



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 249-97

To adopt Amendment Number OP93-76
to the Official Plan of the
City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O. 1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number OP93-76 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-Law.
2. The Clerk is hereby authorised and directed to make application to the Regional Municipality of Peel for approval of Amendment Number OP93-76 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 27th day of October, 1997.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

Approved as to Content:

W.H. Winterhalt, MCIP, RPP
Director, Planning Policy &
Research Division

WCC
DATE 10/27/97

AMENDMENT NUMBER OP93-76
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON PLANNING AREA

1.0 PURPOSE

The purpose of this amendment is to change the land use designations, for the lands shown outlined on Schedule A to this amendment, from Special Study Area to Residential, Open Space and Industrial. In addition, this amendment, will establish, in accordance with Part II of the Official Plan, detailed Secondary Plan policy guidelines for the development of approximately 215 acres within Secondary Plan Area 13, the Bramalea North Industrial Secondary Plan Area as identified in the City of Brampton Official Plan. The lands subject to this Secondary Plan amendment in Area 13, as shown outlined on Schedule E to this amendment, will be developed with a residential community in the northwest portion thereof containing a mix of housing types along with supporting open space, recreation, and limited commercial uses. Lands to the east and south of this residential community will retain their industrial designations with the addition of specific policies to ensure that they also function as compatible uses adjacent to the residential area. Associated infrastructure, environmental considerations and development constraints will be recognized in the secondary plan policies guiding the development of this area.

This amendment will also establish in accordance with Part II of the Official Plan, a secondary plan level Special Study Area designation within a portion of Secondary Plan Area 14, the Gore Industrial North Secondary Plan, for the lands east of Airport Road and identified as “subject to this amendment” on Schedule F to this amendment.

2.0 LOCATION

The primary lands subject to this amendment comprise a total area of approximately 157.8 hectares (390 acres) and are generally bounded by Bovaird Drive/Castlemore Road to the north, North Park Drive to the south, Torbram Road to the west and the Humberwest Parkway right-of-way to the east. These lands are described as being part of Lot 9 and all of Lot 10, Concession 6, E.H.S., in the former geographic Township of Chinguacousy, and parts of Lots 9 and 10, Concession 7 N.D., in the former geographic Township of Toronto Gore. In addition, the right-of-way of Edvac Drive north of Williams Parkway is also subject to this amendment.

The lands subject to this amendment are specifically indicated on the schedules to this amendment, including the right-of-way of Edvac Drive north of Williams Parkway as shown on Schedule B.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (i) by adding to the list of amendments pertaining to the Bramalea North Industrial Secondary Plan Area 13 as set out in Part II of the Official Plan, Amendment Number OP93-76
- (ii) by adding to the list of amendments pertaining to the Gore Industrial North Secondary Plan Area 14 as set out in Part II of the Official Plan, Amendment Number OP93-76

- (iii) by changing on Schedule "A", (GENERAL LAND USE DESIGNATIONS) thereto, the land use designation of the lands within the area subject to amendment on Schedule A to this amendment from "SPECIAL STUDY AREA" TO "RESIDENTIAL", "INDUSTRIAL", "OPEN SPACE", and "SPECIAL STUDY AREA";
- (iv) by deleting on Schedule "B", (MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS) thereto, two designated segments of Collector Road and by adding on that same schedule the designated Collector Road extension of North Park Drive eastward to Humberwest Parkway as indicated within the area subject to amendment on Schedule B to this amendment;
- (v) by deleting on Schedule "D", (ENVIRONMENTAL FEATURES) thereto, the environmental features designations identified for deletion within the area identified as the area subject to amendment on Schedule C to this amendment;
- (vi) by deleting on Schedule "E", (OPEN SPACE) thereto, " the open space designations identified for deletion within the area identified as the area subject to amendment on Schedule D to this amendment;
- (vii) by revising Section 4.13.1 (Airport Road/North Park Drive Special Study Area) of Part I of the Official Plan as follows:

"The Airport Road/North Park Drive Special Study Area designation originally occupied the whole of the lands bounded by North Park Drive and the CN spur line on the south, Torbram Road on the west, Bovaird Drive on the north and the Humberwest Parkway right-of-way on the east. Some of these lands have since been redesignated for residential, industrial and related purposes.

The remaining Airport Road/North Park Drive Special Study Area lands at the south-west quadrant of Airport Road and Bovaird Drive were among those lands identified in a recent economic base demand study (by Stamm Economic Research) as not being required to achieve the City's realistic business, commercial and industrial development objectives to the year 2021. Subsequent to Council's approval of the Official Plan in 1993, considerable interest has grown to develop these remaining Airport Road/North Park Drive Special Study Area lands for Business Industrial purposes, specifically a big box, power centre type retail facility. Prior to considering a redesignation of the subject lands for such purposes or other uses than Industrial in the Official Plan, additional studies, and particularly transportation and market studies (building upon the consultant reports already completed for the Special Study Area) are required. These studies shall indicate how the proposed development of the subject lands can tie into the overall Airport Road/North Park Drive Special Study Area concept, and to provide the necessary level of analysis to support a further amendment to the overall Official Plan and the Bramalea North Industrial Secondary Plan."

- (viii) by adding to Part II – Secondary Plans thereto as Schedule 13(b), Schedule E to this amendment;

(ix) by adding to Part II – Secondary Plans thereto as Schedule 14(a), Schedule F to this amendment;

(x) by adding to Part II – Secondary Plans, the following new chapter title:

“Chapter 13(b): The Bramalea North Industrial Secondary Plan Area”;

(xi) by adding to Part II – Secondary Plans, as Chapter 13(b), the following text:

“Chapter 13(b): The Bramalea North Industrial Secondary Plan as it relates to Area Number 13(b).”

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP13(b), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Part I of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP13(b), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development, including residential development in the northwest portion of the area and compatible adjacent industrial development that can also serve as an effective buffer.

