



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 188-89

To amend By-law 139-84

The council of The Corporation of the City of Brampton
ENACTS as follows:

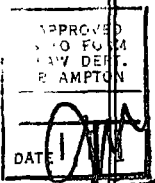
1. By-law 139-84, as amended, is hereby further amended:
 - (a) by deleting Schedule B-1 thereto, and substituting therefor Schedule A to this by-law.
 - (b) by deleting Schedule B-2 thereto, and substituting therefor Schedule B to this by-law.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN
COUNCIL, this 26th day of June 1989.


KENNETH G. WHILLANS - MAYOR


LEONARD J. MIKULICH - CLERK

27/89/icl/am



SCHEDULE B-1 to BY-LAW 139-84
ROAD ALLOWANCES FOR REGIONAL ROADS

| ROAD NAME (REGIONAL NUMBER) | SECTION DESCRIPTION | DESIGNATED ROAD ALLOWANCE WIDTH |
|-------------------------------------|---|------------------------------------|
| MISSISSAUGA ROAD (1) | FROM MISSISSAUGA/BRAMPTON BOUNDARY TO STEELES AVENUE | 45 metres |
| FINCH AVENUE (2) | FROM MISSISSAUGA/BRAMPTON BOUNDARY TO STEELES AVENUE | 36 metres |
| DIXIE ROAD (4) | FROM MISSISSAUGA/BRAMPTON BOUNDARY TO STEELES AVENUE | 45 metres |
| AIRPORT ROAD (7) | FROM MISSISSAUGA/BRAMPTON BOUNDARY TO STEELES AVENUE | 45 metres |
| STEELES AVENUE (15) | FROM WINSTON CHURCHILL BLVD. TO HIGHWAY NUMBER 50 | 36 metres |
| WINSTON CHURCHILL BOULEVARD (19) | FROM MISSISSAUGA/BRAMPTON BOUNDARY TO STEELES AVENUE | 36 metres |
| MAVIS ROAD | FROM MISSISSAUGA/BRAMPTON BRAMPTON BOUNDARY TO STEELES AVENUE | 45 metres |

Note: See Schedule B-2 for appropriate minimum streetline and centreline setbacks.

SCHEDULE A
BY-LAW 188-89

27/89/ICL/AM

SCHEDULE B-2 TO BY-LAW 139-84

MINIMUM CENTRE LINE SETBACK

| Designated Road Allowance Width | All Non-Residential Development With Access | All Non-Residential Development With No Access | All Residential Development With or Without Access |
|--|--|---|--|
| 49m (160') | 38m (125') | 32m (105') | 38m (125') |
| 45m (150') | 36m (120') | 30m (100') | 36m (120') |
| 40m (130') | 34m (110') | 28m (90') | 34m (110') |
| 36m (120') | 32m (105') | 26m (86') | 32m (105') |
| 30m (100') | 29m (95') | 23m (75') | 29m (95') |
| 26m (86') | 27m (88') | 21m (68') | 27m (88') |
| 20m (66') | 17m (58') | 17m (58') | 17m (58') |

MINIMUM STREET LINE SETBACK

| Designated Road Allowance Width | All Non-Residential Development With Access | All Non-Residential Development With No Access | All Residential Development With or Without Access |
|--|--|---|--|
| 49m (160') | 14m (45') | 8m (25') | 14m (45') |
| 45m (150') | 14m (45') | 8m (25') | 14m (45') |
| 40m (130') | 14m (45') | 8m (25') | 14m (45') |
| 36m (120') | 14m (45') | 8m (25') | 14m (45') |
| 30m (100') | 14m (45') | 8m (25') | 14m (45') |
| 26m (86') | 14m (45') | 8m (25') | 14m (45') |
| 20m (66') | 8m (25') | 8m (25') | 8m (25') |

Note: See Schedule B-1 for designated regional roads.