideline, OFFICE development may occur at Floor Space Index of 1.0. However, it is recognized that traffic impact on the road network may reduce the actual floor space capacity of specific sites designated for OFFICE purposes on Schedule SP32(A). Accordingly no office development shall be permitted until traffic impact studies have been carried out to the satisfaction of the City and other road authorities having jurisdiction and no further lands shall be zoned for office development until Peel Regional Council is satisfied that a comprehensive transportation study has demonstrated that the surrounding road network can accommodate the proposed office development.
- 4.5.5 Sufficient lands shall be assembled to facilitate co-ordinated development of OFFICE CENTRE sites.

MOD 1

4.5.6 The submission of the tertiary plans may be required by the City, prior to development approval to demonstrate comprehensive plans for entire sites.

4.5.7 Traffic access arrangements shall be established in accordance with the requirements of the City and other authorities having jurisdiction.

4.6 OPEN SPACE/HAZARD LANDS

4.6.1 The lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) are lands which have inherent environment hazards due to flood susceptibility, or are required for linear open space or recreation purposes to meet the objectives of The Parkway Belt West Plan.

4.6.2 The uses permitted within the OPEN SPACE/HAZARD LANDS designated are:

- (i) Conservation purposes;
- (ii) Food control and storm water management;
- (iii) Outdoor recreation facilities;
- (iv) Linear open space systems where appropriate to meet the objectives of The Parkway Belt West Plan; and,
- (v) Other public uses required by the Province of Ontario.

4.6.3 Building setbacks may be imposed from the margin of OPEN SPACE/HAZARD LANDS where appropriate, so as to have regard for the extent and severity of potential hazards related to flood susceptibility, and the preservation of the natural environment. The setbacks shall be determined, if requires by the appropriate conservation authority, the Ministry of Natural resources and the City, prior to development approval, and shall be incorporated into the implementing zoning by-law.

MOD 2

4.6.4 Proposed alterations to watercourses within lands designated OPEN SPACE/HAZARDS LANDS on Schedule SP32(A) shall be subject to review and approval by the Ministry of Natural Resources under the Lakes and Rivers Improvement Act.

MOD 3

4.7 ELECTRIC POWER FACILITIES

4.7.1 Lands designated as ELECTRIC POWER FACILITIES on Schedule SP32(A) shall be used for transmission lines and related facilities and shall be subject to the policies of the Parkway Best West Plan, 1978.

4.8 UTILITY CORRIDOR

- 4.8.1 Lands designated as UTILITY CORRIDOR on Schedule SP32(A) shall be used for utility uses in accordance with the Parkway Belt West Plan, 1978.

4.9 PARKWAY BELT WEST PLAN POLICY AREA

- 4.9.1 The lands designated as PARKWAY BELT WEST POLICY AREA on Schedule SP32(A) shall be subject to section 5.5.1 of the Parkway Belt West Plan, 1978.

4.10 SPECIAL POLICY AREAS

In certain site specific circumstances, special policies are required beyond, or notwithstanding the provisions set out for each land use designation established by this chapter.

- 4.10.1 Lands designated for PRESTIGE INDUSTRIAL purposes, located within "Special Policy Area Number 1" shown on Schedule SP32(A) shall be developed in accordance with section 4.1 of this chapter and the following:

- (i) notwithstanding the provisions of section 4.1 with respect to PRESTIGE INDUSTRIAL development, and the provisions of section 5.7 related to OFFICE uses, office development shall be permitted within "Special Policy Area Number 1" to a maximum gross floor index of 0.85;
- (ii) a maximum building height of 7 storeys shall be permitted for office development subject to section 5.6 (Airport Height Limitations) of the chapter; and,
- (iii) further to section 4.1.1, a banquet hall shall be permitted on lands designated as "Special Policy Area Number 1."

4.10.2

OP93-122

Lands designated PRESTIGE INDUSTRIAL and located within "Special Policy Area Number 2" shown on Schedule SP32(A) shall be developed in accordance with the provisions of section 4.1 of this chapter. In addition to the uses permitted within the PRESTIGE INDUSTRIAL designation, as specified in section 4.1.1, an automobile service station shall also be permitted within "Special Policy Area Number 2." However, prior to development approval for the automobile service station, a tertiary plan shall be prepared to the satisfaction of the City, for the entire Special Policy Area. The tertiary plan shall demonstrate:

- (i) the location and site area dedicated to the automobile service station;
- (ii) the spatial relationship between the automobile service station, and other permitted land uses on the site;

- (iii) the proposed road access to the automobile service station and other developments permitted on the site; and,
- (iv) landscaping and other site design treatments which will project the intended prestige image for the site.

