



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

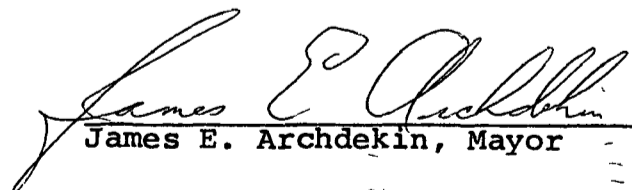
Number 137-76

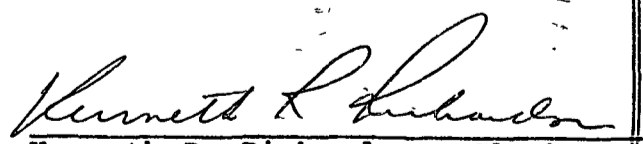
A By-law to amend the Official Plan of the City of Brampton Planning Area.

The Council of the Corporation of the City of Brampton, in accordance with the provision of the Planning Act, R.S.O. 1970, Chapter 349 as amended) and the Regional Municipality of Peel Act, 1973, hereby ENACTS as follows:

1. Amendment No. 1 to the Official Plan of the City of Brampton Planning Act, consisting of the attached map and explanatory text, is hereby adopted.
2. That the Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the aforementioned Amendment No. 1 to the Official Plan of the City of Brampton Planning Area.
3. This By-law shall not come into force or take effect until approved by the Minister of Housing.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 7th day of June, 1976.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

PASSED June 7, 19 76



BY-LAW

No. 137-76

A By-law to amend the Official
Plan of the City of Brampton
Planning Area.

WORKING COPY FOR CANVASSING
PURPOSES

OPC-0006-1

THE
OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA
AMENDMENT NO. 1

TABLE OF CONTENTS

<u>Page</u>	
I	Certification
II	Adopting By-law
1	Part A -PREAMBLE
4	Part B -THE AMENDMENT
4	Section 1.0 - Definition
5	Section 2.0 - Land Use
5	Section 3.0 - Development Principles
13	Section 4.0 - Implementation
13	Section 5.0 - Interpretation
	Part C - APPENDIXES
	Map Schedule 'A'



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 137-76

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James E. Archdekin, Mayor

Kenneth R. Richardson, Clerk

Concession 2 E.H.S

Concession 3 E.H.S

Concession 4 E.H.S

Concession 5 E.H.S

MODIFICATION
NO. 7
UNDER SECTION 14(1) OF
THE PLANNING ACT

REFERRED
TO O.M.B.
#2

REFERRED
TO O.M.B.
#1

Reg. Plan
M-54

410

LOOP ROAD

407

HWY.

HEART LAKE RD RE-ALIGNMENT

CANADIAN NATIONAL RAILWAY

BEA ROAD

WATER ROAD

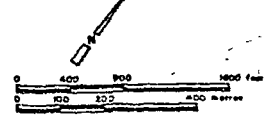
CITY OF BRAMPTON OFFICIAL PLAN
AMENDMENT NO. 1

Schedule 'A'

- Boundary of Amendment
- City Limits
- - - Parkway Belt Regulation Area
- Industrial
- Highway Commercial

- Commercial
- Open Space - Flood and Hazard Land
- Institutional
- Proposed Highway
- Hydro Corridor

