

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 37

THE AIRPORT ROAD/HIGHWAY 7

BUSINESS CENTRE

SECONDARY PLAN

January 2010

EXPLANATORY NOTES

Office Consolidation The Airport Road/Highway 7 Business Centre Secondary Plan (Secondary Plan Area 37)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 37, The Airport Road/Highway 7 Business Centre Secondary Plan)

This office consolidation of the Airport Road/Highway 7 Business Centre Secondary Plan consists of Chapter 37 and Schedules SP 37(a) & (b) of the document known as the 1984 Official Plan.

Chapter 37 is based on Official Plan Amendment 206 to the document known as the 1984 Official Plan as approved by City Council on September 9, 1991 and in part by the Ministry of Municipal Affairs on October 22, 1993. Chapter 37 is included incorporating all modifications, deferrals and referrals made by the Ministry along with the following Official Plan Amendments as approved by the Province and the Ontario Municipal Board Order issued on November 10, 1994. The following modifications as approved by the Region of Peel, City of Brampton or the Ontario Municipal Board have also been incorporated

OP93-91	OP93-120	OP93-222
OP93-102	OP93-119	OP93-125
OP93-161	OP93-236	OP93-258
OP93-263	OMB Order 3203	

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

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

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

**Chapter 37 and
Schedules SP37(a) and SP37(b)
of the document known as
the 1984 Official Plan**

Chapter 37: The Airport Road/Highway 7 Business Centre Secondary Plan Area

1.0 Purpose

MOD 4A

The purpose of this chapter, together with Schedules SP37(A) and SP37(B) is to:

- establish detailed land use and policy guidelines for the development of lands shown outlined on Schedule SP37(A); and,
- specify the desired pattern of land use, transportation network and related policies to achieve a high quality, market sensitive and orderly industrial/commercial development.

MOD 4b&c

In addition, this plan provides for the potential staging of development within the secondary plan area commensurate with the capacity of the surrounding road network in accordance with Section 5.2 of this document.

2.0 Location

The lands subject to this chapter:

- are comprised of approximately 352 acres (142.5 hectares);
- are generally located in the Highway 7 corridor, from Gateway Boulevard to Goreway Drive; and,
- are shown outlined on Schedule SP37(A).

3.0 Land Use

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

This plan establishes a strategy for office development to take place. Three sites have been designated in the secondary plan area for both intermediate and higher density OFFICE CENTRES to take full advantage of the area's proximity to major transportation facilities.

Lands designated for BUSINESS purposes shall be used for a wide range of service and retail commercial uses to provide support to the surrounding office and industrial community.

The PRESTIGE INDUSTRIAL category of land use is intended to produce a high standard of amenity and building design for industrial and related development in a landscaped setting.

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

The HIGHWAY COMMERCIAL designation in the secondary plan area is restricted to automobile related land uses.

The HIGHWAY AND SERVICE COMMERCIAL designation is intended to provide the orderly development of a broad range of highway commercial, service commercial, or industrial uses with a commercial component.

3.1 Office Centres

3.1.1

MOD 5

Schedules SP37(A) symbolically designates three specific locations for OFFICE CENTRE Development; in particular:

- (i) the north-east quadrant of Highway Number 7 and Airport Road,
- (ii) the south-east quadrant of Highway Number 7 and Airport Road, and;
- (iii) the north-west quadrant of Highway Number 7 and Goreway Drive.

These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image.

3.1.2

The permitted uses within the OFFICE CENTRE designation include business, professional or administrative office buildings. For lands located at the north-east quadrant of Highway Number 7 and Airport Road, the uses permitted in the underlying BUSINESS designation shall also be permitted subject to Section 3.2 of this chapter.

3.1.3

In addition to the principal permitted uses set out in policy 3.1.2, 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.

OMB Order
3203

The lands designated as Office Centre and District Retail located at the north-east quadrant of Highway Number 7 and Airport Road shall permit retail establishments including a supermarket.

- 3.1.4 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 the other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.
- 3.1.5 OFFICE CENTRES may be developed at a Maximum Floor Space Index of 1.0. INTERMEDIATE OFFICE CENTRES may be developed at a Maximum Floor Space Index of 0.75 and include the accessory uses prescribed by section 3.1.3. Such accessory uses may be permitted in INTERMEDIATE OFFICE CENTRES in individual structures or a complex of buildings and structures provided that the floor area does not exceed 15 percent of the total gross floor area of the office building(s).
- 3.1.6 The development of OFFICE CENTRES shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines set out in sections 4.2 and 4.3.
- 3.1.7 To evaluate the merits of a development proposal within an area designated for OFFICE CENTRE purposes, Council shall require the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed.
- 3.1.8 Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

