



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* 125-81  
Amending By-law #67-81 by alteration of the boundaries of the proposed urban service area

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WHEREAS the Council of the Corporation of the City of Brampton deems it desirable to alter its application to the Ontario Municipal Board for the creation of an urban service area;

AND WHEREAS it is further desired that the proposed boundaries for the urban service area be redefined;

NOW THEREFORE the Corporation of the City of Brampton ENACTS AS FOLLOWS:

1. By-law #67-81 is hereby amended by altering Paragraph #2 of Schedule "A" to read as follows:

2. URBAN SERVICE AREA

The urban service area for The Corporation of the City of Brampton means all that part of the municipality being Part 1 on the Plan attached to this application and bordered in a heavy dark broken line, and more particularly described and referred to as:

FIRSTLY, that part of the Corporation of the City of Brampton commencing at a point on the west side of Airport Road which point is also a point on the south side of Central Road (Sideroad No. 15), to wit: the southwest intersecting point of Airport Road and Central Road;

THEN proceeding westerly along the south side of Central Road (Sideroad No. 15) to the west side of that part of Heart Lake Road which intersects with Central Road;

THENCE northerly along the west side of Heart Lake Road to the southwest point of the intersection of Sideroad No. 17 and Heart Lake Road;

THENCE westerly following the boundary for the municipality and including the area of the municipality known as Snelgrove

and proceeding westerly to a point being the southwest corner of McLaughlin Road (First Line West) and intersecting with Sideroad No. 17;

THENCE southerly along the west side of McLaughlin Road to a point where Sandalwood Parkway intersects with McLaughlin Road excluding four residential lots being Part of Lots 14 and 15, Concession 1, West of Hurontario Street as bordered by the heavy dark line outlined in Plan 2;

THENCE Directly Westerly to include the East  $\frac{1}{2}$  of Lot 13, Concession 2, West of Hurontario Street as shown and bordered by the heavy dark line outlined in Plan 3;

THENCE to the east side of McLaughlin Road;

THENCE southerly following the east side of McLaughlin Road to a point on the south side of Highway #7 where such highways intersect;

THENCE westerly along the south side of Highway #7 to the east side of Second Line West Road;

THENCE southerly following the east border of Second Line West Road to a point immediately south of the property allowance for the Canadian Pacific Railway;

THENCE southeast, more or less to a point on Steeles Avenue West located halfway, more or less, between Second Line West and McLaughlin Road;

THENCE southerly (along a line parallel with McLaughlin Road) to the border of the municipality with the Corporation of the City of Mississauga;

THENCE easterly following the south border of the municipality to a point on the west side of Highway No. 50 which point is also the southwest point of the Gore Road which intersects Highway No. 50;

THENCE northerly along the west side of the Gore Road to Highway No. 7;

THENCE westerly, more or less, along the south side of Highway No. 7 to Goreway Drive;

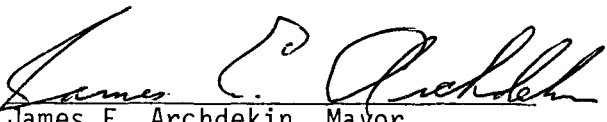
THENCE northerly along the west side of Goreway Drive to the northwest corner of Castlemore Road;

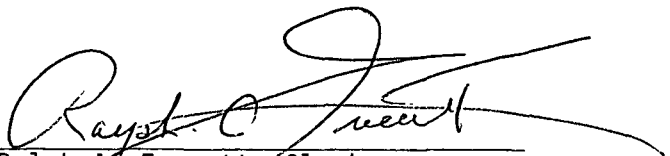
THENCE along the north side of Castlemore Road to the intersection with Airport Road;