2.0 LOCATION

The subject lands comprise a total area of 100 hectares (250 acres) and are generally situated between Bovaird Drive and North Park Drive, with Torbram Road on the west and Airport Road on the east, comprising part of Lot 9 and all of Lot 10, Concession 6, E.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton as shown on Schedule SP13(b).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP13(b) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from detached units to townhouses. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations, subject to any specific limitations set out in the other policies of this Chapter. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that

they are integrated in an appropriate manner with adjacent residential uses.

- 3.1.2 Housing mix range targets, as indicated in Table 1 following, shall apply to Secondary Plan Area 13(b).

Table 1
Housing Mix Target Ranges

<i>Housing Type</i>	<i>Percent of Total Dwelling Units</i>
Single-Detached Density	25-50%
Semi-Detached Density	40-65%
Medium Density	5-15%
Total	100%

- 3.1.3 The maximum overall density for Secondary Plan Area Number 13(b) shall be 22.3 units per hectare (9.0 units per acre) of gross residential area.
- 3.1.4 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Chapter 13(b).

Medium Density Residential

- 3.1.5 In areas designated Medium Density Residential on Schedule SP13(b), residential uses within the Medium Density range defined in Part I of this Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.
- 3.1.6 Any proposal for Medium Density development shall have regard for the achievement of acceptable transition and integration with lower density forms of development and for the provision of design and landscaping features to achieve effective buffering from major roads or adjacent commercial uses.

Low Density Residential

- 3.1.7 In areas designated Low Density Residential on Schedule SP13(b), residential uses within the Single-Detached Density and Semi-Detached Density ranges defined in Part I of the Official Plan are permitted, provided the overall housing mix remains within the ranges set out in Table 1.

Affordable Housing

- 3.1.9 Opportunities will be created for a range and mix of housing types suitable for a spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.

3.1.10 Affordable housing will be integrated into the overall community so as not to isolate such housing in any one area.

3.1.11 Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

3.2 Institutional

3.2.1 Uses permitted on the lands within the Institutional designation on Schedule SP13(b) are intended to accommodate major institutional uses as defined in Part I of the Official Plan, as well as local scale institutional uses such as schools and places of worship.

3.3 Industrial

General Industrial

3.3.1 The industrial uses permitted by the General Industrial designation shall include such activities as warehousing, manufacturing, the storage of finished goods, offices ancillary to an industrial use, ancillary retail (up to 15% of the total gross floor area of a building), retail and service uses (only within an industrial mall, to a maximum of 464.5 square metres or 5% of the floor area of the building, whichever is less), restaurants (one per industrial mall, to a maximum of 464.5 square metres), and banquet halls in accordance with the policies of the Official Plan. The range of industrial uses abutting residential lands shall be limited for compatibility purposes and shall exclude a builders supply yard, but shall effectively include the expansion of the existing transport terminal on the lands known municipally as 2250 North Park Drive.

3.3.2 The outside storage of finished goods including such goods within trailers shall not be permitted on lands directly abutting Arterial roads. Limited outside storage may be permitted abutting residential lands subject to the implementation of appropriate screening and landscaping measures as may be required by the City as a condition of development approval.

3.4 Special Policy Areas

Special Policy Area Number 1

3.4.1 Development for industrial uses within Special Policy Area Number 1 shall be limited to those uses that are compatible with the adjacent residential lands, and their approval shall be subject to the ability to adequately screen outside storage and attenuate noise impacts. The lands identified as Special Policy Area Number 1 on Schedule SP13(b) shall accommodate one-half of a berm to facilitate the placement

of noise walls or screening fences on the adjacent residential lands.

Special Policy Area Number 2

- 3.4.2 The expansion of the existing transport terminal on the lands known municipally as 2250 North Park Drive is effectively permitted, and the expansion of other general industrial use(s) on the lands identified as Special Policy Area Number 2 on Schedule SP13(b) shall be limited to achieve compatibility with the designated adjacent residential lands. Trucks and tractor-trailers with refrigeration units shall generally be prohibited from parking within Special Policy Area Number 2. The exact location of designated parking facilities (including appropriate signage) will be determined at site plan approval and required as a condition of site plan approval.

In addition to the requirements of Section 5.2.4, a supplementary noise study shall be undertaken by owners of the residential lands bounded by Bovaird Drive to the north, North Park Drive to the south, Torbram Road to the west and Lethbridge Drive to the east to evaluate the expansion of the existing transport terminal proposed by the owners of the lands known municipally as 2250 North Park Drive in order to recommend noise attenuation facilities and measures sufficient to support a residential designation to the satisfaction of the City of Brampton and the Ministry of Environment and Energy. The remainder of Special Policy Area Number 2 that is designated residential on Schedule SP13(b) which is not identified as required for mitigation purposes may be developed for residential uses in accordance with the policies of this Chapter. The lands identified on either side of the residential/industrial interface line as Special Policy Area Number 2 on Schedule SP13(b) shall accommodate a portion of a berm to facilitate the placement of noise walls, screening fences or other attenuation measures on the adjacent residential lands.

3.5 Commercial

Convenience Commercial

- 3.5.1 Lands designated Convenience Commercial on Schedule SP13(b) shall permit the range of uses and be developed in accordance with the Convenience Commercial policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan. Additional business, office, retail or service commercial uses that are compatible with surrounding residential uses and that make effective use of the remnant Ackroyd Lake area shall be permitted in accordance with Section 4.2.9 of Part I of the Official Plan.

3.5.2 The lands designated Convenience Commercial shall be designed in a sensitive fashion to minimize the impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

3.6 Open Space

3.6.1 Lands designated Open Space on Schedule SP13(b) shall be used for outdoor and indoor recreation areas and facilities, as appropriate. Part I, Section 4.5 and other relevant policies of the Official Plan shall apply.

Neighbourhood Park

3.6.2 A Neighbourhood Park shall be developed in the general location indicated on Schedule SP13(b) in accordance with Part I, Section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this chapter is respected, necessary adjustments may be made to the size and location of this Neighbourhood Park through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this Chapter.