DATE APRIL 9th, 1976
Drawn by m.c.
Revised 17, AUG. 1977



CITY OF BRAMPTON PLANNING DEPARTMENT

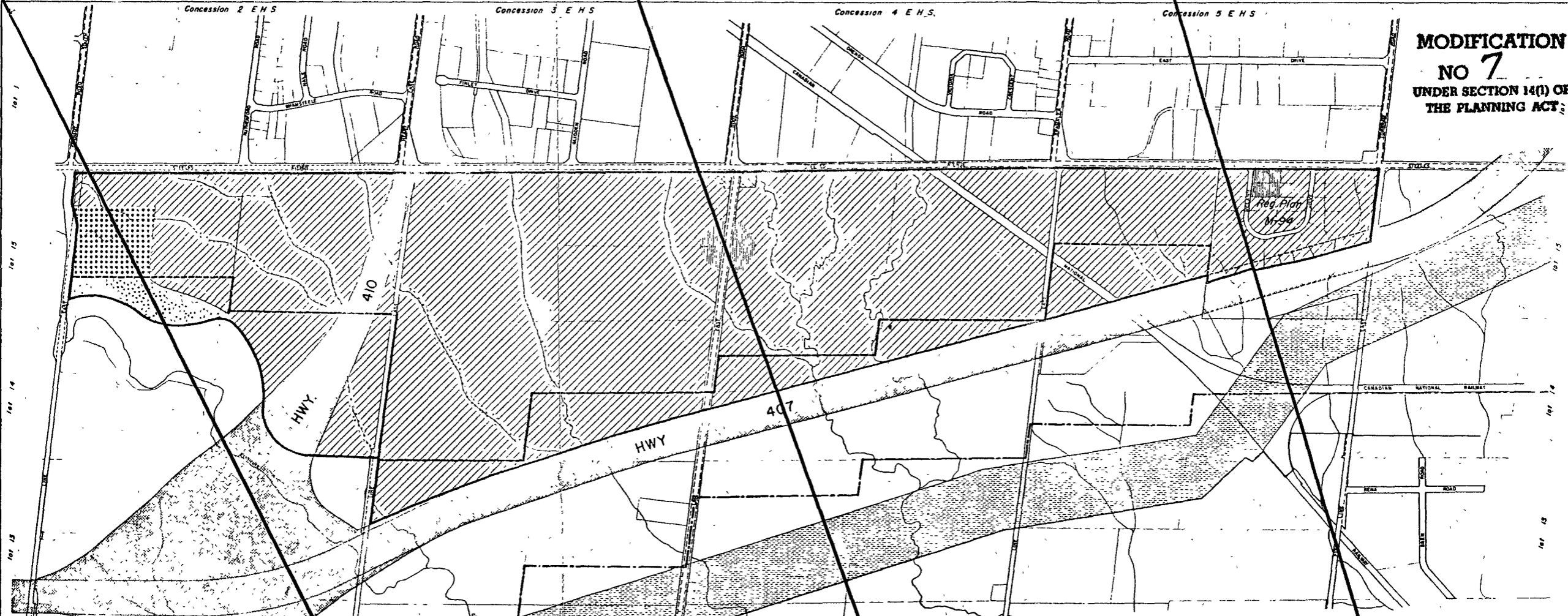
Concession 2 E.H.S.

Concession 3 E.H.S.

Concession 4 E.H.S.

Concession 5 E.H.S.

MODIFICATION NO 7 UNDER SECTION 14(1) OF THE PLANNING ACT



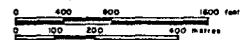
Reg. Plan
M-59

CITY OF BRAMPTON OFFICIAL PLAN AMENDMENT NO 1

- Boundary of Amendment
- City Limits
- Parkway Belt Regulation Area
- Industrial
- Highway Commercial
- Commercial
- Green Belt Flood and Hazard Land
- Institutional
- Proposed Highway
- Hydro Corridor

Schedule 'A'

DATE APRIL 9th, 1978
Drawn by m.o.



Amendment No. 1

to the

Consolidated Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of Section 17 of The Planning Act, as follows:

1. Part A - Preamble, Section 4.0, Purpose of the Amendment, on page 1, is hereby modified by adding, between the words "Commercial" and "and" the words "Highway Commercial, Institutional".
2. Part B - Amendment, on page 4, is hereby modified by deleting the first paragraph in its entirety and replacing it with the following:

"The Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by deleting Chapter A13 and including the following as Chapter A21. Plate 1 is amended by outlining the area identified on Schedule A attached as Chapter A21 and Plate 2 is amended by replacing the designations shown for this area with those shown on Schedule A attached."
3. Part B - Amendment, section 3.2, Development Principles - Industrial Use Area, subsection 3.2.4 on page 7, is hereby modified by adding the following sentence to the end of this subsection:

"Vehicular access to Dixie Road and Steeles Avenue will be restricted to interior roads except for the existing and proposed uses of Highway Commercial as shown on Schedule A."