3.2 Business

- 3.2.1 Lands designated for BUSINESS purposes on Schedule SP37(A) shall be used for a wide range of service and retail uses to provide support to the surrounding industrial and office community. In this regard, the permitted uses shall include:

MOD 5

- (i) office uses to a maximum gross floor index of 0.5;

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- (ii) banks, trust companies or financial institutions;
- (iii) retail establishments provided that where any retail establishment is proposed to sell in excess of 929 m² (10,000 ft²) of food, a market impact analysis satisfactory to the City will be provided prior to the enactment of a zoning by-law to determine whether or not the proposed retail establishment will effect the viability of existing nearby retail commercial centres;
- (iv) personal service shops;
- (v) dry cleaning and laundry establishments;
- (vi) dining room, standard and take-out restaurants;
- (vii) convenience stores;
- (viii) community clubs;
- (ix) recreation facilities or structures;
- (x) hotels or motels; and,
- (xi) banquet halls.

3.2.2

MOD 5

Lands designated for BUSINESS purposes on Schedule SP37(A) should be developed with commercial uses directly related to service the industrial and office community. It is not intended that these areas duplicate highway commercial districts which typically proliferate along arterial road frontages in industrial areas.

3.2.3

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

3.2.4

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 yards away from visual prominent locations 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 encouraged 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 the 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; and,
 - (b) ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

3.2.5 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 subject to a development proposal can be comprehensively developed in accordance with the site design criteria set out in Section 3.2.4 of this plan.

3.2.6 When establishing the parking requirements for a development proposal in a BUSINESS Area, the requirements of section 4.1 of this chapter shall be applied.

3.2.7 Development approval under the BUSINESS designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.2.8 Notwithstanding the permissions listed in Section 3.2.1, the lands designated BUSINESS, and which abut both Humberwest Parkway and the future extension of Sun Pac Boulevard, may include a Retail Warehouse having a minimum gross floor area of 465 square metres.

3.2.9 Notwithstanding the permissions listed in Section 3.2.1, the lands designated Business and which are located in the north-west quadrant of

Regional Road #107 (Queen Street East) and Maritime Ontario Boulevard may include an Automotive Sales, Leasing, Servicing and Body Shop establishment.

OP93-263

These lands shall be developed with high quality architectural elements which shall be emphasized with building form, canopies, breaks in the roofline, and other expressive detailing. A high quality of architecture and urban design shall be presented in all buildings on this site. Strong unifying themes and elements (cornices, building bases, material articulation, materials and colours) shall also be represented in all buildings.

OP93-263

The development of these lands requires that an enhanced landscape treatment be provided along Queen Street East, which shall include an entrance feature on the north-east corner of Queen Street East and Maritime Ontario Boulevard. This feature shall be designed and built to be consistent with objectives of the City of Brampton Flower City Strategy and Gateway Beautification Program.

OP93-263

On these lands, all loading and service areas shall be located away from prominent views and screened from public roads.

An Automobile Servicing and Body Shop shall only be permitted when it is accessory to an Automobile Sales and Leasing establishment.

3.3 **Prestige Industrial**

3.3.1

MOD 5

The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP37(A) shall be:

REF 1C

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

(ii) public and utility uses and structures;

(iii) research and development facilities;

(iv) recreation facilities or structures;

OMB MOD

(v) accessory retail uses which are directly associated with a permitted industrial operation and which occupy no more than 15% of the total gross floor area of the permitted industrial operation provided that such gross floor area is typically separated from the permitted industrial operation; and

(vi) day nurseries.

3.3.2 The permitted uses within the PRESTIGE INDUSTRIAL designation shall

be established on landscaped lots in a park-like setting as established by Table 4.1. 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, except for lands which are zoned for industrial uses and directly about the Canadian National Railway right-of-way, north of Highway Number 7. In these areas, outdoor storage may be permitted subject to the implementation of appropriate screening and landscaping measures as may be required by the City as a condition of development approval. The balance of the lands not used for outside storage shall be developed in a prestige manner established by Section 3.3 of this chapter.

3.3.3 The uses permitted by section 3.3.1 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) the uses are limited to industrial operations within enclosed buildings;
- (ii) a high standard of conceptual building and site design is achieved;
- (iii) natural features and extensive landscaping is utilized to create a park-like setting;
- (iv) there is a low level of noise or air pollution; and,
- (v) the proposed uses are compatible with adjacent land uses.

3.3.4 Development approved under the PRESTIGE INDUSTRIAL designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

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

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

3.3.7 The lands located at the north-east corner of Nevets Road and Airport Road having an area of approximately 0.49 hectares (1.23 acres), designated for "Prestige Industrial", may be used for motel purposes, in addition to the uses permitted under the prestige industrial designation.

