



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 54-80

To adopt Amendment Number 48 to
the Consolidated 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 Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 48 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 48 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this 25th day of February 1980

Teresa M. Piane
TERESA M. PIANE, ACTING MAYOR

Ralph A. Everett
RALPH A. EVERETT, CLERK

PASSED _____ 19 _____



BY-LAW

No. _____



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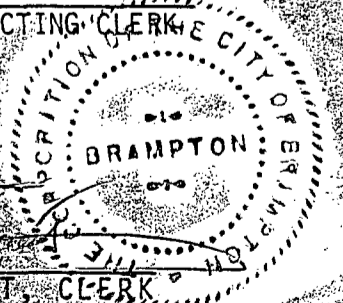
READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this 25th day of February 1980

Teresa M. Piane

TERESA M. PIANE, ACTING CLERK

Ralph A. Everett
RALPH A. EVERETT, CLERK



DUPLICATE ORIGINAL

21 - OP - 0006 - 48⁷

- 3

AMENDMENT NUMBER 48

to the Consolidated Official Plan
of the City of Brampton Planning
Area

MISC. PLAN NO. 574

LODGED IN THE REGISTRY OFFICE
FOR THE COUNTY OF PEEI

1980 June 5 P.M. 3:42

Kathleen Bayle D.L.R.

REGISTRAR OF DEEDS, COUNTY OF PEEI

1980 JUN 5 PM 3 42

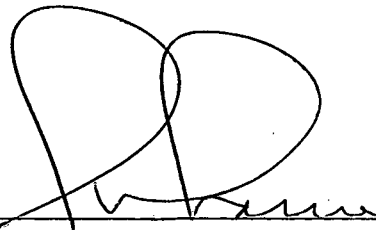
Amendment No. 48
to the
Official Plan for the
City of Brampton Planning Area

This amendment to the 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 provision of section 17 of The Planning Act, as follows:

1. Section 2a of the amendment is modified by deleting the words "Part B, Section B" and replacing them with the words "Part C, Section C" at the following locations:
 - (i) the first line of item 4, on page 11, and
 - (ii) the first line of item 5, on page 12.

As thus modified, this amendment is hereby approved under section 17 of The Planning Act as Amendment No. 48 to the Official Plan for the City of Brampton Planning Area.

Date .. May 15/80



G. M. FARROW, Executive Director
Plans Administration Division
Ministry of Housing

AMENDMENT NUMBER 48
TO THE CONSOLIDATED OFFICIAL
PLAN OF THE CITY OF BRAMPTON
PLANNING AREA

1. The purpose of this amendment is to permit certain restricted commercial development on part of Lot 11, Concession 1, W.H.S.
2. Pursuant to Section 4.2 of Amendment Number 4 to the Consolidated Official Plan of the City of Brampton Planning Area, approved, with modifications, by the Minister of Housing on August 22nd, 1977 and July 31st, 1979, and pursuant to Section 2.0 of Amendment Number 29 to the Consolidated Official Plan of the City of Brampton Planning Area, approved, with modifications, by the Minister of Housing on July 30th, 1979,
 - (a) the following is added to the Consolidated Official Plan of the City of Brampton Planning Area as Chapter C55:

"CHAPTER C55

1.0 Purpose

The purpose of this chapter is to establish policies for the urban development of Lots 11 to 15 of Concession 1, W.H.S.

2.0 Policy

2.1 Goals

It shall be the policy of the municipality to promote a program of industrial development for the lands subject to this chapter in accordance with the following stated goals:

- (a) To provide a sufficient level of industrial opportunity within the municipality in response to the demand for industrial employment.
- (b) To ensure the development of a variety of industrial types within the municipality.
- (c) To ensure the provision of an adequate supply and distribution of industrial lands within the municipality.
- (d) To strive to minimize or avoid conflict between industrial uses and non-industrial uses within the municipality.

- (e) To strive to maintain the integrity of the existing environmental condition.