4. Part B - Amendment, section 3.3, Development Principles - Commercial Use Area, beginning on page 9, is hereby modified by:

- (i) adding the following sentence to the end of subsection 3.3.1 on page 9:

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

- (ii) by deleting the last sentence in subsection 3.3.5, on page 10, in its entirety and replacing it with the following:

"The commercial uses that are intended are to serve industry and its employees. Such uses would include restaurants, banks, office facilities for firms such as consultants in various phases of engineering, marketing, sales, etc., servicing manufacturing and wholesale establishments that will locate in the Industrial Use Area and selected retail and service outlets catering to industrial firms and employees such as drafting supplies and drafting service, personnel agencies and small personal service outlets. Establishments that are conventionally located in residentially oriented shopping plazas serving family shoppers are to be excluded."

5. Part B - Amendment, section 3.5, Development Principles - Open Space: Flood and Hazard Land Use Area, beginning on page 10, is hereby modified by:

- (i) adding the following after the last sentence of subsection 3.5.2, on page 11:

"The construction of bridges, sanitary sewers, watermains and municipal services within the Open Space: Flood and Hazard Land Use Area, shall be permitted, subject to Municipal and Conservation Authority approval."

- (ii) deleting the words "Section 3.4.2" from the sixth and fifth lines of subsections 3.5.4 and 3.5.5 respectively, on page 11, and replacing them with the words "Section 3.5.2".
- (iii) deleting the words "protectional servicing nature" from the last line of subsection 3.5.6, on page 12, and replacing them with the words "potential screening nature".
- (iv) deleting the last sentence of subsection 3.5.9, on page 13, in its entirety and replacing it with the following:

"The industrial designation is traversed by numerous minor water-courses designated "Open Space: Flood and Hazard Land". Further study may indicate that these features can be overcome by engineering and do not pose a constraint to development. In such instances, if Council and the Conservation Authority are satisfied that certain areas need not be included within the Open Space: Flood and Hazard Land designation, development may proceed without the necessity of an official plan amendment to remove the designation. However, Council intends that such Open Space: Flood and Hazard Land designations will be removed and replaced with the designation adjacent to the affected lands on Schedule A in a future amendment."

6. Part B - Amendment, is hereby modified by adding the following to page 13 as a new section 3.6 after the last sentence of subsection 3.5.9:

"3.6 Development Principles - Highway Commercial Use Area.

The Highway Commercial designation is intended to permit existing and proposed service stations at the southwest and southeast corners of Steeles Avenue and Dixie Road."

7. Schedule "A" to the Amendment is hereby deleted and replaced by the attached Schedule "A", revised to August 17, 1977.

As thus modified, this amendment is hereby approved under Section 17 of The Planning Act, as Amendment No. 1 to the Consolidated Official Plan for the City of Brampton Planning Area, save and except the following, which have been referred to the Ontario Municipal Board under Section 15(1) of The Planning Act:

1. The designation, on Schedule "A", of the lands edged in RED on Schedule "A" attached, being part of Lot 14, Concession II, E.H.S. in the City of Brampton, and
2. The designation, on Schedule "A", of the lands edged in BLUE on Schedule "A" attached, being part of Lots 14 and 15, Concession II, E.H.S. in the City of Brampton.

Date

~~Sept 6/77~~ 6/77



Minister of Housing

THE
OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA

AMENDMENT NO. 1

The attached map Schedule 'A' and explanatory text, constituting Amendment No. 1 to the Official Plan of the City of Brampton Planning Area, was prepared and adopted by the Council of the City of Brampton, by By-law No. 137-76, in accordance with Section 54(4) of the regional Municipality of Peel Act, 1973, and Sections 13, 14 and 17 of The Planning Act, (R.S.O. 1970, Chapter 349, as amended) on the 7th day of June 1976.

Mayor

Clerk

~~This Amendment to the Official Plan of the City of Brampton Planning Area, which has been prepared and adopted by the Council of the City of Brampton is hereby approved in accordance with Section 17 of The Planning Act, as Amendment No. 1 to the Official Plan of the City of Brampton Planning Area.~~

Date

Minister of Housing

OFFICIAL PLAN

OF

THE CITY OF BRAMPTON PLANNING AREA

AMENDMENT NO. 1

Part A - PREAMBLE

1.0 Title

The title of this Amendment is Amendment No. 1 to the Official Plan of the City of Brampton Planning Area, hereinafter referred to as Amendment No. 1