4.10.3 "Special Policy Area Number 3" applies to lands situated north of Steeles Avenue between Goreway Drive and Gorewood Drive, and south of the Highway 407 right-of-way. Schedule SP32(A) designates these lands for a blend of MIXED INDUSTRIAL/COMMERCIAL, PRESTIGE INDUSTRIAL and OFFICE purposes. due to the potential traffic impact arising from the development of this site on the surrounding road network, the actual boundaries, and amount of permissible floor space allocated to these designated land uses shall be determined by comprehensive traffic studies.

In this regard, the designations shown on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.

In addition to the site design policies set out in section 4.3.3 for MIXED INDUSTRIAL/COMMERCIAL uses, developments within "Special Policy Area Number 3" shall not have separate access from Steeles Avenue.

A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.

To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road, shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within "Special Policy Area Number 3" can be achieved in accordance with this chapter.

4.10.4 "Special Policy Area Number 4" applies to those lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) which are situated west of Goreway Drive, north and east of the existing Canadian National Railway tracks and south of Steeles Avenue. The limits of this OPEN SPACE/HAZARD LANDS designation represents the regional storm flood plain of the Mimico Creek, as delimited by the Metropolitan Toronto and Regional Conservation Authority. However, it is recognized that this section of the Mimico Creek may be subject to channelization, which, if approved, would result in a reduction of the existing regional flood plain. In this regard, the limits of the OPEN SPACE/HAZARD

LANDS designation outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, provided that the channelization of the Mimico Creek receives the approval of the City, Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources. Lands taken out of the OPEN SPACE/HAZARD LANDS designation would assume the abutting designation of PRESTIGE INDUSTRIAL.

4.10.5

MOD 4

"Special Policy Area Number 5" applies to those lands designated PRESTIGE INDUSTRIAL and OFFICE CENTRE Schedule SP32(A) which are situated at the south-west corner of Steeles and Finch Avenue. It is the intent of this plan to develop these lands predominantly for PRESTIGE INDUSTRIAL and OFFICE CENTRE purposes. However, these lands may also be used for BUSINESS purposes in accordance with section 4.2 of this plan provided that the following conditions are satisfied:

- (i) Notwithstanding any other policy in this plan, the maximum gross floor area devoted to BUSINESS purposes shall not exceed 25 percent of the total gross floor area designated on the lands identified as "Special Policy Area Number 5";
- (ii) The designation of lands devoted for BUSINESS purposes in the implementing zoning by-law shall only be approved in conjunction with the designation of the remaining lands within "Specialty Policy Area Number 5" in the zoning by-law for OFFICE CENTRE and PRESTIGE INDUSTRIAL purposes;
- (iii) Development approval for this BUSINESS purposes permitted by this section, shall be subject to the submission of a tertiary plan in a manner acceptable to the City, in accordance with the site development criteria set out in section 4.2 of this plan; and
- (iv) Development approval for the BUSINESS purposes permitted in this section for "Special Policy Area Number 5", shall be conditional on the submission of a traffic impact study which demonstrates that the additional traffic generated from the proposed development can be accommodated within the capacities of the surrounding road network. Such traffic studies shall be approved by the road authorities having jurisdiction."

4.10.6

MOD 5

"Special Policy Area Number 6" applies to those lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A), which are located on the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the MIXED INDUSTRIAL/COMMERCIAL category by section 4.3.2 of this chapter, a fast food restaurant with a drive through facility shall be permitted on lands designated as "Special Policy Area Number 6."