Private Park

3.6.3 Lands designated Private Park on Schedule SP13(b) represent part of the former Ackroyd Lake. This groundwater fed, irregular quarry lake has been identified as having potential for retention and incorporation as a private recreational feature and/or open space system. The development of Ackroyd Lake as a Private Park shall be in accordance with Part I, Section 4.14, Private Commercial Recreation, and other relevant policies of the Official Plan. Provided the general intent of this chapter is respected, necessary adjustments may be made to the size and location of this Private Park through the subdivision or zoning approval process to accommodate design concerns, without further amendment to this Chapter.

3.6.4 Lot line and building setbacks may be imposed from the margin of the Private Park so as to have regard for slope stability, erosion potential and other hazards. These setbacks, and buffers if required, shall be prescribed by the local Conservation Authority and the City prior to draft approval of affected plans of subdivision, and may be incorporated into the implementing zoning by-law as appropriate.

Storm Water Detention Facility

- 3.6.5 Lands designated Storm Water Detention Facility on Schedule SP13(b) recognize the requirement for such facilities within the subject lands. Due to their detention function, secondary uses, if appropriate, shall primarily consist of activities associated with the Link and Environmental Park policies of Part I, Section 4.5.6 and other relevant policies of the Brampton Official Plan.
- 3.6.6 Storm water detention facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP13(b). The storm water management facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of storm water detention facilities will be determined prior to the registration of subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.3 of this Chapter.
- 3.6.7 The locations, size and function of storm water detention facilities may be amalgamated in order to reduce the total number of facilities required on the subject lands. Due to the conceptual nature of the storm water detention facility designation, all reasonable alterations to the storm water management system are permitted without an amendment to this Chapter.

3.7 Special Study Area

- 3.7.1 The lands designated Special Study Area on the west side of Airport Road and extending westward along the south side of Bovaird Drive as shown on Schedule SP13(b) shall not accommodate additional development until additional transportation and market studies as referenced in Section 4.13.1 of Part I of the Official Plan are completed and, in conjunction with other studies completed to-date, it can be appropriately determined whether or not the area should be used for power centre type commercial purposes or for other Business Industrial purposes.
- 3.7.2 Before development proceeds for power centre type commercial purposes or Business Industrial purposes on the lands designated Special Study Area on Schedule SP13(b), an amendment to the Bramalea North Industrial Secondary Plan is required to implement secondary plan level policies based on the findings of the supplementary transportation and market studies.

4.0 Transportation Policies

4.1 Roads

- 4.1.1 Road facilities in this Chapter are intended to develop and function in accordance with Part I, Section 4.3, and other relevant policies of the Official Plan.
- 4.1.2 Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within this area subject to this amendment to achieve a 45.0 metre right-of-way for Bovaird Drive and 36.0 metre right-of-way for Torbram Road. Additional right-of-way dedication may be required at major intersections or access points for the construction of turning lanes and/or the accommodation of other utilities.
- 4.1.3 To protect the function of arterial roads, it is the policy of the City to restrict access from individual properties. To this end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting major roads, except at approved access locations.
- 4.1.4 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Public Transit

- 4.2.1 The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents.
- 4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate residents who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 4.2.3 Sidewalks along arterial and collector roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

4.3 Pedestrian/Cyclist Links

- 4.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including active tableland parks in an environmentally conscious manner.
- 4.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or at specific locations as determined by the City.

5.0 Environmental, Servicing and Urban Design Considerations

5.1 Tree Preservation

5.1.1 It is intended that significant, high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the secondary plan area.

5.1.2 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to the registration of a subdivision plan or other development related approvals, in accordance with Part I, Section 4.4.6, other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992).

5.2 Noise Attenuation

5.2.1 In the case of residential uses adjacent to Major Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1,000 feet).

5.2.2 As a secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

5.2.3 In the case of either road noise attenuation treatment above, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate satisfactory safety measures between the minor arterial and local road.

5.2.4 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Such noise study shall account for measures necessary to mitigate residential development from the noise source of industrial uses within the general vicinity of the subject lands.

5.3 Storm Water Management

5.3.1 In addition to the Open Space designation, storm water management facilities are permitted in all land use designations on Schedule SP13(b) provided such facilities

are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

- 5.3.2 Storm water management practices within the subject lands shall address such concerns as flow attenuation (quantity), water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management shall be determined by the Conservation Authority and the City in accordance with the recommendations of the West Humber River Subwatershed Study undertaken by Aquafor Beech Limited (May 1997) and a storm water management study undertaken by Paul Thiel Associates Limited (July 1981 and April 1983) for Official Plan Amendments Number 6 and 57.
- 5.3.3 A storm water management plan will be undertaken for any development subject to this amendment in accordance with the storm water management study undertaken by Paul Thiel Associates Limited for Official Plan Amendments Number 6 and 57. The storm water management plan shall be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.
- 5.3.4 Prior to the alteration of any watercourse, the construction of any storm water management facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Conservation Authority and the City.

5.4 Sanitary Sewage and Water Supply

- 5.4.1 Development within the subject lands shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.
- 5.4.2 The detailed design and installation of services within the subject lands shall be undertaken in an environmentally conscious manner with regard for the recommendations of the West Humber River Subwatershed Study undertaken by Aquafor Beech Limited and the storm water management study undertaken by Paul Thiel Associates Limited.

5.5 Urban Design Guidelines

- 5.5.1 The design requirements governing the arrangement and massing of built form and the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be set out prior to any draft plan of subdivision approval stage in a comprehensive fashion addressing the entire secondary plan area, as appropriate.

5.5.2 All development within the subject lands shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.

5.5.3 Where residential land use designations on Schedule SP13(b) interface with Commercial or Industrial land use designations, the City may require buffering measures to be implemented in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan.

5.5.4 In the case of residential uses that are directly adjacent to lands designated for industrial purposes, noise walls and berms shall be the primary method of mitigating noise and vibration levels to the extent consistent with Provincial guidelines.