2.0 Relative Parts

Part B only of this Amendment shall constitute Amendment No. 1 to the Official Plan of the City of Brampton Planning Area. Part A - PREAMBLE and Part C - APPENDIX, are included only to provide background for Part B and should not themselves be read as a statement of policy. Part B, the operative part of this Amendment, is comprised of five sections:

Section 1.0 - Definition

Section 2.0 - Land Use

Section 3.0 - Development Principles

Section 4.0 - Implementation

Section 5.0 - Interpretation

3.0 Location of this Amendment

This Amendment is concerned with land located in part of Lots 14 and 15, Concession 2, E.H.S., Part of Lots 13 and 14 and Lot 15, Concession 3, E.H.S., part of Lots 14 and 15, Concession 4, E.H.S., and part of Lot 15, Concession 5, E.H.S., and more particularly described on the attached Schedule 'A'

4.0 Purpose of the Amendment

The purpose of Amendment No. 1 is to redesignate from Agricultural to Industrial, Commercial and Open Space:

MODIFICATION
NO. 1
UNDER SECTION 14(1) OF
THE PLANNING ACT

Flood and Hazard Land, an area of land bound on the north by Steeles Avenue, on the west by Kennedy Road, on the east by Torbram Road and on the south by the northern limit of the Parkway Belt Design Area (as per Draft Plan: Parkway Belt West - January, 1976), and further to include Development Principles for existing Industrial and Commercial Use Areas within the area of this Amendment. Institutional uses located in the west half of Lot 15, Concession 2, E.H.S., are designated as an Institutional Use Area by this Amendment.

5.0 Basis

This Amendment is based upon an Industrial Special Study report which examined the potential of the area described in Part A Section 3.0 for the development of Industrial, Commercial and Open Space: Flood and Hazard Land uses. On the basis of a recommendation by Planning Committee, the above referenced report was recognized as the basis to provide for the development of the subject lands for future industrial, commercial and open space: flood and hazard land purposes.

This Industrial Special Study included the following considerations:

- 1) Existing industrial lands north of Steeles Avenue and lands south of the Parkway Belt which have been recently designated Industrial by Amendment No. 245 to the Official Plan of the Town of Mississauga and which would unite well with the subject lands into a larger industrial basin;
- 2) The excellent transportation opportunities in this area, including:
 - a) good rail service provided by the Canadian National Railway main line which traverses the area at its easterly extremity, and
 - b) the presence of existing major north-south arterials, and the proposed development of Highway No. 407 and Highway No. 410 providing the area with excellent existing and future road connections.

Planning Committee considered this report at its meeting of December 15, 1975 and recommended that a public meeting be held to advise and inform the public of the proposed Amendment to the Official Plan. This public meeting was held on January 14, 1976 at the Lester B. Pearson Theatre, 150 Central Park Drive, Bramalea.

6.0 Effect

Upon approval by the Minister of Housing, this Amendment will have the effect of superceding that portion of the original Official Plan of the former Town of Mississauga Planning Area, now part of the City of Brampton Planning Area, as it pertains to lands described in Part A (Section 3.0 - Location) of this Amendment, and more particularly indicated on Schedule 'A' attached.

Part B - AMENDMENT

The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained ^{NO. 2} ~~under Part B,~~ and including the attached map designated as Schedule "A" to the Amendment ^{MODIFICATION} ~~UNDER SECTION 14(1) OF~~ ^{THE PLANNING ACT}

1.0 Definition

1.1 Industrial Use Area shall mean land which is predominantly used for industry. The Industrial Use category includes such activities as warehousing, manufacturing,

processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxiliary to the principal use - Industry, will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon.

1.2 A Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by

imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses.

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

1.4 Open Space: Flood Hazard Land Use Area shall mean lands which have inherent physical or environmental hazards, such as poor drainage, organic soils, flood susceptibility, erosion, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of the natural landscape and/or environment, and are to be managed in such a way so as to permit the development of adjacent land uses and to protect such uses from any physical hazards or their effects.

2.0 Land Use

The land use classification of lands as described on Schedule 'A' attached hereto, shall be designated in part as an Industrial Use Area, in part as a Commercial Use Area, in part as an Institutional Use Area, and in part as Open Space; Flood and Hazard Use Area.

