

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 38

CHAPTER 38

BRAMALEA ROAD SOUTH GATEWAY REDEVELOPMENT AREA SECONDARY PLAN

OP2006-173

**Bramalea Mobility Hub Secondary Plan
Area 9** replaces Bramalea Road South
Gateway Redevelopment Secondary Plan
Area 38.

**SPA38 continues to apply for 69
Bramalea Road and 75 Bramalea Road,
pending the outcome of PL190557.**

EXPLANATORY NOTES

Office Consolidation Bramalea Road South Gateway Redevelopment Area Secondary Plan 38

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,

(c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 38, Bramalea Road South Gateway Redevelopment Area Secondary Plan)

This office consolidation of the Bramalea Road South Gateway Redevelopment Area Secondary Plan consists of Chapter 38 and Schedule SP38 and SP38(b) of the document known as the 1993 Official Plan.

Chapter 38 is based on Official Plan Amendment OP93-68 to the document known as the 1993 Official Plan, as adopted by City Council on June 23, 1997 (By-law 152) and approved with modifications by the Ontario Municipal Board (Order 851) on May 30, 2001.

This office consolidation has been undertaken without a thorough review of the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

This office consolidation is provided for convenience only. For official reference, resource should be had to the original documents noted above.

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¹ This Table of Contents is provided for convenience only and is not to be considered an official part of Chapter 38, Part II of the Official Plan.

1.0 PURPOSE

The purpose of this chapter, together with Schedules SP38(A), SP38(B) and SP38(C) is to establish, in accordance with Section 5.4 of the Official Plan for the City of Brampton Planning Area, detailed planning policies for the lands abutting and Steeles Avenue for a distance of approximately 400 metres (1,300 feet) in all directions from this intersection, within the area known as the Bramalea Road South Gateway Redevelopment Area Secondary Plan.

This Secondary Plan sets out the detailed land use and policy framework for the 25.5 hectare (63 acres) redevelopment area that incorporates the Bramalea Road South Gateway Office Node identified in the General Official Plan. This Chapter envisions the Secondary Plan as a mixed-use centre that will function as an urban gateway into the City of Brampton where:

- direct access to Highway Number 407, direct links to the Bramalea GO Station and the Highway Number 407 Corridor inter-regional transit system as well as local transit routes represents a multi-modal node of regional significance;
- a new urban place will be created with a distinct identity and role within the municipality and the Region of Peel; and,
- the impact on the industrial operations within the Bramalea Business Park is minimised while providing the opportunity form the redevelopment of higher order office and retail uses in highly visible and accessible locations abutting Bramalea Road and Steeles Avenue.

This chapter specifies the desired pattern of land uses, the transportation network and related policies to achieve high quality, efficient and orderly urban development within the Bramalea Road South Gateway Redevelopment Area Secondary Plan.

2.0 LOCATION

The lands subject to the policies of this amendment are:

- comprised of a total area of approximately 25.5 hectares (63 acres);
- generally described as the lands straddling Bramalea Road between East Drive in the north to the CNR line right-of-way in the south, including the properties abutting Steeles Avenue between the proposed extension of Victoria Crescent on the west and the future north/south component of the eastward extension of Orenda Road to the east; and,
- shown as “Secondary Plan Area No. 38” on Schedules SP38(A), SP38(B) and SP38(C).

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Secondary Plan Number 38 outlined on Schedule SP38(A) shall be developed in accordance with the policies of this chapter (Chapter 38 of Part II) and with Schedules SP38(A), SP38(B) and SP38(C) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Bramalea Road South Gateway Redevelopment Area Secondary Plan should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to the Secondary Plan Number 38 Area can only be achieved by reading the overall Official Plan together with Chapter 38.

4.0 GENERAL OBJECTIVES AND CRITERIA

In addition to the goals enunciated in the General Plan (Part I), the following general objectives/criteria constitute the basis for the formulation of the Bramalea Road South Gateway Redevelopment Area Secondary Plan:

- promotion of redevelopment and improvement of the subject lands through the designation of mixed-uses that combine offices with an appropriate range of street-related business uses fronting Bramalea Road and Steeles Avenue;
- promotion of the highest intensities at the intersection of Bramalea Road and Steeles Avenue, with decreasing coverages and heights further away from the intersection towards the established low density residential community to the north of the redevelopment area and towards the surrounding industrial lands;
- sensitivity to a wide range of land use considerations to ensure that redevelopment occurs in an orderly and efficient manner;
- recognition and protection of the continuation and appropriate expansion of existing and future industrial operations including heavy industrial operations on lands adjacent to the redevelopment area;
- requirement that major redevelopment project studies identify and address those traffic and transportation-related matters that may impact on the ability of existing heavy industrial users to continue or expand their operations in a safe and efficient manner;
- enhancement of the overall traffic capacity of the transportation system by improving the efficiency of the existing local road network in conjunction

with the construction of new links and improvements within the redevelopment area;

- promotion of the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,
- encouragement of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the redevelopment area and the lands adjacent thereto.

