

The Gore Industrial North Secondary Plan Area 14

1.0 **PURPOSE**

~~The purpose of this chapter, together with Schedule SP14(a), 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 SP14(a), 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 of predominately residential uses.~~ This includes a 300 metre buffer zone from the building setback of the Chrysler Bramalea Vehicle Assembly Plant at North Park Drive and Airport Road, within which no residential designation or use is permitted.

2.0 **LOCATION**

The subject lands comprise a total area of 129 acres (52.34 hectares) and are generally situated between Castlemore Road and the CN rail spur line, with Airport Road on the west and the Humberwest Parkway right-of-way and adjacent valley lands to the east, comprising part of Lot 9 and all of Lot 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 **DEVELOPMENT PRINCIPLES**

~~**Residential** The residential area has already been moved to the Springdale Secondary Plan Area 2~~

3.1 **Industrial**

Prestige Industrial – To be maintained as Prestige Employment

- 3.2.1 The industrial uses permitted by the Prestige Industrial designation shall include such activities as research and development facilities, warehousing, manufacturing, processing, assembly, packaging, repairing and fabricating provided that such uses operate within an enclosed building and have no outside storage, day nurseries, 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.

~~3.2.2 Development of the lands within the Prestige Industrial designation shall be based on the following principles:~~

- ~~i) a high standard of building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;~~
- ~~ii) provision shall be made to minimize impacts upon residential uses to the north through site design, landscaping and buffer treatments; and~~
- ~~iii) to obtain the desired scale of development, a maximum Floor Space Index (FSI) of 0.5 is permitted~~

3.3 Commercial

3.3.1 Highway & Service Commercial To be maintained as Hwy and Service Commercial (Range of permitted uses has been expanded)

Lands designated Highway & Service Commercial on Schedule SP14(a) are intended to be used for retail and service establishments designed to serve local area residents and employees and pass-by vehicle traffic and shall be developed in accordance with Section 4.2.10 of Part 1 of the Official Plan.

~~3.3.2 Lands in the Highway and Service Commercial designation shall generally be developed in accordance with the following principles:~~

- ~~i) to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;~~
- ~~ii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping; and,~~
- ~~iii) where parking is provided in the front yard, or facing Airport Road, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for~~

~~personal safety.~~

Highway Commercial – To be maintained as Hwy Commercial

~~3.3.3.3.2~~ Lands designated Highway Commercial on Schedule SP14(a) shall be used for automobile service stations, gas bar and related activities. In addition, convenience commercial uses shall also be permitted in accordance with Section 4.2.8 of Part 1 of the Official Plan.

~~3.3.4~~ The lands designated Highway Commercial shall be designed in a sensitive fashion to minimize the impact upon the residential uses to the north, 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.

~~3.4~~ **Open Space – Designation has been moved the SP 2**

Stormwater Detention Facility- To be designated NHS

~~3.5~~ **Heritage Reserve – This property has already been moved to SP2**

~~3.6~~ **Special Study Area- This area is already part of SP39**

~~4.0~~ **Transportation Network**

~~4.1~~ **Roads**

~~4.2~~ **Public Transit**

~~4.3~~ **Pedestrian/Cyclists Links**

~~4.4.3.1~~ **Railways**

~~5.0~~ **Environmental, Servicing and Urban Design Considerations**

~~5.1~~ **Tree Preservation**

~~5.2~~ **Noise Attenuation**

External Buffer & Design Treatments

Storm Water Management

5.5 Urban Design Guidelines

6.04.0 Implementation and Interpretation

Part B - Amendment 6

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 in Part B, and including the attached map designated as Schedule "A" to the Amendment.

1.0 DEFINITION

1.1 Industrial Use Area shall mean land which is predominately 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 principle 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. To be replaced with General Employment 1

1.2 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. To be replaced with Convenience Retail

1.3 Open Space: Flood Hazard Land Use Area

1.4 Special Use Area

2.0 LAND USE

3.0 DEVELOPMENT PRINCIPLES

3.1 Development Principles – Generalized

3.2 DEVELOPMENT PRINCIPLES – INDUSTRIAL USE AREA

Industrial Special Policy Area 1 To be designated Special Site Area 6

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3.2.13 In addition to industrial uses, the lands located at 135 Sun Pac Boulevard, more specifically described as Part Block 2, Registered Plan 43M-863, Parts 1 and 2 Reference Plan 43R-16306, shall permit a Place of Worship in accordance with the following principles:

- i) The design of the Place of Worship shall be integrated into the surrounding neighbourhood in a manner that will not adversely impact adjacent land uses. The size, height, massing, scale and architecture of the building shall be compatible with the character of adjacent uses;
- ii) Sensitive accessory land uses (including day care centres and religious schools) are prohibited. One residential unit with up to 4 guest rooms will be permitted.
- iii) Off-site parking shall be permitted to ensure adequate parking is provided for the Place of Worship as required by the Zoning By-law.
- iv) If off-site parking is to be provided for a Place of Worship, the off-site parking shall be located within the Industrial Special Policy Area 1 designation located at 115 Sun Pac Boulevard, more specifically described as Part Block 2, Registered Plan 43M-863, Part 1 Reference Plan 43R-16304.
- v) While a place of worship operates at 135 Sun Pac Boulevard, 115 Sun Pac Boulevard shall not be developed in a manner that will have the effect of reducing the number of parking spaces on the property that would result in the place of worship at 135 Sun Pac Boulevard being placed in a parking deficiency as required by the Zoning By-law.

3.3 DEVELOPMENT PRINCIPLES - COMMERCIAL USE AREA

3.4 DEVELOPMENT PRINCIPLES - SPECIAL USE AREA No longer existing

3.4.1 ~~The Special Use Area, as identified within this Amendment, constitutes a trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan.~~

4.0 IMPLEMENTATION

5.0 INTERPRETATION

~~CHAPTER D1 and Plate 2~~ Not part of this Chapter

~~CHAPTER D10~~