5.5.5 The Convenience Commercial use shall be designed such that the visual amenity of the private open space area is utilized and enhanced.

5.6 Clean-Up Requirements

5.6.1 The proponent shall provide, to the satisfaction of the Ministry of the Environment and Energy, evidence that the level of soil contamination is acceptable for residential and recreational purposes.

6.0 Implementation and Interpretation

6.1 The provisions of Section 5.0 of the Official Plan shall apply to the implementation of this Chapter.

6.2 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP13(b) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of this amendment to the Bramalea North Industrial Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of this Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of this Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied:

- that the fundamental effectiveness of the intended uses would not be reduced;
- that the intent and integrity of the Official Plan is respected;

- that shortfalls or excesses will be made up elsewhere in the Official Plan;
 - that the function and centrality of services is maintained; and,
 - that the fundamental aspects of land use interrelationships are maintained”;
- (xii) by adding to Part II – Secondary Plans, the following new Chapter title:

“Chapter 14(a): The Gore Industrial North Secondary Plan”;

- (xiii) by adding to Part II – Secondary Plans, as Chapter 14(a), the following text:

“Chapter 14(a): The Gore Industrial North Secondary Plan as it relates to Area Number 14(a).”

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP14(a), is to establish a Special Study Area designation at the secondary plan level for the northern portion of the Gore Industrial North Secondary Plan as outlined on Schedule SP14(a) and to list the further studies that need to be completed before the predominately residential and industrial designations of the general Official Plan can be implemented by detailed compatible Secondary Plan designations for this Schedule SP14(a) area.

2.0 LOCATION

The subject lands comprise a total area of 55.4 hectares (137 acres) and are generally situated between Bovaird Drive and the CN spur line, with Airport Road on the west and the future Humberwest Parkway right-of-way on the east, comprising parts of Lots 9 and 10, Concession 7 N.D., in the former geographic Township of Toronto Gore, now in the City of Brampton as shown on Schedule SP14(a).

3.0 SPECIAL STUDY PURPOSE AND REQUIREMENTS

- 3.1 The lands designated Special Study Area were identified in a recent economic base demand study (by Stamm Economic Research) as not being required to achieve the City’s realistic business, commercial and industrial development objectives to the year 2021. These lands have been redesignated in the general Official Plan for residential, industrial and related purposes based on the findings of a multi-component planning study. Prior to considering the removal of the Special Study designation at the secondary plan level, supplementary analyses in the area of transportation, storm water and urban design shall be submitted to the City for

review to support an amendment to the Gore Industrial North Secondary Plan.

3.2 No additional development shall occur in the Schedule 14(a) area, other than as permitted by the existing Agricultural zoning until such time as the necessary studies are completed and the Special Study designation and policies for this area are replaced by appropriate residential and industrial designations and policies.

3.2 The document known as the Consolidated Official Plan of the City of Brampton Planning Area (being Part B of Amendment 6 to the Consolidated Official Plan and Schedule "A" of Amendment 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as amended), is hereby further amended:

- (i) a) as it relates to the Bramalea North Industrial Secondary Plan Area 13, by adding the area shown on Schedule 13(b) as "Area Subject to Amendment" to Schedule A to Amendment Number 6 as a blank area and by noting thereon the following: "See Official Plan, Part II, Secondary Plans, Chapter 13(b)";
- b) by deleting from Schedule A to Amendment Number 6 the Proposed Collector Road designation of Edvac Drive north of Williams Parkway in the same manner as shown on Schedule B to this amendment; and,
- (ii) by adding the area shown on Schedule 14(a) as "Area Subject to Amendment" to Schedule A to Amendment Number 6 as a blank area and by noting thereon the following: "See Official Plan, Part II, Secondary Plans, Chapter 14(a)";

Approved as to Content:



W.H. Winterhalt, MCIP, RPP
Director, Planning Policy &
Research Division

Airport Road/North Park Drive Special Study Area, Transportation Analysis (Bramalea Limited), Final Report, M.M. Dillon, October 27, 1994

Noise Control Feasibility Study, Airport Road/North Park Drive Special Study Area (prepared for D&E Cottrelle), October 4, 1994, S.S. Wilson & Associates

Airport Road/North Park Drive Special Study Area, Assessment of Commercial/Industrial Potential, Prepared for Bramalea Limited & Cottrelle Lands, October 1994, Stamm Economic Research