5.0 LAND USE PRINCIPLES

The mixed-use designation of this Plan permits office and associated business development, together with a reasonable amount of convenience and service commercial space to serve the surrounding employment base and residential community of Avondale/Southgate. The Plan sets out detailed coverages and building heights within the mixed-use designation to minimize impacts on the established low density residential community to the north of the redevelopment area and the industrial operators of the Bramalea Business Park.

To protect existing and future industrial operations within the secondary plan or on adjacent lands, the secondary plan restricts the introduction of uses within the redevelopment area that would be incompatible with such existing industries, including heavy industrial operations.

A mixed industrial/commercial designation is established to provide for activities that combine commercial enterprises with industrial processes. A limited range and amount of retail, service and office uses are permitted by this designation.

5.1 Commercial

5.1.1 General Requirements

The commercial designations of this Plan include the Office and the Mixed-Use designations as identified on Schedule SP38(A). As more specifically set out in sections 5.1.2 and 5.1.3, these commercial designations are intended to accommodate office and associated business development, together with a reasonable amount of convenience and service commercial space to serve the local labour force and residential community of Avondale and Southgate. The development promoted by this Plan shall primarily be in the form of mixed-use office/retail projects abutting Bramalea Road and Steeles Avenue within these two designations.

- 5.1.1.1 Development within any of the commercial designations identified on Schedule SP38(A) shall conform with the urban design guidelines referenced in Section 6.2 of this Plan.
- 5.1.1.2 The land area dedicated for road widenings and new road links required as a condition of development approval shall be included in the calculation of permissible gross floor area based on transfer of density from such road or road widening to the remaining property assuming the application of the adjacent designations to such road segments for density calculation purposes.
- 5.1.1.3 To evaluate the merits of a development proposal, the City may require the submission of a tertiary plan to demonstrate how a number of abutting properties can be comprehensively redeveloped.
- 5.1.1.4 When establishing the parking requirements for a development, the requirements of Section 6.1 of this chapter shall apply.
- 5.1.1.5 Notwithstanding policies 5.1.2.1 and 5.1.3.1 of this chapter, for lands that are designated Mixed-Use or Office on Schedule SP38(A) and are in proximity to existing and future industrial operations, the range of uses permitted on such lands may be limited on a temporary or permanent basis to those that do not cause existing industrial operations to become non-compliant with the provisions of the Environmental Protection Act and related guidelines, unless the proponent of a use that will cause such non-compliance bears the cost of the mitigation measures necessary to avoid such non-compliance.
- 5.1.1.6 The costs that would be incurred by an existing industry to implement any off-site mitigation measures as required by the Ministry of the Environment and Energy to permit redevelopment within the Bramalea Road South Gateway Redevelopment Area shall be borne by the proponent of the redevelopment, and shall be required as a condition of development approval.
- 5.1.1.7 Outdoor amenity areas typically associated with restaurants and hotel/motels shall be restricted from locating adjacent to lands designated industrial that are situated outside the Bramalea Road South Gateway Redevelopment Area Secondary Plan.
- 5.1.2 Office
- 5.1.2.1 The principal permitted uses within the Office designation include business, professional or administrative office buildings. In addition to the principal uses stated above, restaurants and business support activities shall be permitted provided that the floor area devoted to these accessory

uses does not exceed 15 percent of the total gross floor area of the principal permitted uses.

5.1.2.2 Offices uses may be developed at a Maximum Floor Space Index of 3.0 as indicated on Schedule SP38(C) and to a maximum building height of 12 storeys (36 metres) within the Office designations at the immediate four corners of the intersection of Steeles Avenue and Bramalea Road, whereas the remaining portion of the Office designation on the lands north of the CNR line right-of-way between the westerly limit of the redevelopment area and Bramalea Road is subject to a Maximum Floor Space Index of 0.6 FSI.