OP93-222

3.4 **Mixed Industrial/Commercial**

3.4.1

OMB MOD

Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP37(A) shall be used for those activities that combine industrial operations with commercial purposes or are space extensive as set out in section 3.4.2 below.

3.4.2

The uses permitted within the MIXED INDUSTRIAL/COMMERCIAL designation include:

REF 1e

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

OMB MOD

(ii) retail warehousing (and other space-extensive retailing) limited to those which are not engaged in the selling of food and which by their function are not accommodated by the retail hierarchy for non-industrial areas as set out in section 2.2 of the Official Plan and which require exposure to major transportation facilities;

(iii) home furnishings, and home improvement retail warehouses;

(iv) recreation facilities or structures;

(v) community clubs;

(vi) automobile sales dealerships/establishments;

(vii) garden centre sales establishments;

(viii) public or utility uses;

(ix) service shops; and,

(x) banquet halls.

3.4.3

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 yards away from visual prominent locations 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.

3.4.4 Development approval under the MIXED INDUSTRIAL/COMMERCIAL designation shall be subject to the Urban Design Guidelines established by sections 4.2 and 4.3 of this chapter.

3.4.5 When determining the parking requirements for a development proposal in a MIXED/INDUSTRIAL COMMERCIAL area, the requirements of section 4.1 of this chapter shall be applied.

3.4.6 Further to section 3.4.2 (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.

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

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

3.4.9 Notwithstanding the permissions listed in Section 3.4.2, the lands located north of Regional Road 107 and east of the CNR rail spur line, which are designated MIXED INDUSTRIAL/COMMERCIAL and which abuts the PRESTIGE INDUSTRIAL designation, may include Outside Storage, and the Repair, Rental, and Storage of Heavy Equipment as permitted uses, subject to appropriate screening measures.

OP93-161

3.4.10 The lands designated MIXED INDUSTRIAL/COMMERCIAL and bound by Goreway Drive to the east, Regional Road 107 to the north, Auction Lane to the west, and having a southerly boundary located about 140 metres south of Regional Road 107, shall be subject to the following site specific policies:

OP93-258

OP93-258

- i) Uses permitted are those in Section 3.4.2 and, in addition, for lands located within 180 metres of Goreway Drive, office, restaurant, retail and service commercial related uses, a bank, a motel, a service station with associated car wash, but shall exclude a garden center sales establishment and an automobile sales

dealership/establishments.

- OP93-258 ii) Within each retail establishment or retail warehouse use, the maximum gross commercial floor area shall be 929 square metres (10,000 square feet) for retailing engaged in the selling of food.
- OP93-258 iii) Notwithstanding the Landscaped Open Space policies in Section 4.2.1, landscape open space as set out in the zoning by-law shall reflect the specific design requirements approved for these lands which may include reduced landscaping adjacent to streets for Commercial and Industrial uses.
- OP93-258 iv) Notwithstanding the Controlled Access Highway Restrictions in Policies 5.1.3(i) and 5.4.2, vehicular access to Regional Road 107 (Queen Street) and to Goreway Drive, in locations satisfactory to the applicable road authority are permitted.
- OP93-258 v) Notwithstanding the General Development Standards in Section 4.3 and contained in Table 4.1 are permitted within 180 metres of Goreway Drive:
- a) Minimum Lot Area
 - Commercial: 1.0 acre;
 - Industrial: 1.5 acres;
 - b) Maximum Lot Coverage
 - Commercial: 35%;
 - Industrial: 50%;
 - c) Minimum Lot Frontage
 - 50 metres, except for a gas station in which case the minimum lot frontage shall be 40.0 metres.
 - d) Maximum Floor Space Index for Office use: 0.5.

3.5 **Highway Commercial**

3.5.1 MOD 5 Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP37(A) shall be used for automobile service stations, gas bars and related activities.

3.5.2 MOD 5 Proposals for automobile service stations beyond these sites designated on Schedule SP37(A) shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.

3.5.3 Development Approval under the Highway Commercial designation shall be subject to the Urban Design Guidelines and General Development

Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.6 Highway and Service Commercial

3.6.1 Land designated for HIGHWAY and SERVICE COMMERCIAL purposes on Schedules SP37(A) are intended to be used for retail and service establishments designed to service passing vehicular traffic.