- 4.10.7
OP93-56
Special Policy Area Number 7 applies to those lands designated BUSINESS on Schedule SP32(A), which are situated on the west side of Finch Avenue, south of Kenview Boulevard, and more particularly described as Blocks 1, 2 and 3 of Plan 43M-987. Notwithstanding the BUSINESS designation of these lands, industrial uses are permitted but shall not exist concurrently on any one property with uses permitted by the BUSINESS designation of the lands.
- 4.10.8
OP93-100
Special Policy Area Number 8” applies to those lands designated BUSINESS on Schedule SP 32 (A), which are situated on the north side of Steeles Avenue East, east of Airport Road. Notwithstanding the BUSINESS designation of these lands, PRESTIGE INDUSTRIAL uses are permitted with the uses permitted by the BUSINESS designation of the lands.”
- 4.10.9
OP93-179
‘Special Policy Area Number 9’ applies to those lands designated ELECTRIC POWER FACILITIES on Schedule SP32(A), which are situated at the northwest corner of the intersection of the extensions of Intermodal Drive and Deerhurst Drive. It is intended that the use of these lands for transmission lines and related facilities be maintained in accordance with section 4.7.1 of this chapter. However, these lands may also be used for parking accessory to an abutting commercial-type use, subject to the policies of Parkway Belt West Plan, 1978.
- 4.10.10
OP93-179
‘Special Policy Area Number 10’ applies to those lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) which are situated abutting the northerly limit of the easterly extension of Intermodal Drive, midway between Goreway Drive and Gorewood Drive. Outside storage shall be permitted on these lands, notwithstanding the prohibition on outside storage noted in sections 4.1.1, 4.1.2 and 4.1.3 of this chapter. However, it is the intent of this plan to ensure that the image of any prestige industrial use(s) having outside storage is compatible with surrounding prestige industrial, and to this end, any such outside storage shall be adequately screened to achieve all the other objectives of this chapter.
- Development of these lands shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, in addition to the general development standards and guidelines notes in section 5.3.1 and 5.3.2 of this chapter. These shall include, but not necessarily be limited to, the following:
- controls such as the location, orientation and/or design of loading/overhead doors, docking bays, waste disposal facilities, and outside storage areas; and,
 - landscaping and/or design treatments dealing with the exposure of industrial development to Intermodal Drive and abutting open space areas.

4.10.11

OP93-179

'Special Policy Area Number 11' applies to those lands designated PRESTIGE INDUSTRIAL on Schedule SP 32(A) which are situated abutting the easterly extension of Intermodal Drive between Goreway Drive and Gorewood Drive, adjacent to and/or abutting Highway Number 407, Goreway drive, and Gorewood Drive. These lands shall be developed in accordance with section 4.1 of this chapter; however, notwithstanding section 5.3.1 of this chapter, a maximum building height of 8 storeys shall be permitted for an office building, subject to section 5.6 (Airport Height Limitations) of this chapter, in that part of the PRESTIGE INDUSTRIAL designation located east of Goreway Drive, south of Intermodal Drive, and west of the OPEN SPACE/HAZARD LAND designation traversing the special policy area.

In addition to the general development standards and guidelines noted in sections 5.3.1 and 5.3.2 of this chapter, development of these lands shall be subject to appropriate requirements and restrictions to be implemented by the zoning by-law. These shall include, but not necessarily be limited to, the following:

- controls such as the location, orientation and/or design of loading/overhead doors, docking bays and waste disposal facilities;
- landscaping, buffering and/or design treatments dealing with the exposure of industrial development to Intermodal Drive, Goreway Drive, Highway Number 407 and abutting open space areas;
- landscaping, buffering and/or design treatments, including minimum distance separation requirements, to ensure land use compatibility where prestige industrial uses abut residential areas; and,
- controls on types of prestige industrial land uses where such uses will be in proximity to existing residential areas.

In addition, it is the intent of this plan to ensure that the facades of buildings and structures having exposure to Highway Number 407 incorporate a high level of architectural treatment in terms of façade design and appearance, such that the showcase prestige industrial/office image intended for this designation is reinforced.

4.10.12

OP93-188

OP93-193

'Special Policy Area Number 12' applies to those lands designated PRESTIGE INDUSTRIAL with an overlying OFFICE CENTRE designation on Schedule SP 32(A), which are situated within the northwest quadrant of Steeles Avenue intersection of Airport Road, approximately 170 metres west of the intersection of Airport Road and Steeles Avenue East. In addition to the principal OFFICE CENTRE uses set out in policy 4.5.1 and the PRESTIGE INDUSTRIAL uses set out in policy 4.1.1((i) to (vi), inclusive), community clubs, hotels or motels, and banquet halls are also permitted as principal uses on the lands. However, a banquet hall may initially be developed only up to a maximum gross floor area of 6,968 square metres (75, 000 square feet), after which it may be expanded in

size only in conjunction with an office building or hotel/motel having a gross floor area equivalent to at least half the size of the banquet hall. Sensitive land uses, including a day nursery, shall not be permitted, given that the lands are situated with the Lester B. Pearson International Airport Operating Area.