3.0 Development Principles

3.1 Development Principles - Generalized

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

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

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

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

3.2 Development Principles - Industrial Use Area

3.2.1. Development of this industrial area will proceed on the basis of registered plans of subdivision or on the basis of consents (by the Land Division Committee) in accordance with a design acceptable to Council and recognizing the intended use of the lands.

3.2.2. Development will proceed only when City Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer; street lighting,

traffic control, roads, sidewalks, and electric energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.

3.2.3. The development of lands within the area of the Amendment shall not pre-empt the capacity of existing and future service facilities (i.e. road, sanitary and storm sewer, water supply) which would thereby impede the development and/or re-development of adjacent lands.

3.2.4. To ensure the long term usefulness of arterial roads such as Steeles Avenue, Dixie Road, First Line East, Second Line East, Bramalea Road and Torbram Road, it will be the policy of the City to encourage wherever practical and feasible restricted access to major arterial roads, and vehicular access orientated towards interior roads. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto arterial and collector roads. Appropriate road widenings as required by the appropriate authority at the time of the development, will serve as a prerequisite to development of lands within the area of the Amendment.

3.2.5. The development of the lands subject to this Amendment will be on the basis of a road pattern which recognizes the constraints to development referred to in Part B of the Amendment, and which gives due consideration to the functional classification of the existing and proposed roads. Right-of-way widths shall be adequate to provide for the appropriate widths of hard surfaces (at the time of development and in the future) and for the location of necessary utilities.

MODIFICATION
NO. 3
UNDER SECTION 14(1) OF
THE PLANNING ACT

- 8 -
- 3.2.6. It is intended that the industrial use area subject of this Amendment will be composed of a class of industrial uses embracing a range of intensive, extensive and showcase industries.
- 3.2.7. The design of the development shall recognize the close proximity of primary rail facilities, and shall ensure the provision of adequate access to such facilities where appropriate at the time of development.
- 3.2.8. Outside storage areas may be permitted within the lands subject to this Amendment, subject to detailed design considerations.
- 3.2.9. The development must be of a high quality. The following criteria will be used to evaluate the design of the development:
- a) The provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors.
 - b) The provisions of adequate setbacks to ensure the continued general amenity of the area.
 - c) The provision of detailed servicing and landscaping plans prior to the undertaking of development.
- 3.2.10 The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial parcels. This aspect of flexibility may be achieved in part through the incorporation of cul-de-sacs and loop streets in the overall road pattern.
- 3.2.11 Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to residential use areas.

3.2.12 In consideration of the potential impact of aircraft noise on the lands subject to this Amendment, it shall be the policy of the municipality to ensure that the construction of any building intended for industrial or commercial use shall be in accordance with a set of minimum standards acceptable to both the municipality and the Ministry of Environment.

3.3 Development Principles - Commercial Use Area

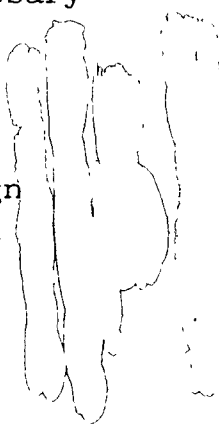
3.3.1 The Commercial Use Area designation shown on Schedule 'A' attached is intended to be schematic only, and not an indication of the amount of land intended as part of the Commercial Use Area. The exact limits of the Commercial Use Area will be established at the time of development in a manner acceptable to Council.

3.3.2 Development of the Commercial Use Area will proceed only when Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, road, sidewalks and electric energy facilities) are adequate or that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.

3.3.3 Council will ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with desirable traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be in such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses and on site uses as deemed necessary by Council. The quantity of off-street parking and

MODIFICATION

NO. 4(1)
UNDER SECTION 14(1) OF
THE PLANNING ACT



loading facilities required will be based upon the intended uses and the size of the proposed uses of the land.