MOD 5

3.6.2 The uses permitted within the HIGHWAY and SERVICE COMMERCIAL designation include:

- (i) building supplies outlet;
- (ii) garden centre sales establishments;
- (iii) retail warehousing (and other space extensive retailing) limited to those which are not engaged in the selling of food;
- (iv) home furnishings and home improvement retail warehouses;
- (v) automobile service stations and repair facilities;
- (vi) dining room, standard or take-out restaurants;
- (vii) convenience stores;
- (viii) personal service shops;
- (ix) office uses to a maximum gross floor index of 0.5;
- (x) banks, trust companies or financial institutions;
- (xi) retail establishments provided that where any retail establishment is proposed to sell in excess of 929 m² (10,000 ft²) of food, a market impact analysis satisfactory to the City will be provided prior to the enactment of a zoning by-law (except with respect to Zoning By-law 173-94) to determine whether or not the proposed retail establishment will effect the viability of existing nearby retail commercial centres;
- (xii) hotels/motels.

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3.6.3 Development of the HIGHWAY and SERVICE COMMERCIAL areas shall be subject to the following:

- (i) Direct access to arterial roads shall be restricted wherever practical.

Access to such sites will be achieved primarily from the internal road system, subject to final review by the appropriate road authority;

- (ii) Development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and,
- (iii) Development of lands for commercial purposes shall be encouraged on the basis of joint sharing of facilities such as access and parking so that preference shall be given to developments proposing the grouping of these facilities, rather than individual site development.

3.6.4 Development approval for lands designated HIGHWAY AND SERVICE COMMERCIAL shall proceed only when Council is satisfied that all necessary services and utilities are adequate.

3.6.5 Council shall ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with the City's traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses.

3.6.6 The City shall ensure that appropriate measures will be taken to regulate the location, size and type of signs, subject to section 4.2.4 of this plan.

3.6.7 Development approval under the HIGHWAY and SERVICE COMMERCIAL Designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.6.8 The lands located at the north-east corner of Regional Road 107 and Sun Pac Boulevard having an area of approximately 4.4 hectares (10.8 acres) designated for HIGHWAY AND SERVICE COMMERCIAL, may be used for a dry cleaning and laundry establishment and distribution station, a community club, a recreation facility and structure and a banquet hall, in addition to the uses permitted under the HIGHWAY AND SERVICE COMMERCIAL designation.

OP93-236

3.7 Open Space/Hazard Lands

3.7.1 The lands designated OPEN SPACE/HAZARD LANDS on Schedule SP37(A) are lands which have inherent environmental hazards due to flood susceptibility.

MOD 5

3.7.2 The uses permitted within the OPEN SPACE/HAZARD LANDS

DESIGNATION are:

- (i) Conservation purposes;
- (ii) Flood Control and Storm Water Management;
- (iii) Outdoor recreational facilities that encourage passive recreational activities; and,
- (iv) Linear open space systems.

3.7.3 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. The setback shall be determined, if required, by the appropriate Conservation Authority, and City, prior to development approval, and shall be incorporated into the implementing zoning by-law.

3.8 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.

OP93-91

Entire Section 3.8.1 deleted per OP93-91

3.8.2. Special Policy Area 2 applies to two separate woodlots located in the Highway 7 and Goreway Drive Area. More specifically, one woodlot is situated north of Highway 7, west of Goreway Drive, with the other site situated south of Highway 7, west of Goreway Drive. Schedule "C" (Environmentally Sensitive Areas) of the Brampton Official Plan identifies these environmental features as Class III and Class I Woodlots, respectively. Accordingly, prior to site plan approval, an updated tree assessment and preservation plan by a qualified ecologist will be required to be undertaken by the applicant, in accordance with section 1.3 of the Official Plan.

3.8.3

MOD 5

Special Policy Area 3 applies to the lands designated on Schedule SP37(A) which are currently used for residential purposes, shall have a 15 metre buffer zone on lands abutting the limits of their lot lines in order to minimize the adverse effects of the surrounding non-residential development. The buffer zone is not to be utilized for industrial and business purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedule SP37(A).

3.8.4

Special Policy Area Number 4 applies to those lands designated

MOD 6

"Intermediate Office Centre" on Schedule SP37(A) which are located east of Airport Road on the south side of Highway No. 7. These lands are intended to develop primarily for office purposes. However, these lands may also be used for "auto mall uses" and for a motel; a standard restaurant; a take out restaurant, a fast food restaurant; and, a banquet hall in accordance with Section 3.8 of this Plan, provided that the following conditions are satisfied:

OPA 206A

OP 93-119

- (i) Development approval for the "auto mall" use permitted by this section, shall be subject to the submission of a tertiary plan, acceptable to the City, in accordance with the site development criteria set out in Section 3.4 of this Plan; and,
- (ii) An auto mall for purposes of this modification shall be defined as "a series of lots or blocks which are designated and zoned to permit the comprehensive development of a number of buildings and structures which are planned and integrated as a group, but which may be developed separately, or in states, only for the purposes of selling, rental, leasing, and servicing of motor vehicles.
- (iii) No more than an aggregate of two (2) restaurants from among the above noted permitted types of restaurants may be developed in Special Policy Area Number 4.