2.2 Objectives

As a further refinement to the above statement of goals, it shall be the policy of the municipality to ensure that lands developed for industrial uses to the essential benefit of the municipality, observe and satisfy the following statement of objectives:

- (a) That lands subject to this chapter are developed for a wide range of industrial uses and to a limited degree, highway commercial uses incidental to the predominant use, being industry.
- (b) To ensure that the development of the land subject to this chapter proceeds on a comprehensive basis.
- (c) To ensure the maintenance of a continuing compatibility between existing residential uses and existing agricultural uses and future industrial uses.
- (d) To ensure that the existing environmental assets situated in open space or natural environmental areas within or in close proximity to the lands subject to this chapter are protected from the potential impact of industrial uses.
- (e) To promote the development of this predominantly industrial use area on the basis of high performance and design standards, towards the achievement of an overall pleasing development.

2.3 Definitions

- (a) Industrial Use Area shall mean lands which are predominantly used for industry. The Industrial Use category includes such activities as the warehousing, manufacturing, extracting and processing of raw or semi-processed materials (obtained from lands other than those subject to this chapter), repair workshops, the storage of goods, transportation services, construction, communication facilities and public utilities. This category

will not prevent some of the land being used for other than industrial purposes, provided that such uses and activities primarily serve the principle use and activity, being industry, and provided that such other uses and activities do not serve land uses of another 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.

- (b) Highway Commercial Use Area shall mean land which is predominantly used for commerce, and designed to accommodate uses such as drive-in restaurants and other eating establishments, motels, hotels, and similar uses, and will also include vehicle sales and service establishments such as gasoline service stations, gas bars, and car washes.

This classification will not prevent limited sales to the general public from certain industrial activities where such sales would constitute an integral part of this operation, and provided that no constraint is imposed on highway commercial uses servicing the predominant use being industry.

- (c) Restricted Commercial Use Area shall mean land which is predominantly used for commerce, and designed to accommodate uses that would provide a service to the employees of the future industrial establishments in the area. The uses permitted under this category shall include an automobile gasoline filling and service station, a restaurant, a bank or trust company savings office, business and professional offices, a barber shop, and a ladies hairdressing establishment.

2.4 Generalized Development Principles

In recognition of the location of both the Fletchers Creek complex both within the area and in close proximity to the lands subject to this chapter, it shall be the policy of the municipality to protect the existing environmental assets of the subject lands and particularly the Fletchers Creek complex, and the Etobicoke Creek complex, by the regulation of storm water run-off, pollution, erosion control, road widenings, and in addition, the preservation of existing vegetation along McLaughlin Road and that located in the south west corner of the east half of Lot 15, Concession 1, W.H.S.

2.5 Generalized Development Principles:

Industrial Use Area

- (a) Several classes of industrial uses may be established on lands subject to this chapter based upon the following conditions:
 - (1) the requirements of industry for the provision of road and rail access;
 - (2) the need to minimize potential conflicts between different classes of land uses; and
 - (3) the demand for regional and municipal services.
- (b) Industrial uses will be subject to appropriate development standards to ensure that adjoining use areas in close proximity to the industrial use area will be protected.
- (c) The development of this industrial 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 City of Brampton Planning Area.
- (d) The development of this industrial use area will proceed in a comprehensive, integrated manner, as an extension to the existing industrial use area located south of the area of the lands subject to this chapter. To this end, the development of this industrial use area will proceed primarily on the basis of registered plans of subdivision and to a

lesser extent on the basis of consents granted by the Regional Land Division Committee, in accordance with a design acceptable to Council and recognizing the intended use of lands.

2.6 Generalized Development Principles - Highway

Commercial Use Area

- (a) The development of the Highway Commercial Use Area will proceed in consideration of the following:
- (1) The recognition of the existing mixed industrial commercial-highway commercial uses located along both Highway No.7 and Highway No.10.
 - (2) The need to restrict direct access to both Highway No.7 and Highway No.10.
 - (3) The need to provide for a limited variety of highway commercial uses along both Highway No.7 and Highway No.10 which will primarily serve the needs of the industrial area.

2.7 Detailed Development Principles: Industrial Use Area

- (a) The development of this industrial use area 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 electrical energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- (b) The development of the lands subject to this chapter shall not pre-empt the capacity of existing and future service facilities (i.e. road, sanitary sewer, storm sewer, water supply) which would thereby impede the development of adjacent lands.
- (c) It is intended that the industrial use area subject to this chapter will be composed of a class of industrial uses embracing a range of intensive, extensive, and showcase industries.