The accessory uses set out in policy 4.5.2 shall be permitted within a hotel or motel as well as an office building, in accordance with the floor area restrictions set out in policy 4.5.2. However, notwithstanding policy 4.5.2, the following specific commercial uses are also permitted as freestanding development in conjunction with any transitway station developed on abutting lands, provided that the total combined gross floor area of the following uses is not more than 929 square metres (10,000 square feet):

- (a) a bank, trust company or financial institution;
- (b) a personal service shop;
- (c) a convenience restaurant or a take-out restaurant;
- (d) a dry cleaning and laundry distribution establishment; and,
- (e) a convenience store.

It is intended that the lands be developed in a manner that presents a highly visible prestige image. In this regard, the lands shall be developed in accordance with established site specific urban design guidelines approved by the City. Development of the lands shall also be subject to appropriate requirements and restrictions to be implemented by the zoning by-law, in addition to the general development standards and guidelines noted in sections 5.3.1 and 5.3.2 of this chapter. However, notwithstanding sections 5.3.1 and 5.3.2 of this chapter, the following development standards shall apply:

- a maximum building height of 17.0 metres shall be permitted for prestige industrial development;
- a minimum 9.0 metre wide landscape strip shall be required abutting Steeles Avenue East; and
- a minimum building setback of 24.0 metres from Steeles Avenue East shall be required.

Access to the lands will include, at a minimum, one full moves access from Steeles Avenue East which shall be designed to the satisfaction of the Region of Peel. Ultimately, it is intended that this access be shared by the future planned transitway station located on abutting lands to the east, at the northwest corner of Airport Road and Steeles Avenue East.

In addition, it is the intent of this plan to ensure that the facades of buildings and structures having exposure to Highway Number 407, Steeles Avenue East and the abutting transitway stations site incorporate a high level of architectural treatment in terms of façade design and appearance, such that the showcase prestige industrial/office centre image intended for this designation is reinforced.

5.0 **OTHER SPECIAL POLICIES**

Due to specific geographic, environmental, or existing planning circumstances affecting certain sites throughout the secondary planning area, it is appropriate that more detailed policy guidance be provided beyond the other land use provisions set out in this chapter.

5.1 **AMALGAMATION OF SMALL HOLDINGS**

5.1.1 To encourage comprehensive development, lands abutting or adjacent to existing residential and other small properties shall not be approved for uses permitted by this plan, until it is demonstrated that a bona fide offer to purchase the small holdings has been made by the development proponent. In the event that an offer to purchase is not accepted, approval of development on the large buildings shall be conditional upon the submission of a site development plan to demonstrate:

- (i) the functional and aesthetic relationship between the small and large holdings; and,
- (ii) options available to provide for the eventual redevelopment of the smaller land holding in accordance with this Plan.

5.2 **PARKING REQUIREMENTS FOR BUSINESS AND MIXED INDUSTRIAL/COMMERCIAL USES**

5.2.1 Parking shall be required for development proposals within areas designated for BUSINESS and MIXED INDUSTRIAL/COMMERCIAL purposes to satisfy full zoning by-law requirements. However, it is recognized that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, Council may consider the approval of a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the city.

5.3 **GENERAL DEVELOPMENT STANDARDS AND GUIDELINES**

5.3.1 To ensure that The Parkway Belt West Plan objectives are regarded in the development of the secondary planning area, general development

standards and guidelines are established in Table 1 for the major land use categories. These standards and guidelines are intended to:

- (i) reflect the prestige image and open development concept envisaged by

The Parkway Belt West Plan; and,

- (ii) provide for a form of industrial and commercial development which is complementary to the urban fabric of Brampton.

TABLE 1
General Development Standards and Guidelines

LAND USE CATEGORY	MINIMUM LOT AREA	LOT COVERAGE	LOT WIDTH	BUILDING HEIGHT
PRESTIGE INDUSTRIAL	1.2 hectares (3.0 acres)	40 - 45%	60 metres	13.7 metres
MIXED INDUSTRIAL/ COMMERCIAL	0.8 hectares (2.0 acres)	30 - 35%	50 metres	13.7 metres
BUSINESS	0.4 hectares (1.0 acres)	25 - 30%	45 metres	13.7 metres
OFFICE CENTRES	1.2 hectares (3.0 acres)	20 -25%	60 metres	8 storeys

- Refer to section 5.6 of this chapter.