3.8.5

MOD 6

OPA 206A

Special Policy Area Number 4A applies to lands designated "Mixed Industrial/Commercial" as identified on Schedule SP37(A). These lands are subject of the following policies:

- (i) Lands located south of Tracy Boulevard, north of the drainage channel, and west of the CNR line, shall be included as part of the Airport Road/Highway No. 7 Business Centre Secondary Plan as "Special Policy Area No. 4A" and designated "Mixed Industrial/Commercial" on Schedule SP37(A).
- (ii) The development of these lands designated for "Mixed Industrial/Commercial" uses shall be in accordance with Section 3.4 of this Plan.

3.8.6

OPA 206A

Special Policy Area Number 5 applies to those lands designated "Highway and Service Commercial" on Schedule SP37(A), which are located at the northwest corner of Goreway Drive and Highway Number 7. These lands and those immediately to the north shall not be subject to the provisions of Policy 5.1.5 of this Plan. Until the completion of the Humberwest Parkway and Street "A", access to Goreway Drive from the subject lands shall be permitted subject to the following policies:

- (i) Full turning movements from Goreway Drive shall be permitted on a temporary basis subject to the construction of an alternative driveway access from Highway Number 7 abutting the eastern property line of the subject lands. Access to Highway Number 7 is conditional upon

the availability of a full access to a municipal or regional road at all times. Ministry of Transportation approval is required before access is granted from Highway Number 7.

- (ii) The landowner shall be required to pay all costs associated with the intersection and driveway improvements to Goreway Drive deemed necessary to permit the temporary full turning movement arrangement.

As a condition of development approval internal access shall be provided by the means of an internal driveway or road abutting the property at the corner of Highway Number 7 and Goreway Drive.

3.8.7

MOD 6

OPA 206A

Special Policy Area Number 6 applies to those lands designated "MIXED Industrial/Commercial" on Schedule SP37(A), which are located at the north side of Highway Number 7, east of the CNR line. As a condition of commercial development approval, a supplementary analysis shall be prepared by a qualified traffic engineer and submitted to the City to indicate the traffic impact generated by the commercial uses on the capacity of the adjacent road network as originally determined by the Airport Road/Highway Number 7 Secondary Plan Transportation Study completed in May 1991.

3.8.8

OP93-102

Special Policy Area No.7 at the north-east corner of Chrysler Drive and Highway Number 7 applies to those lands designated HIGHWAY AND SERVICE COMMERCIAL on Schedule SP 37(A). In addition to the uses permitted in the HIGHWAY AND SERVICE COMMERCIAL designation, these lands may also be developed for the uses in the BUSINESS designation in accordance with policies contained in Section 3.2. However, these lands will not be used for supermarket or department store purposes, or for more than two dining room restaurants. So as not to significantly detract from the role of the Central Area a maximum of 3% of the total gross commercial floor area on the site shall comprise retail establishments less than 465 square metres.

3.8.9

OP93-120

Special Policy Area No.8 applies to those lands designated "PRESTIGE INDUSTRIAL" on Schedule SP37(A) on the north side of Queen Street East (previously Hwy. 7), between the Canadian National Railway right-of-way and the property limit located approximately 330 metres east of Airport Road. In addition to the uses permitted in the "PRESTIGE INDUSTRIAL" designation, these lands may also be developed for a transport terminal with associated warehouse and office purposes. In this regard, outside storage shall be permitted, subject to the following criteria:

- (i) limited to only the storage of trucks, trailers, and intermodal containers and chassis; and,
- (ii) appropriately set back and screened from public roads, and adjacent properties, except where the lands directly abut the Canadian National Railway right-of-way, in which case outdoor storage may be permitted immediately adjacent to the Canadian National Railway right-of-way.

3.9 District Retail

3.9.1

OMB Order
3203

The lands designated as District Retail and Office Centre located at the north-east quadrant of Highway Number 7 and Airport Road shall be developed in the form of a District Power Centre that may accommodate up to 46,450 square metres (500,000 square feet) of commercial and office floor space. Additional floor space for office uses at the corner of Airport Road and Queen Street East may be accommodated at the discretion of the City of Brampton, without an amendment to this plan.