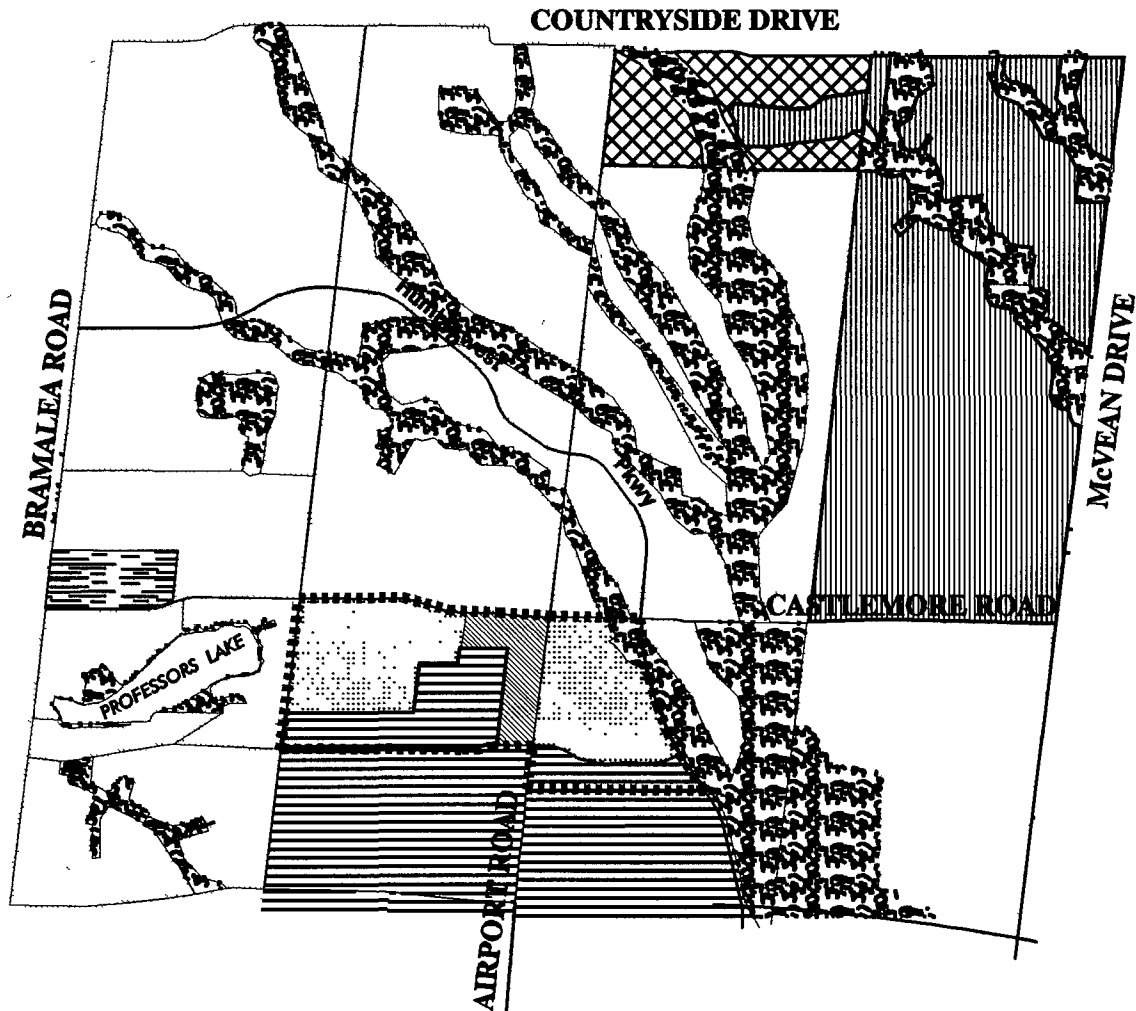
Geotechnical/Environmental Investigation, Airport Road/North Park Drive Special Study Area, Prepared for Bramalea Inc., August 1994, McClymont & Rak Engineers

Airport Road/North Park Drive Special Study Area, Servicing & Stormwater Management Phase 1 Study, For Lands West of Airport Road, September 1994, Johnson Weinstein & Associates

Cottrelle Property, South of Castlemore Road, Airport Road to Goreway Drive, Preliminary Servicing Study, Candevcon Limited, February 1992 (updated August 5, 1994), Candevcon Limited






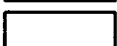













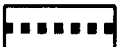
Airport Road/North Park Drive Special Study Area, Cottrelle Property, Environmental & Open Space Considerations and Opportunities, September 12, 1994, Hough Stansbury Woodland Naylor Dance Limited

**OFFICIAL PLAN SCHEDULES
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON PLANNING AREA**



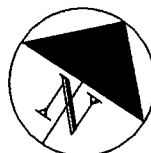
GENERAL LAND USE DESIGNATIONS

Excerpt From Schedule A To The Official Plan Of The City Of Brampton Planning Area

	RESIDENTIAL		CENTRAL AREA
	ESTATE RESIDENTIAL		PRIVATE COMMERCIAL RECREATION
	VILLAGE RESIDENTIAL		AGRICULTURAL
	REGIONAL RETAIL		PARKWAY BELT WEST / UTILITY *
	PRIMARY OFFICE NODE		PROVINCIAL FREEWAYS (407 / 410)
	OFFICE NODE		SPECIAL STUDY AREA
	INDUSTRIAL		SPECIAL POLICY AREA
	BUSINESS INDUSTRIAL		TRANSPORTATION CORRIDOR
	COMMUNITY SERVICES		CONCEPTUAL ALIGNMENT
	OPEN SPACE		URBAN BOUNDARY

..... AREA SUBJECT TO AMENDMENT

Schedule A To
OFFICIAL PLAN AMENDMENT No. OP93-76



CITY OF BRAMPTON
Planning and Building

Date: 1997 08 22









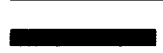



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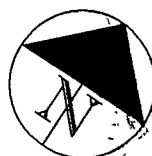
Map no.



**MAJOR ROAD NETWORK
RIGHT-OF-WAY WIDTHS**
Excerpt From Schedule B To The Official Plan Of The
City Of Brampton Planning Area

-  FREEWAY
-  HIGHWAY
-  TRANSPORTATION CORRIDOR
CONCEPTUAL ALIGNMENT
- MAJOR ARTERIAL**
-  40 - 45 Metres (130 / 150 Feet)
-  36 Metres (120 Feet)
- MINOR ARTERIAL**
-  36 Metres (120 Feet)
-  30 Metres (100 Feet)
-  26 Metres (86 Feet)
- COLLECTOR**
-  30 Metres (100 Feet)
-  23 - 26 Metres (76 - 86 Feet)
-  Alternative Alignment
-  Area Subject To Amendment