OP93-147

Notwithstanding the general development standards and guidelines outlined in Table 1, the following standards shall apply to the lands located on the east side of Airport Road and generally situated midway between Steeles Avenue East and the CN Rail corridor:

LAND USE CATEGORY	MINIMUM LOT AREA	LOT COVERAGE	LOT WIDTH	BUILDING HEIGHT
MIXED INDUSTRIAL/ COMMERCIAL	0.8 hectares	50%	30 metres	17.5 metres
BUSINESS	0.4 hectares	40%	30 metres	17.5 metres

- 5.3.2 In addition to the General Development Standards and Guidelines set out in Table 1, the following street-line setbacks and landscaping guidelines shall be considered as a condition of development approval.

TABLE 2

Street-line Setback and Landscaped Open Space Guidelines

ROAD	STREET-LINE SETBACK	LANDSCAPE OPEN SPACE ABUTTING RIGHT-OF-WAY
STEELES AVENUE	46.0 metres	12.0 metres
ALL OTHER ROADS	15.0 metres	3.0 metres

These guidelines may be reduced in the block between Goreway Drive and Gorewood Drive, north of Steeles Avenue due to the restrictions imposed by the alignment of the Highway Number 407 right-of-way and the frontage service road requirements outlined in section 4.8.3 to this chapter.

OP93-147

Notwithstanding the street-line setback required in Table 2, the street line setback to Airport Road shall be 9.0 metres for the lands located on the east side of Airport Road and generally situated midway between Steeles Avenue East and the CN Rail corridor.

OP93-165

Notwithstanding the Street-Line Setback requirements set out in Table 2, for lands situated on the south side of Steeles Avenue East, west of Goreway Drive, the minimum building setback from Steeles Avenue East shall generally be 25 metres.

5.3.3

The general development standards and guidelines set out in Table 1 and section 5.3.2 are intended to be approximate values. Minor variations to these standards may be approved without the necessity of amending this plan provided that the intent of this chapter, the Parkway Belt West Plan, and the Brampton Official Plan is clearly respected.

5.4

ENVIRONMENTALLY SENSITIVE AREAS

5.4.1

Schedule C - Environmentally Sensitive Areas to the Official Plan identifies hedgerows and woodlot fragments within the secondary planning area. Development proposals within or adjacent to these sites shall be subject to the requirements of section 1.3 of the Official Plan.

5.5

AIRCRAFT NOISE

5.5.1

Aircraft noise may affect certain industrial, hotel, retail and office uses which shall be subject to the aircraft noise policies of section 1.8.1 of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval.

5.5.2

MOD 6

As part of the development approval process certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of

proposed developments meet provincial noise guidelines.

5.6 AIRPORT HEIGHT LIMITATIONS

- 5.6.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary planning area.

5.7 OFFICES USES IN THE PRESTIGE INDUSTRIAL AND BUSINESS DESIGNATION

- 5.7.1 Intermediate office uses permitted by section 4.1.1 (ii) and section 4.2.1 (i) within PRESTIGE INDUSTRIAL and BUSINESS areas are intended to complement the other permitted uses within these designations, and as such shall not be allowed to become a predominant land use.

Intermediate office structure shall be permitted on a free-standing basis, or within industrial buildings or a complex of associated industrial buildings. Office uses within the PRESTIGE INDUSTRIAL and BUSINESS designation shall not exceed a Floor Space Index of approximately 0.5.

- 5.7.2 Council may approve additional OFFICE CENTRES beyond those designated on Schedule SP32(A), through as amendment to this Plan, subject to section 4.5 provided that the following can be demonstrated:

- (i) there is sufficient market opportunity to support the proposed office development, and there will be no adverse impacts on the viability of other OFFICE CENTRES designated on Schedule SP32(A), or other existing and designated office facilities in the City;
- (ii) there are adequate engineering services available;
- (iii) there is sufficient capacity in the transportation network;
- (iv) traffic access can be arranged in a manner satisfactory to the City and other road authority having jurisdiction;
- (v) there are adequate transit facilities available to service the additional office employment generated by the proposal; and,
- (vi) that the additional OFFICE CENTRE designations do not conflict with the Parkway Belt West Plan and Amendment Number 4.

6.0 THE TRANSPORTATION NETWORK

The general intent of this chapter is to ensure the development and

maintenance of an effective transportation network that will:

- (i) maximize accessibility to and within the secondary plan area; and,
- (ii) provide for efficient vehicular circulation and reduces traffic conflicts.