3.9.2

OMB Order
3203

Any expansion to the District Retail Centre beyond which has been accommodated above, shall require a Market Impact Assessment, which will examine among other things, the impact on the existing and planned retail areas within the City, and the Central Area within the City.

3.9.3

OMB Order
3203

Within the lands designated as District Retail, a mix of commercial and office uses shall be permitted including a retail warehouse and a retail warehouse membership club including a food and non-food component.

3.9.4

OMB Order
3203

Focal buildings located at key points within the site shall provide enhanced visual and urban design interest. Important architectural elements such as entrances and corners shall be emphasized with building form, canopies, breaks in the roofline and other expressive detailing.

3.9.5

OMB Order
3203

Building(s) to be located on the north-east corner of Queen Street East and Airport Road shall be designed to incorporate a multi-storey building with opportunities for office uses on the floors above the ground floor.

3.9.6

OMB Order
3203

A high quality of architecture and urban design shall be presented in all buildings. Strong unifying themes and elements (cornices, building bases, material articulation, materials and colours) shall be represented in all buildings.

3.9.7

OMB Order
3203

The principal vehicular entrances into the development shall provide for a high quality experience and promotes a sense of arrival such as evident with the wide planted walkways, which promote pedestrian comfort and scale. The pedestrian circulation shall be segregated from vehicular circulation along attractive well-landscaped primary pedestrian arterial circulation corridors running north-south and east-west throughout the site.

3.9.8

OMB Order
3203

Outdoor storage of goods and materials shall not be permitted within areas required for landscaping and parking or between a building and a public road.

3.9.9

OMB Order
3203

All loading and service areas should be located away from prominent views and screened from public roads.

3.9.10

OMB Order 3203

The City may consider a reduction in the parking required to accommodate additional office uses and storeys on the building to be located on the north-east corner of Airport Road and Queen Street East, provided that the appropriate justification studies support such a reduction.

4.0 **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.

4.1 **Parking Requirements Within The Airport Road/Highway Number 7 Secondary Plan Area**

4.1.1 Parking shall be required for all development proposals within the Airport Road/Highway Number 7 Secondary Plan Area 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 zoning 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.

4.2 **Urban Design Guidelines**

The following urban design guidelines are intended to promote the development of the Airport Road and Highway 7 Business Centre Secondary Plan Area in an orderly and uniform manner.

4.2.1 Landscaped Open Space Policies

- (i) Landscaped Open Space abutting arterial roads shall not be less than 12.0 metres in width; and,
- (ii) Landscaped Open Space abutting collector roads shall not be less than 6.0 metres in width.

4.2.1.1

OP93-120

Notwithstanding the above referenced Landscaped Open Space policies, the lands abutting the north side of Queen Street East, and located between Airport Road and the Canadian National Railway right-of-way, shall permit a minimum landscaped open space width of 9.0 metres where

it abuts Queen Street East.

4.2.2 Density and Massing Policies

- (i) Through the site plan approval process, any proposed development which is less than its maximum permitted density shall be sited in such a way to allow for future development to occur, and that a tertiary plan be submitted to the City to demonstrate that the urban design guidelines set out in this chapter can be satisfied in the future.

4.2.3 Streetscape Policies

- (i) PRESTIGE INDUSTRIAL uses will be well-integrated and of a high-standard which will provide a consistent and recognizable image;
- (ii) Building setback coordination between adjacent developments is required to achieve a consistent visual image and character of the streetscape;
- (iii) The massing and conceptual design of individual buildings should further reinforce the required high quality image of the secondary plan area;
- (iv) Commercial developments shall define streets with well-designed buildings and landscaping, leaving only limited parking wherever practical in the front or exterior side yards. Large parking areas should be accommodated within yards away from visual prominent locations or courtyards, divided into smaller well-defined areas surrounded by landscape treatment; and,
- (v) The Airport Road and Highway Number 7 intersection shall be the focus of development where the greatest vertical definition and building height shall be encouraged. Highway Commercial uses such as gas stations and drive-through restaurants shall be discouraged from locating in these areas.

4.2.4 Signage Policies

- (i) All signage for development within the secondary plan area should reflect the intended prestige image of the locality in accordance with the provisions of the City of Brampton's Sign By-law.

4.3 **General Development Standards and Guidelines**

To ensure that the major objectives of the Airport Road/Highway 7 secondary plan are satisfied, general development standards and guidelines are established in Table 4.1 for the major land use categories. These standards and guidelines are intended to:

- (i) provide for a form of industrial and commercial development which is complementary to the Official Plan policies of Brampton; and,
- (ii) accommodate the scope and nature of development anticipated in the secondary plan area.