5.1.3 Mixed-Use (Office & Retail)

5.1.3.1 The principal permitted uses within the Mixed-Use designation include business, professional or administrative office buildings, hotels and motels. In addition to the principal uses stated above, convenience and personal service retailing, restaurants, recreational, institutional, and business support activities shall be permitted provided that the floor area devoted to these accessory uses does not exceed 15 percent of the total gross floor area of the principal permitted uses.

5.1.3.2 Offices and hotel/motel uses may be developed at a Maximum Floor Space Index of 0.6 as indicated on Schedule SP38(C) and to a maximum building height of 8 storeys (24 metres) within the Mixed-Use designation along the Bramalea Road frontage between East Drive and Orenda Road.

5.1.3.3 Offices and hotel/motel uses may be developed at a Maximum Floor Space Index of 1.5 and to a maximum building height of 8 storeys (24 metres) within the Mixed-Use designation along the Bramalea Road frontage south of Orenda Road and Steeles Avenue and the south side of Orenda Road and its extension east of Bramalea Road.

5.1.3.4 The lands municipally known as 75 Bramalea Road, 100 East Drive and 106 East Drive shall be developed to a maximum FSI of 0.6 times the area of the lot. Building heights of no more than four storeys at the northern edge of 75 Bramalea Road shall be permitted to respect the existing low density residential community of Avondale and Southgate. Building heights of no more than six storeys shall be permitted as the distance increases from Dearbourne Avenue towards East Drive. Notwithstanding the policies of the Mixed-Use designation, 75 Bramalea Road, 100 East Drive 106 East Drive shall continue to be used for the full range of uses permitted by the existing zoning by-law.

5.2 Mixed Industrial/Commercial

- 5.2.1 The industrial uses permitted by the Mixed Industrial/Commercial designation shall include such activities as warehousing, manufacturing, processing, repair and servicing, and the storage of goods and products and offices ancillary to an industrial use.
- 5.2.2 The commercial uses permitted within the Mixed Industrial/Commercial designation shall include a limited range and amount of convenience oriented retail, service and office uses, including sports and recreational facilities, event catering facilities, business facilities, automobile service stations and repair facilities, motels, local serving restaurants, computer related services, architectural, engineering and other scientific and technical services, and other direct business related services in an industrial mall which also accommodates industrial uses.
- 5.2.3 The Mixed Industrial/Commercial designation shown on Schedule SP38(A) shall be subject to a maximum overall intensity of 0.5 FSI as indicated on Schedule SP39(C) and to a maximum building height of 4 storeys (12 metres)
- 5.2.4 Outdoor storage of goods and materials shall not be permitted.
- 5.2.5 Basic physical form elements, including building heights and setbacks, shall conform to the urban design guidelines referenced in Section 6.2 of this chapter.
- 5.2.6 Outdoor amenity areas typically associated with restaurants and hotel/motels shall be restricted from locating adjacent to lands designated industrial that are situated outside the Bramalea Road South Gateway Redevelopment Area Secondary Plan.
- 5.2.7 Notwithstanding policies 5.2.2 of this chapter, for lands that are designated Mixed Industrial/Commercial on Schedule SP38(A) and are in proximity to existing and future industrial operations, the range of uses permitted on such lands may be limited on a temporary or permanent basis to those that do not cause existing industrial operations to become non-compliant with the provisions of the Environmental Protection Act and related guidelines, unless the proponent of a use that will cause such non-compliance bears the cost of the mitigation measures necessary to avoid such non-compliance.
- 5.2.8 The costs that would be incurred by an existing industry to implement any off-site mitigation measures as required by the Ministry of the Environment and Energy to permit redevelopment within the Bramalea Road South Gateway Redevelopment Area shall be borne by the proponent of the

redevelopment, and shall be required as a condition of development approval.

5.2.9 Development of Mixed Industrial/Commercial areas shall be subject to the following:

- (i) common access arrangements and linked parking areas may be required to serve the redevelopment of abutting properties;
- (ii) parking shall be provided, where feasible, in areas away from visually prominent locations to enhance streetscape character design;
- (iii) where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual quality of the area;
- (iv) outdoor display areas shall not be permitted in front yards or abutting arterial roads; and,
- (v) service and loading areas shall be located on the least visually obtrusive side of the building, incorporated into building designs, or effectively screened from view through the use of appropriate fencing or landscaping.

5.2.10 When determining the parking requirements for a development proposal in a Mixed Industrial/Commercial area, the requirements of Section 6.1 of this Plan shall apply.