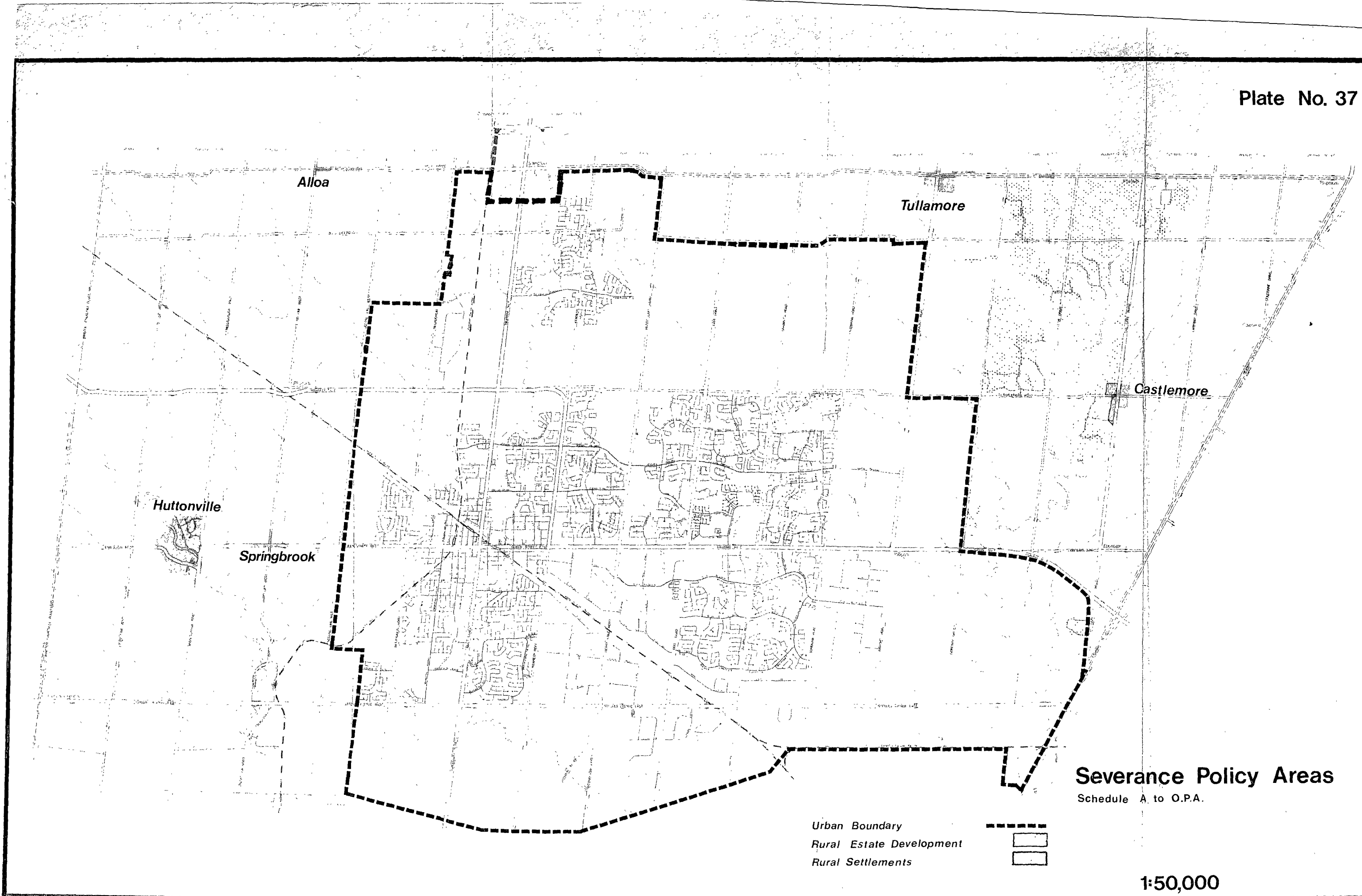
THENCE northerly along the west side of Airport Road to the point of commencement.

3. This by-law shall come into force on the 25th day of May, 1981.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 25th day of May, 1981.