4.3.1 The General Development Standards contained in Table 4.1 are not to be considered absolute. Flexibility in interpretation shall be permitted without the necessity of an Official Plan Amendment, in accordance with section 7.3.3 of the Brampton Official Plan.

TABLE 4.1

GENERAL DEVELOPMENT STANDARDS

AIRPORT ROAD/HIGHWAY 7 BUSINESS CENTRE SECONDARY PLAN

Land Use Category	Min Lot Area	Lot Coverage	Minimum Lot Width	Floor Space Index
Prestige Industrial	2.0 acres	40%	60 m.	N/A
Highway Commercial and Highway and Service Commercial	1.0 acre	25%	38 metres	N/A
Mixed Ind. Comm.	1.5 acres	35%	50 metres	N/A
Business	1.0 acre	25%	38 metres	Office Uses @ 0.5
Intermediate Office	2.0 acres	25%	45 metres	0.75
Office Centre	3.0 acres	25%	60 metres	1.00

4.4 Aircraft Noise

- 4.4.1 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.

4.5 Airport Height Limitations

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

5.0 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;
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts;
- (iii) accommodate the scope of development prescribed by the secondary plan, commensurate with the capacity of the road network, and;
- (iv) provide for bicycle paths as shown by Schedule SP37(B) within the existing road right-of-way. Bicycle paths are to be obtained as a condition of development approval.

The TRANSPORTATION NETWORK within the Airport Road/Highway 7 secondary planning area is comprised of the following:

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

MOD 7

OPA 206A

The final alignment of the bicycle paths in the general vicinity of the Highway Number 7 right-of-way shall be determined by the City of Brampton in consultation with the Ministry of Transportation.

5.1 The Road Network

- 5.1.1 The Road Network is shown on Schedule SP37(B) and is described in

Table 5.1 - Basic Road Characteristics.

Table 5.1**Basic Road Characteristics**

ROAD	JURISDICTION	CLASSIFICATION	RIGHT-OF-WAY REQUIREMENT
Hwy No. 7	Province of Ontario	Provincial Highway	To be determined by the MTO
Airport Road	Region of Peel	Major Arterial	45.0 metres (150 feet)
Goreway Drive south of Hwy 107	City of Brampton (Queen St.)	Major Arterial	36.0 metres (120 feet)
Goreway Drive north of Hwy 107	City of Brampton (Queen St.)	Major Arterial	26-36 metres (86-120 feet)
Coventry Road	City of Brampton	Minor Collector	26 metres (86 feet)
Nevets Blvd.	City of Brampton	Minor Collector	23 metres (75 feet)
Tracey Blvd.	City of Brampton	Minor Collector	23 metres (75 feet)
Chrysler Drive	City of Brampton	Major Collector	26 metres (86 feet)

5.1.2 Appropriate road widenings necessary to achieve the right-of-way requirement indicated on Table 5.1 shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes, maintenance of day lighting triangles, utility installations and bike paths in accordance with CHAPTER IV, section 4.2.1.6 of the Official Plan.

5.1.3 The road alignments delineated on Schedule SP37(B) are intended to develop and function in accordance with the provisions of CHAPTER IV, section 4.2 of the Official Plan.

MOD 8

- (i) As Highway 7 is a controlled access highway, no private access to this highway will be permitted. Notwithstanding this restriction, access to Special Policy Area Number 5 may be provided in accordance with section 3.8.6 of this plan.

In addition to all other municipal requirements, development along Highway 7 is also subject to the Ministry of Transportation's standards and permits.

5.1.4 This plan is formulated on the basis of the following major additions, improvements and extensions to the road network:

DEF 1

(i) The widening of Highway Number 7 from four to six lanes between Airport Road and Highway Number 50;

(ii) The construction of Highway Number 407 westward from Highway Number 427 to Airport Road as a six lane facility and extending beyond Airport Road to Highway Number 410; and,

OP93-125

(iii) The construction of a four lane arterial road facility between the Highway Number 7/Goreway Drive intersection and Bovaird Drive at Airport Road.

5.1.5

MOD 10

Direct vehicle access from the lands abutting Humberwest Parkway shall not be permitted. Access to the Humberwest Parkway shall be provided through Collector roads.

OP93-125

5.2

Transportation Capacity, Monitoring and Staging

It is an objective of this plan to ensure that development does not exceed the capacity of the infrastructure serving the Airport Road/Highway Number 7 Business Centre Secondary Plan area. Council recognizes that the road network within and abutting the Secondary Pan area will approach the current operational capacity if development exceeds levels currently permitted by existing zoning. The completion of the road network improvements identified in section 5.1.4 is required if the range of land uses prescribed by this plan is to be fully developed. Accordingly, development within the Airport Road/Highway Number 7 Business Centre Secondary Plan is subject to the following policies:

5.2.1

MOD 11

Development should proceed in pace with the capacity of existing and planned infrastructure. Before approving an application for rezoning, Council shall be satisfied that full development of any site will not exceed the capacity of the transportation infrastructure. Peel Region and Ministry of Transportation staff should be consulted regarding existing and planned capacity of Regional and Provincial transportation facilities, respectively, and the impact of the proposed development on this capacity.