5.2.11 To evaluate the merits of a development proposal, the City may require the submission of a tertiary plan to demonstrate how a number of abutting properties can be comprehensively redeveloped.

5.2.12 Prior to development approval in the Mixed Industrial/Commercial designation, provisions shall be made to ensure that there is adequate capacity in the transportation network, and sufficient water, sewer and storm drainage facilities to serve the proposed development.

6.0 OTHER SPECIAL POLICIES

Due to specific geographic, environmental or existing land use planning circumstances affecting certain sites throughout the secondary plan area, it is appropriate that additional detailed policy guidance be provided beyond the other land use provisions set out in this chapter.

6.1 Shared Parking Within The Bramalea Road South Gateway Redevelopment Area Secondary Plan

6.1.2 Parking shall be required for all development proposals within the Bramalea Road South Gateway Redevelopment Area Secondary Plan to satisfy full zoning by-law requirements. However, it is recognised that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, Council may consider the approval of a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for zoning approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the City.

6.2 Urban Design Guidelines

6.2.1 Preamble

The following urban design guidelines are intended to promote the development of the Bramalea Road South Gateway Redevelopment Area Secondary Plan in an orderly and consistent manner.

6.2.2 Landscaped Open Space Policies

- (i) A landscaped buffer strip abutting arterial roads shall not be less than 6.0 metres in width; and,
- (ii) A landscaped buffer strip abutting collector roads and local roads shall not be less than 6.0 metres and 3.0 metres in width, respectively; and,

6.2.3 Density and Massing Policies

- (i) Through the site plan approval process, the proponent of a development which is at a density that is significantly less than the maximum permitted density may be requested to locate that development in such a way as to allow for future development to occur. A tertiary plan may be required to demonstrate that long term development intentions of this Plan and the urban design guidelines set out in this chapter can be satisfied in the future.

6.2.4 Streetscape Policies

- (i) Building setback co-ordination between adjacent developments is required to achieve a consistent visual image and character of the streetscape;
- (ii) The massing and conceptual design of individual buildings should further reinforce the required high quality image of the secondary plan area; and,
- (iii) Commercial developments shall define streets with well designed buildings and landscaping, leaving only limited parking wherever practical in the front or exterior side yards. Large parking areas should be accommodated within side or rear yards away from visually prominent locations or courtyards, and should be divided into smaller well-defined areas surrounded by landscape treatment.

6.2.5 Signage Policies

- (i) All signage for development within the secondary plan area should be in accordance with the provisions of the City of Brampton Sign By-Law.

6.3 Airport Height Limitations

6.3.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations (AZR) from Transport Canada shall apply to development within the secondary planning area.

6.3.2.1.1 For the lands south of Steeles Avenue to the northerly limit of the CNR line right-of-way, the development proponent shall agree to an indemnification agreement that absolves Her Majesty from any responsibility resulting from construction of buildings. The maximum building height shall be 235 metres above sea level (including antennas, poles, satellite dishes, etc). This exemption shall only apply to the height restrictions of the outer surface (Section 4 of the AZR) and that all other existing and future restrictions shall still apply.

7.0 TRANSPORTATION NETWORK

7.1 General Provisions

7.1.1 The general intent of this chapter is to ensure the development and maintenance of an efficient transportation network that will:

- (i) maximise accessibility to and within the secondary plan area;
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts;
- (iii) accommodate the scope of development prescribed by the secondary plan, commensurate with the capacity of the road network,
- (iv) provide for a bicycle path as shown by Schedule SP38(B) within the Steeles Avenue road right-of-way. Bicycle paths are to be obtained as a condition of development approval;
- (v) promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,
- (vi) encourage the provision/retention of adequate and safe rail facilities.

7.1.2 This Plan recognises the limitations of the City to control all short term traffic impacts as the required transportation infrastructure may not be implementable prior to the time of development approval.

7.2 Road Network

7.2.1 The overall road network for the Bramalea Road South Gateway Secondary Plan is shown on Schedule SP38(B). Collector roads considered to be essential for the development objectives of this Plan are identified schematically on Schedule SP38(B). Where large size blocks are contemplated for development, access between properties at strategic locations to facilitate a local road network shall be considered at the development approval stage. As a condition of development approval, landowners may be required to enter agreements that among other matters shall determine ultimate access and shared parking arrangements.

7.2.2 Appropriate road widenings in accordance with Schedule “B” (Major Road Network Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, bus bays and utilities in accordance with the policies of the Official Plan.