**Schedule B To
OFFICIAL PLAN AMENDMENT No. 0P93-76**



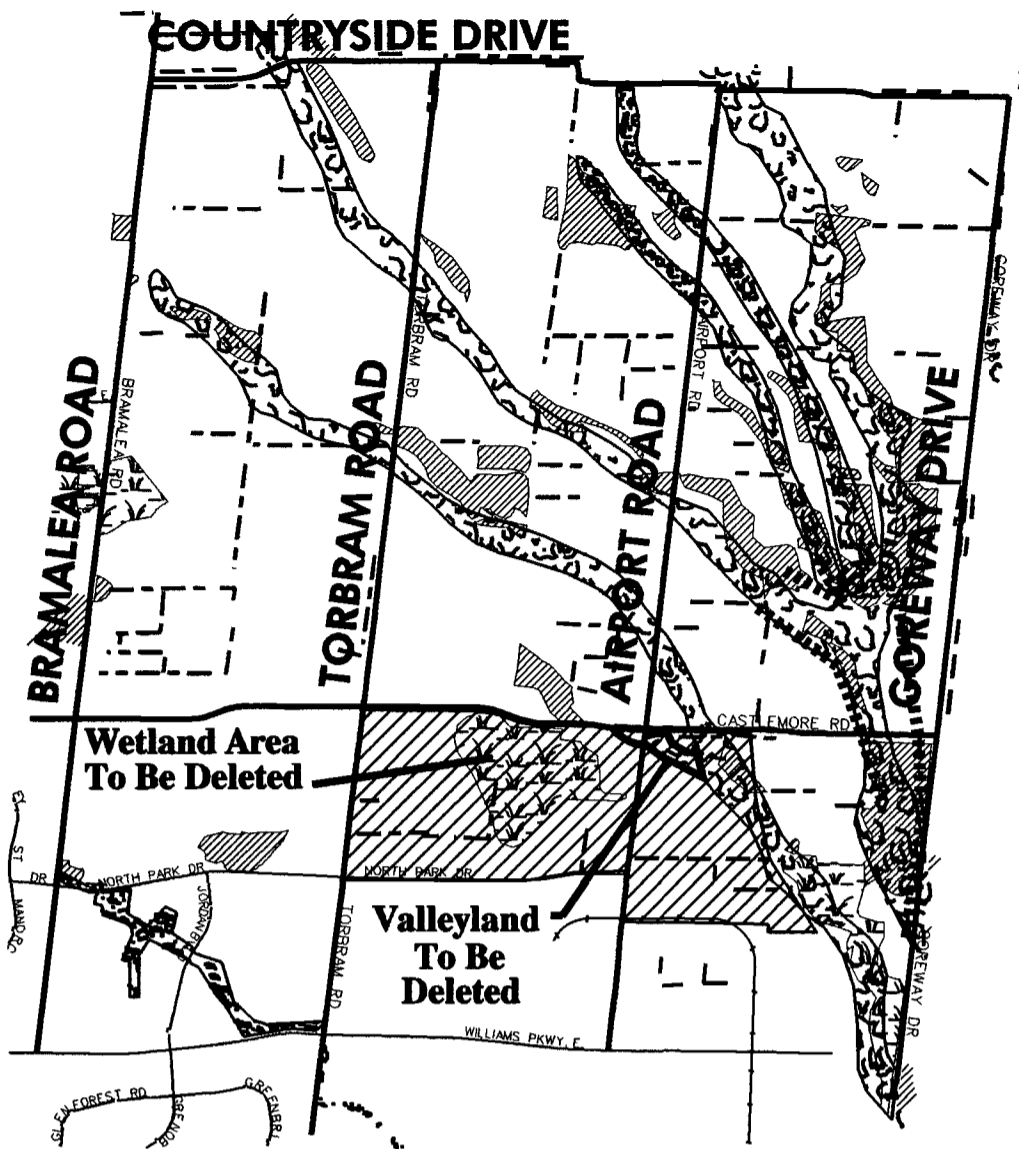
CITY OF BRAMPTON
Planning and Building

Date: 1997 08 25

Drawn by: C.R.E.

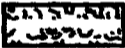



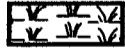

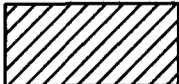
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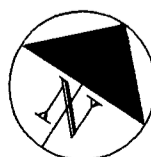


ENVIRONMENTAL FEATURES

Excerpt From Schedule D To The Official Plan Of The City Of Brampton Planning Area

-  VALLEYLANDS / NATURAL HAZARDS
-  WOODLOTS
-  HEDGE ROW
-  SENSITIVE AREAS
 - A. Brampton Esker
 - B. Heart Lake
 - C. Huttonville Ravine
-  WETLAND AREAS
-  STEEP SLOPE AREAS
-  Area Subject To Amendment

Schedule C To
OFFICIAL PLAN AMENDMENT No. OP93-76



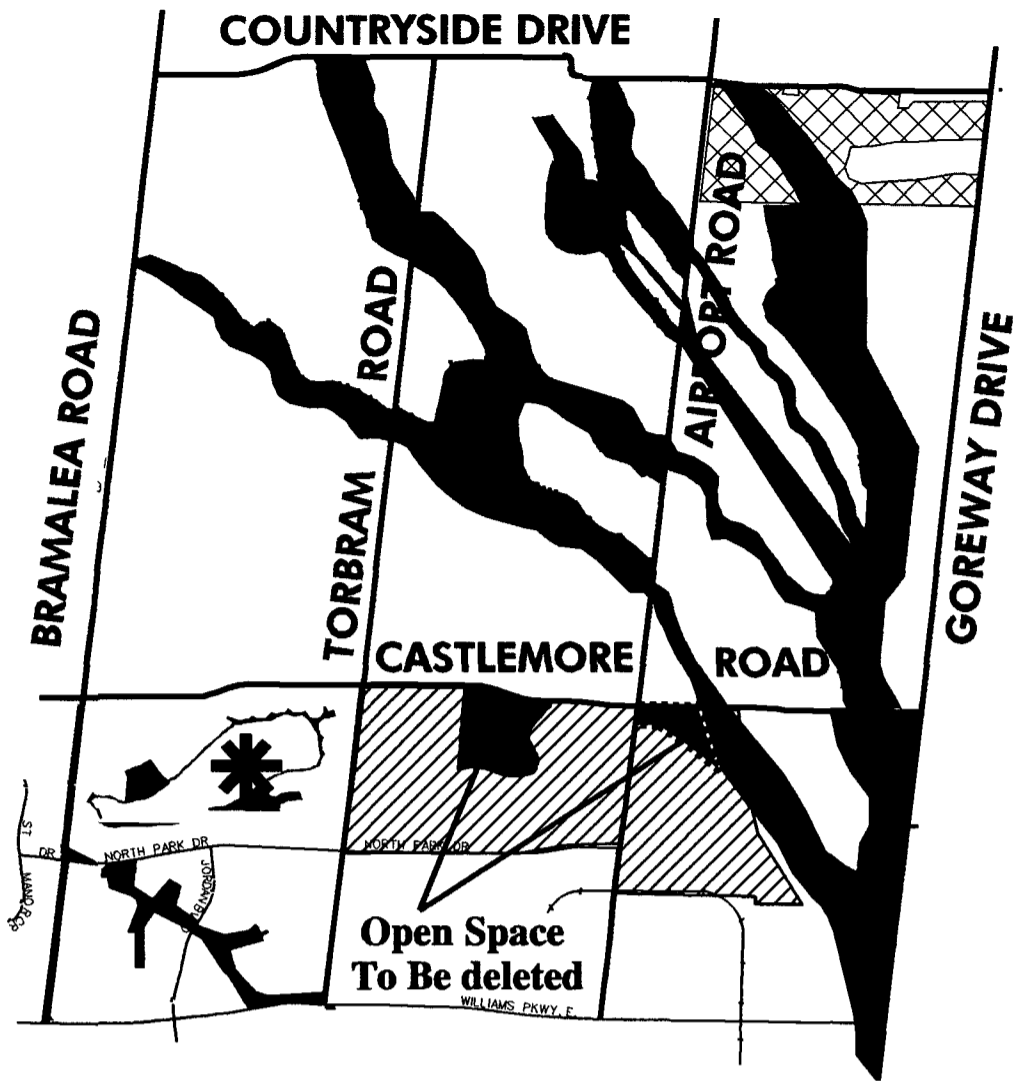
CITY OF BRAMPTON
Planning and Development