5.2.2 Monitoring

MOD 11

It is recognized that, in the absence of a detailed staging program, business development within this Secondary Plan area, combined with residential development to the north and west, could outpace the provision of adequate transportation capacity. Therefore, the City shall develop and implement a formal program to monitor the impact of the cumulative growth of the business development within the Secondary Plan area and residential development external to this area on the level of service of the transportation system, to the satisfaction of and in collaboration with the Region of Peel and the Ministry of Transportation.

The Monitoring Program will include periodic reviews (at intervals not to exceed 3 years) of the existing, approved and proposed development, and the level of service and capacity of the transportation system.

5.2.3 Control and Staging

MOD 11

When, through the Monitoring Program or for other reasons, it is identified that the existing transportation system is nearing capacity, or the level of service is inadequate, Council shall implement a comprehensive, detailed development staging and transportation improvements program, setting out development limits, timing and targets, and/or implement other reasonable and appropriate mechanisms to address the situation. Such measures shall be to the satisfaction of the Region of Peel and the Ministry of Transportation.

Any program of improvement under this section will consist of the following:

- (a) Council may enact an implementing zoning by-law for a proposed development to give effect to the staging program, including the application of Holding (H) Zone provisions in accordance with Section 36 of the Planning Act RSO 1990.
- (b) Council may enact an interim control by-law to give effect to the staging of development policies set out in this chapter; and/or
- (c) Council may require the contribution toward and/or completion of improvements to the transportation system as a condition of draft plan or site plan approval.
- (d) When development priorities are established and incorporated into comprehensive phasing plans in accordance with this subsection, developers may be required to enter into phasing agreements satisfactory to the City as needed to guarantee that rates of development will not outpace the provisions of services, particularly those that are beyond the direct control of the City.

5.2.4

MOD 11

Notwithstanding the above referenced Monitoring Program and phasing strategy, approval of all development may be subject to a transportation impact study, to address the site related traffic and transportation issues. This study shall be prepared in accordance with the City of Brampton and Region of Peel Guidelines For Preparing Traffic Impact Studies, and shall be satisfactory to the Ministry of Transportation and the Region of Peel.

Furthermore, specific improvements to the transportation and road system may be required as a condition of development of individual sites.

5.3

Railways

5.3.1

MOD 12

Schedule SP37(B) recognizes the alignment of the Canadian National Railway. In this regard, potentially sensitive areas are recognized as those lands lying within 75 metres for vibration and 300 metres for noise of the railway right-of-way. These lands shall be subject to CN's Rail Noise Vibration and Safety Impact Policy, as deemed appropriate, as a condition of development approval.

5.4

Road Access

5.4.1

Access to the road network shall be subject to the approval of road authorities having jurisdiction over abutting right-of-ways as indicated on Table 5.1.

5.4.2

Direct access to arterial roadways shall be restricted wherever practical. Access shall be provided from the internal local road system to the satisfaction of the City.

5.4.3

The road authorities having jurisdiction may require the provision of storage lanes, raised medians and intersection signalization where appropriate as a condition of development approval.

5.4.4

OP93-125

To alleviate turning movements at the intersection of Airport Road and Queen Street, the City of Brampton may grant a right-of-way access abutting the rail line under the elevated portion of Regional Road 107 to facilitate private driveway connections between the north and south sides of Regional Road 107.

5.4.5

OP93-125

The lands fronting the north side of Queen Street, immediately east of the CNR right-of-way cannot derive direct access given the physical constraints associated with the rail overpass. Accordingly, as a condition of development approval for the abutting lands, Council shall require the establishment of access easements after the construction of a service road parallel to Queen Street or other means to provide the required access.

6.0 Engineering Services

This section 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.

6.1 Storm Water Management

- 6.1.1 All development plans in the secondary plan area shall conform to the approved storm watershed plan affecting this locality and shall be subject to the approval of the Ministry of Natural Resources, the Ministry of Environment, the Metropolitan Toronto and Region Conservation Authority and the City of Brampton.

6.2 Sanitary Sewage and Water Supply

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

7.0 Implementation and Interpretation

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

APPENDIX A: DEVELOPMENT STAGING TABLE

DELETED BY MOD 13