  
James E. Archdekin, Mayor

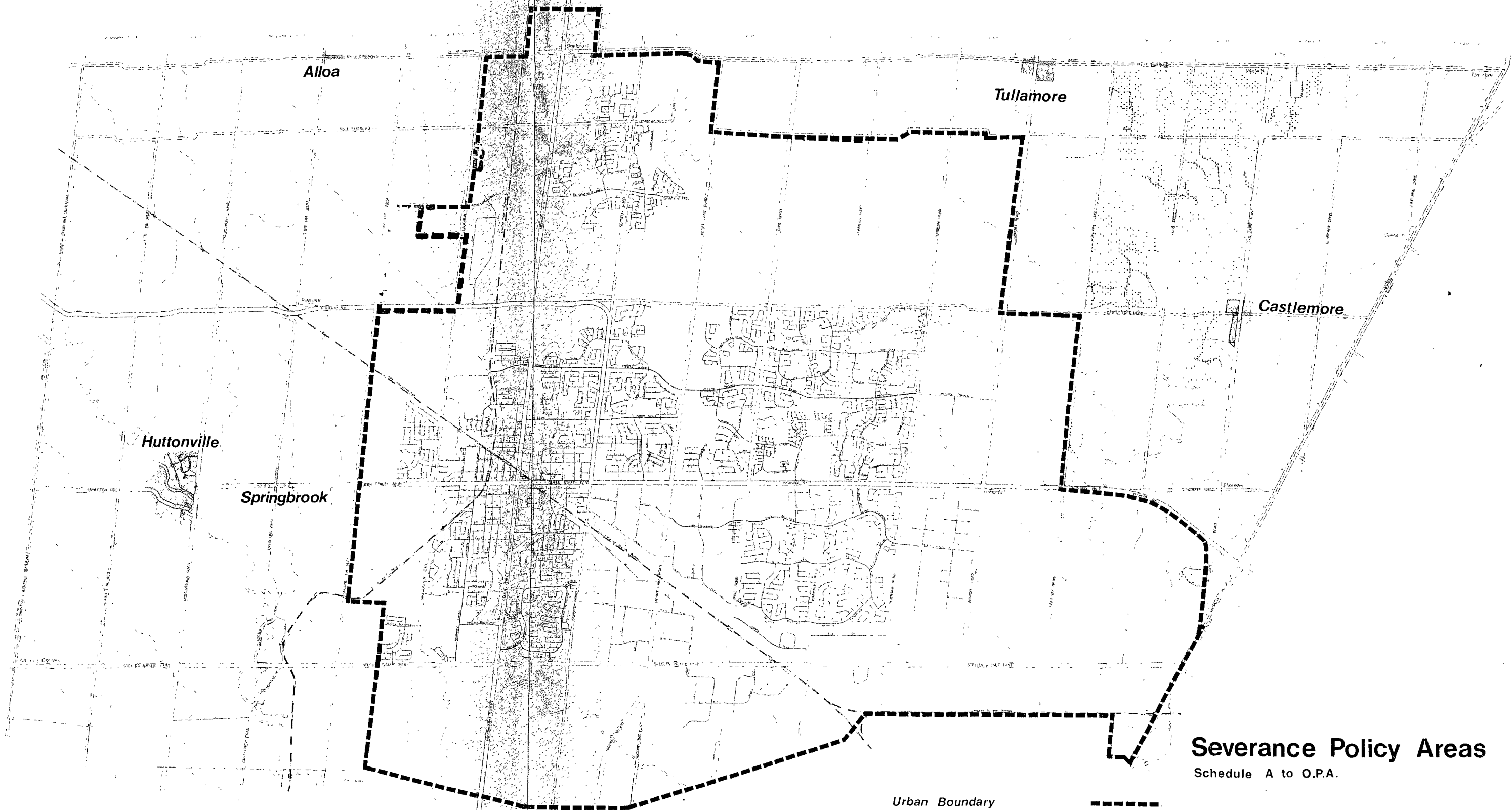
  
Ralph A. Everett, Clerk



**Severance Policy Areas**  
Schedule A to O.P.A.

Urban Boundary  
Rural Estate Development  
Rural Settlements

1:50,000



**Severance Policy Areas**  
Schedule A to O.P.A.

Urban Boundary  
Rural Estate Development  
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1:50,000



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