Date: 1997 08 25

Drawn by: C.R.E.






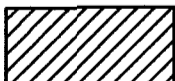
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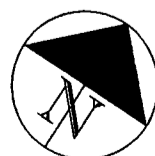


OPEN SPACE

Excerpt From Schedule E To The Official Plan Of The
City Of Brampton Planning Area

-  OPEN SPACE
-  CONSERVATION AREAS
-  CITY WIDE PARK
-  PRIVATE COMMERCIAL RECREATION
-  MAJOR CEMETERIES
-  Area Subject To Amendment

Schedule D To
OFFICIAL PLAN AMENDMENT No. OP93-76



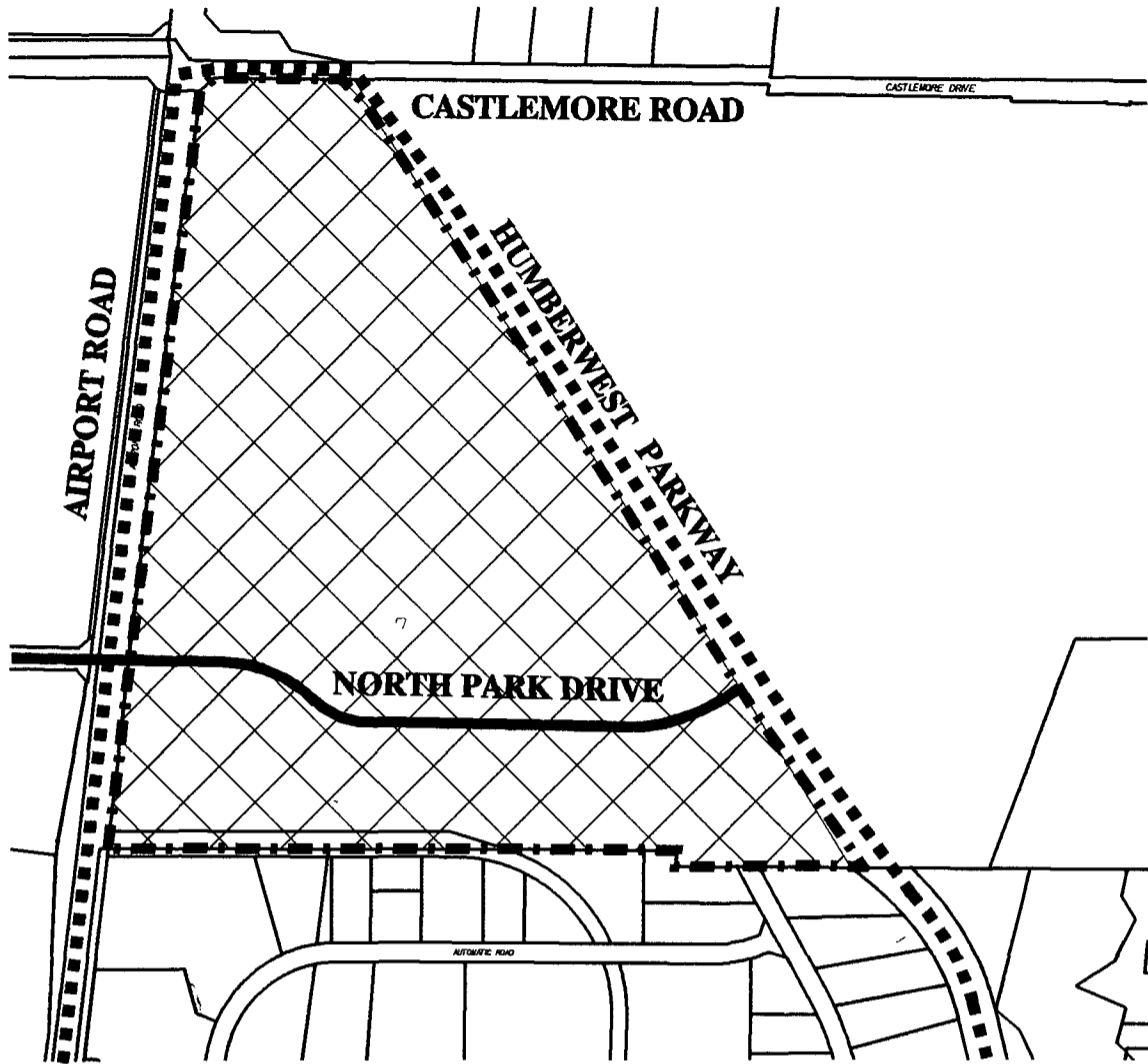
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Planning and Building