The TRANSPORTATION NETWORK within this secondary planning area is comprised of:

- (i) the road network; and,
- (ii) rail services.

6.1 **THE ROAD NETWORK**

- 6.1.1 The Road Network is shown on Schedule SP32(B) and described in Table 3 - Basic Road Characteristics.

**TABLE 3
Basic Road Characteristics**

ROAD CLASSIFICATION	JURISDICTION	RIGHT-OF-WAY REQUIREMENT
PROVINCIAL FREEWAY	PROVINCE OF ONTARIO	to be determined by Ministry of Transport
MAJOR ARTERIAL	REGION OF PEEL	45.0 metres (150 feet)
MAJOR ARTERIAL (STEELES AVENUE)	REGION OF PEEL	36.0 metres (120 feet)
MINOR ARTERIAL	REGION OF PEEL	36.0 metres (120 feet)
COLLECTOR ROAD	CITY OF BRAMPTON	23-26 metres (76-86 feet)

- 6.1.2 Appropriate road widenings necessary to achieve the right-of-way requirements indicated on Table 3 shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes and for utilities in accordance with CHAPTER IV, sections 4.2.1.6 of the Official Plan.
- 6.1.3 The road alignments delineated on Schedule SP32(B) are intended to develop and function in accordance with the provisions of CHAPTER IV, section 4.2 of the Official Plan.
- 6.1.4 This plan is formulated on the basis of the following major additions, improvements and extensions to the road network:
- (i) The development of Highway Number 407 as a controlled access

provincial freeway;

- (ii) the up-grading of Goreway Drive to a 6 lane major arterial facility within a 45.0 metre (150 feet) right-of-way;
- (iii) The improvement of Steeles Avenue to a 6 lane major arterial facility within the existing 36.0 metre (120 feet) right-of-way; and,
- (iv) The easterly extension of Intermodal Drive from Goreway Drive to Gorewood Drive as a collector road within a 23 to 26 metre right-of-way (76 to 86 feet).

- 6.1.5 Schedule SP32(B) indicates the following intersection arrangements within the Highway Number 407 right-of-way:
- (i) Grade separations at Torbram Road, Steeles Avenue, Gorewood Drive and the Canadian National Railway;
 - (ii) A complete interchange at Airport Road; and,
 - (iii) A partial interchange at Goreway Drive.
- 6.1.6 Access will be restricted on arterial roads in proximity to interchange ramps with Highway Number 407. The extent of these access restrictions shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands adjacent to Highway Number 407 right-of-way.
- 6.1.7 Building setbacks shall be required from the limits of the Highway Number 407 right-of-way. The extent of the building setbacks shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands abutting the limits of the Highway Number 407 right-of-way.
- 6.1.8 The City shall ensure that adequate lands are reserved, as a condition of development approval for grade separations at the following intersections:
- (i) Torbram Road at the Canadian National Railway; and,
 - (ii) Goreway Drive at the Canadian National Railway.
- 6.1.9 To protect the arterial road function of Steeles Avenue, Torbram road, Airport road, Goreway Drive, and Finch Avenue, it is the policy of the City and the Regional Municipality of Peel to restrict access from individual properties. To this end, a local industrial road system shall be designed to organize access to these roads.
- 6.1.10 The local road access system shall be subject to approval as part of the subdivision approval process.

6.2 RAILWAYS

- 6.2.1 Schedule SP32(B) recognizes the alignment of the Canadian National Railway. In this regard, fencing and setback requirements may be required as a condition of development approval for abutting lands.

7.0 ENGINEERING SERVICES

This chapter provides for the efficient deployment of engineering services to facilitate growth within the secondary planning area. These Engineering Services are comprised of:

- (i) storm water management facilities; and,
- (ii) sanitary sewage and water supply.

7.1 STORM WATER MANAGEMENT

- 7.1.1 A detailed engineering and drainage report shall be undertaken for any development in the secondary planning area, and shall be subject to the approval of the of the appropriate Conservation Authority, the Ministry of Government Services, and the City. This report shall describe the storm water management techniques which must be implemented to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation on the secondary plan area, and in downstream areas during and after the construction period.

7.2 SANITARY SEWAGE AND WATER SUPPLY

- 7.2.1 Development within the secondary plan area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

8.0 IMPLEMENTATION AND INTERPRETATION

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