- 7.2.3 The road alignments delineated on Schedule SP38(B) are intended to develop and function in accordance with the guidelines and classifications outlined under Part I, Section 4.3.2 of the Official Plan.
- 7.2.4 Ultimate redevelopment of the Secondary Plan Area may require the following major additions, road improvements and extensions to the road network and shall be subject to the policies referenced in Section 7.2.5 of this chapter:
- (i) the extension of Victoria Crescent southward to Orenda Road connecting to a full moves intersection with Steeles Avenue at the location of the most westerly entrance of the Bramalea GO Transit Station on Steeles Avenue;
 - (ii) the extension of Orenda Road eastward then southward to a full moves intersection with Steeles Avenue at the eastern edge of the secondary plan area;
 - (iii) the widening of Bramalea Road from Steeles Avenue to Avondale/Dearbourne Avenue from four to six lanes; and,
 - (iv) the widening of Orenda Road west of Bramalea Road within the Redevelopment Area from two to four lanes.
- 7.2.5 Various transportation facilities and new road links proposed and designated in this Plan may be subject to the Environmental Assessment Act and accordingly, they shall be regarded as subject to the necessary Environmental Assessment approvals.
- 7.2.6 The land acquired for road widenings and new road links as a condition of development approval shall be included in the calculation of permissible gross floor area, using the general methodology set out in policy 5.1.1.2 of this Chapter.
- 7.3 Public Transit
- 7.3.1 The Transit Network for the Bramalea Road South Gateway Redevelopment Area Secondary Plan is shown on Schedule SP38(B). This transit network includes a Conceptual Rapid Transit Alignment and High Occupancy Vehicle or Reserved Bus Lanes (HOV/RBL) lanes on Steeles Avenue.
- 7.3.2 The transit network elements delineated on Schedule SP38(B) are intended to develop and function in accordance with the transportation policies of Part I, Section 4.3.4 of the Official Plan.

- 7.3.3 The City shall attempt to promote increased transit usage in the Secondary Plan Area from the current modal share of 10% to the ultimate target of 30% by encouraging alternative transportation modes other than private automobile movements, and reducing current parking standards of the appropriate zoning by-law.
- 7.3.4 The City shall actively support the provision of two-way all day service during peak periods, on the GO Transit line from Toronto to Georgetown with the intent of improving inter-regional transit accessibility.
- 7.3.5 The City shall ensure the protection of an adequate right-of-way along Steeles Avenue within the Secondary Plan Area for High Occupancy Vehicle Lanes (HOV)/Reserved Bus Lanes (RBL).
- 7.3.6 The City shall, in conjunction with the Ministry of Transportation and GO Transit, study the feasibility of alternative locations and accesses to the Bramalea GO Station, in view of the proposed Highway 407 Transit Corridor and the Bramalea Road South Gateway Redevelopment Area Secondary Plan.
- 7.4 Bicycle Lanes
- 7.4.1 The need for an east-west bicycle route along Steeles Avenue has been identified on Schedule SP38(B). This bicycle route shall be located adjacent to the High Occupancy Vehicle (HOV) lane as an off-road facility.
- 7.5 Railway Corridors
- 7.5.1 All proponents of development may be required to undertake noise and vibration studies, to the satisfaction of the City of Brampton and the Ministry of the Environment and Energy in consultation with the appropriate railway, and shall undertake appropriate measures to mitigate any adverse noise and vibration that has been identified.
- 7.5.2 Development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway authority.
- 8.0 WATER SERVICING AND SANITARY SEWER
- 8.1 The Bramalea Road South Gateway Redevelopment Area Secondary Plan is served by the Etobicoke Creek Central Branch existing major sanitary trunk sewer. New development within the Secondary Plan Area shall be subject to the capacity of existing piped municipal sanitary sewers and any necessary capacity reinforcements.

8.2 New development within the Bramalea Road South Gateway Redevelopment Area Secondary Plan shall be subject to the capacity of existing municipal water supply and any necessary capacity reinforcements.

9.0 IMPLEMENTATION

9.1 The provisions of Section 5.0 of the Brampton Official Plan shall apply to the implementation and interpretation of this Chapter.

9.2 The various terms used in the policies of this Secondary Plan shall be interpreted in accordance with the definitions in the Official Plan, or in accordance with any supplementary definitions in this Chapter, or if they are not specifically defined in either, in accordance with conventional planning or general usage.

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