Date: 1997 08 25


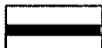


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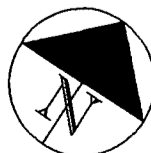
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**SCHEDULE SP14(a)
TO THE GORE INDUSTRIAL NORTH
SECONDARY PLAN
LAND USE DESIGNATIONS**

-  **Arterial Road**
-  **Collector Road**
-  **Special Study Area**
-  **Area Subject To Amendment**

**Schedule F To
OFFICIAL PLAN AMENDMENT No. 0P93-76**



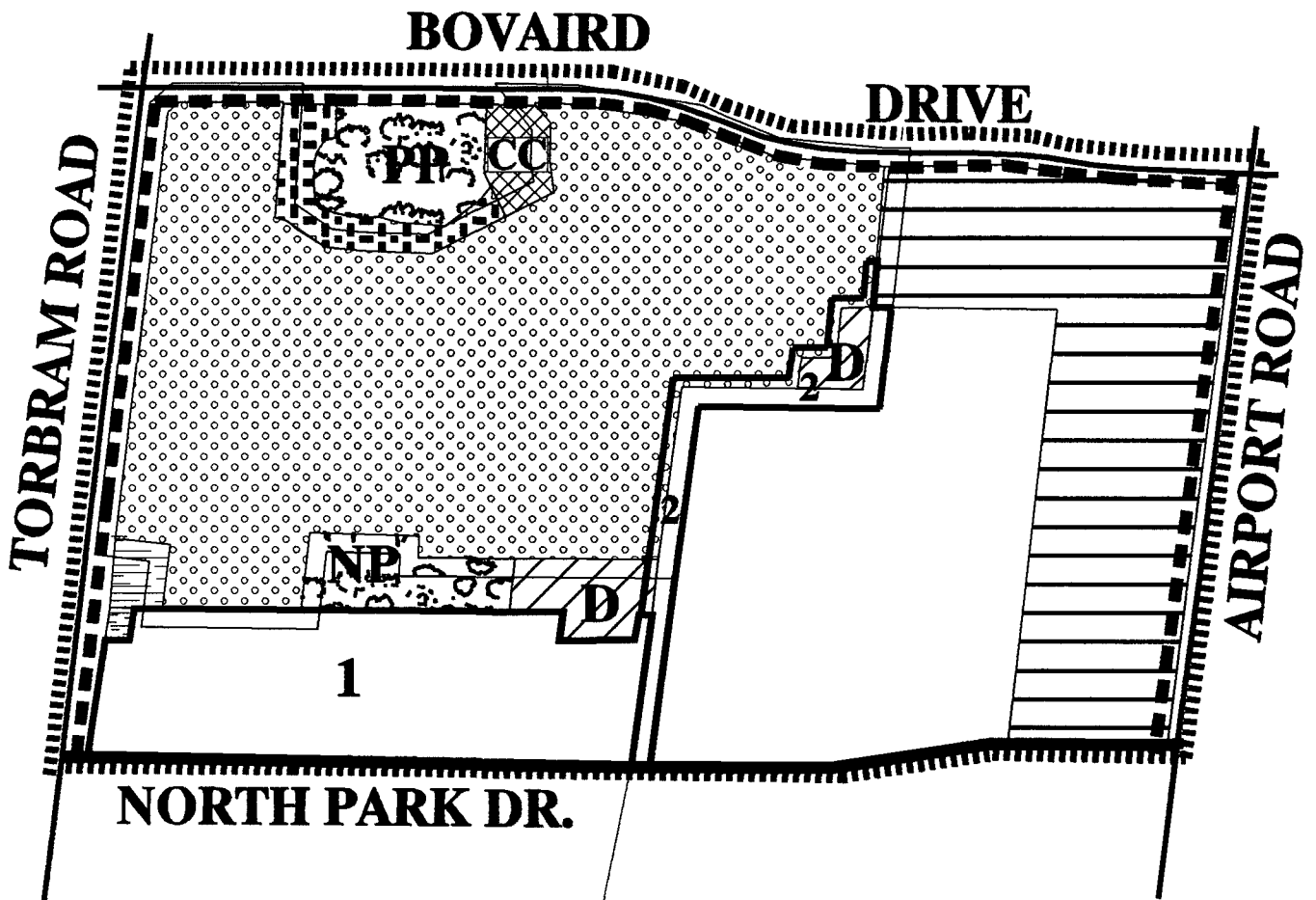
CITY OF BRAMPTON
Planning and Building

Date: 1997 09 24

Drawn by: C.R.E.

File no. sp14a.dgn

Map no.



**Schedule SP13 (b) To The Bramalea North Industrial Secondary Plan
Land Use Designations**

LEGEND

- | | |
|--|--|
| <ul style="list-style-type: none"> ++++ Area Subject To Amendment [Stippled] Low-Density Residential [Cross-hatched] Medium Density Residential [Grid] CC Convenience Commercial [1] Special Policy Area No.1 [2] Special Policy Area No.2 [PP] Open Space - Private Park [NP] Open Space - Neighbourhood Park | <ul style="list-style-type: none"> [D] Storm Water Detention Facility [White] General Industrial [Horizontal lines] Institutional [Thick solid line] Collector Road [Dashed line] Arterial Road [+++] Possible Spur Line Locations [Circle with dashed line] Future Interchange [Circle with solid line] Grade Separation [Horizontal lines] Special Study Area |
|--|--|

**Schedule E To
OFFICIAL PLAN AMENDMENT No. 0P93-76**



CITY OF BRAMPTON
Planning and Building

Date: 1997 09 25

Drawn by: C.R.E.

File no. bni2.dgn

Map no.