3.3.4 Council will ensure that appropriate measures will be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.

3.3.5 The type and number of uses that may be erected will be restricted to those that are deemed acceptable to Council. Notwithstanding the generality of the above, Council will permit the erection and operation of retail and service establishments designed in the form of a plaza and intended to provide a service to the principal use being industry. ~~The ultimate location of this commercial use area shall be acceptable to Council.~~

3.3.6 Council will implement the appropriate regulations and co-operate with the appropriate authorities to ensure that development on the subject lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

3.4 Development Principles - Institutional Use Area

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

3.5 Development Principles - Open Space: Flood and Hazard Land Use Area

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

3.5.2 No buildings and/or structures, nor placement or removal of fill of any kind, whether originating on the site or

MODIFICATION

NO ~~SACRE~~
UNDER SECTION 14(1) OF
THE PLANNING ACT

elsewhere, shall be permitted in these areas except where such buildings, structures or fill are intended for flood or erosion control purposes and are approved by Council and the Conservation Authority having jurisdiction over the area. Improvements to the watercourse for purposes of flood or erosion control shall not include channelization unless approved by both the municipality and the Conservation Authority.

MODIFICATION
NO. 56
UNDER SECTION 14(1) OF
THE PLANNING ACT

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

3.5.4 Where new development is proposed on a site, part of which is designated Open Space: Flood and Hazard Land, such lands shall be maintained in their natural state unless such lands are subject to improvements intended for flood or erosion control purposes in accordance with Part B - ~~Section 3.4.2~~ of this Amendment. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

MODIFICATION
NO. 56
UNDER SECTION 14(1) OF
THE PLANNING ACT

3.5.5 Where any land deemed to be Open Space: Flood and Hazard Land, this Amendment intends that this land should be developed as part of the Public Open Space, except where such land may be channelized in accordance with Part B - ~~Section 3.4.2~~ of this Amendment

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

will be considered for preservation for their amenity and ~~protectional servicing nature.~~

MODIFICATION

NO. 50012
UNDER SECTION 14(1) OF
THE PLANNING ACT

3.5.7 An application for a minor adjustment to the boundaries of the Open Space: Flood and Hazard Land Use Area as defined by the limit of fill (as defined by the Conservation Authority) to provide for the development of such land for other than the permitted Open Space uses may be considered by Council after taking into account the following:

- (i) the existing environmental and physical hazards;
- (ii) the potential impact of these hazards;
- (iii) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices, and
- (iv) the costs and benefits in monetary, social and biological value terms of any engineering works and/or resource management practices needed to overcome these impacts.

Such minor adjustments to the boundary of the Open Space: Flood and Hazard Use area may be considered at the time of development, and such adjustments will not require further amendment to the plan, provided that the general intent and purpose of the Plan is maintained.

3.5.8 Open Space: Flood and Hazard Lands will be zoned as a separate classification in the implementing restricted area by-law.

3.5.9 The Open Space: Flood and Hazard Lands designation is intended to be symbolic and adjustments to the limits of this Use Area may be necessary as more

precise information is made available in connection with development applications. ~~However, the Council and Conservation Authority may approve adjustments, relocations, and deletions to the Open Space, Flood and Hazard Land without further Official Plan Amendment~~

MODIFICATION
NO 5 (IV)
UNDER SECTION 14(1) OF
THE PLANNING ACT

Implementation

4.0

4.1 Amendment Number 1 will be implemented by an appropriate Amendment to the Restricted Area By-law subsequent to the consideration of draft plans of subdivision. Amendments to the Restricted Area By-law will impose the appropriate zone classification and regulations in conformity with the development principles referred to in Part B of this Amendment.

4.2

Council will enter into an agreement (s) incorporating various aspects of site and building design not implemented by the Zoning By-law including financial considerations, public open space dedications, development principles, and other matters, as deemed necessary by Council, to provide for the proper and orderly development of these lands by plan of subdivision.

5.0

Interpretation

5.1

The boundaries between classes of land use designated on Schedule 'A' are general only and are not intended to define the exact limits of each such class. It is intended, therefore, that minor adjustments may be made to these boundaries for the purposes of any by-law to implement Schedule 'A' without the necessity of making formal amendment to the Official Plan. Boundaries of the land use categories will, however, be considered as absolute where they coincide with

MODIFICATION
NO 6
UNDER SECTION 14(1) OF
THE PLANNING ACT

roads, railways, rivers or streams, or other clearly defined physical features. Other than such minor changes as these, it is intended that no area or district shall be created that does not conform with Schedule 'A'. All numerical figures on Schedule 'A' should not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated, in so far as the spirit and intent of the Amendment is maintained.

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