- (d) The design of the development shall recognize the close proximity of primary rail facilities, and shall provide for adequate access to such facilities where appropriate at the time of development.
- (e) Secondary and tertiary rail sidings are shown schematically; should such rail facilities be provided, they shall be designed so as not to impose a constraint on the movement of vehicular traffic on the Fifteenth Sideroad, Highway No.7, and the major east-west arterial which traverses the lands subject to this chapter.
- (f) Outside storage areas may be permitted within the lands subject to this chapter. However, the municipality shall strive to ensure that such outside storage areas are not visible to the travelling public utilizing ground transportation facilities.
- (g) The design of the development shall be generally of a high quality. The following criteria shall be used to evaluate the design of the development:
 - (1) The provision of an adequate amount of parking to satisfy the expected requirements of both employees and visitors.
 - (2) The provision of adequate setbacks to ensure the continued general amenity of the area.
 - (3) The provision of detailed servicing, landscaping, and grading plans prior to development.
- (h) In recognition of the existing residential uses located along the east and west side of McLaughlin Road, and in order to minimize any potential conflict between non-compatible use areas, development which may occur within the Industrial Use Area subject of this chapter shall incorporate the following design provisions:
 - (1) The provision of adequate planting strips and screening at the time of development;
 - (2) Control of the provision and location of signs;

- (3) The provision of lands abutting and adjacent to the existing residential uses as reserves for future development, until such time as these land reserves can be developed in conjunction with the residential sites in a comprehensive manner for industrial uses.
- (4) The regulation of the location of parking, loading and storage areas, the provision of lighting facilities, landscaping and buffer strips.
 - (i) Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to existing residential uses located along both the east and west side of McLaughlin Road, and along the east side of Highway No.10.
 - (j) The development of the lands subject to this chapter will be on the basis of an overall road pattern which recognizes the existing road pattern of the adjacent industrial development, and which gives due consideration to the functional classification of the existing and proposed roads.
 - (k) In order to minimize the impact of future industrial uses on adjacent lands, development will proceed on the basis of restricted access to Highway No.10, Highway No.7, Fifteen Sideroad, McLaughlin Road, and the east-west major arterial which traverses the site generally along the boundary between Lots 13 and 14, Concession 1, W.H.S.
 - (l) As shown on Plate No.38, the number of access points permitted are limited to two (2) access points to both Highway No.7 and to Fifteen Sideroad, and one (1) access point to both McLaughlin Road and to Highway No.10. Should additional future access be required from the subject lands to Highway No.10, such additional access shall be limited to two access points, one located south of the major east-west arterial, and one located north of the major east-west arterial. One additional access point may also be permitted to McLaughlin Road, south of the major east-west arterial.

The provision of such additional access points shall be based upon future user needs, and further, the location of such access points shall be subject to further study, to determine the most appropriate location of such access points.

- (m) Vehicular access to the highway commercial use area located in the vicinity of the intersection of Highway No.7 and Highway No.10, shall be provided by shared rights-of-way and/or the provision of service roads, in order to minimize potential increased traffic conflict in the vicinity of the intersection of Highway No.10 and Highway No.7. It shall be the policy of the municipality to ensure the provision of the following rights-of-way at the time of the development of the subject lands:
- (1) McLaughlin Road.....120 foot right-of-way
 - (2) Major east-west.....120 foot right-of-way arterial
 - (3) Internal Roadways... 86 foot right-of-way
 - (4) Highway No.10) right-of-way as determined
 - (5) Highway No.7)by the Ministry of Transportation and Communication
- (n) It shall be the policy of the municipality to ensure that sufficient land is reserved at the following locations to provide for future possible grade separations:
- (1) Highway No.7 and the C.P.R. right-of-way.
 - (2) Fifteenth Sideroad and the C.P.R. right-of-way.
 - (3) Major East-West Arterial and the C.P.R. right-of-way.
- (o) The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial parcels.
- (p) It shall be the policy of the municipality to ensure that the adverse effects of any obnoxious or toxic industries are minimized by the grouping of such industry, having regard to the production of smoke, fumes, dust, noise, dirt, vibration, or the nature and extent of storage or operations conducted in the open.

2.8 Detailed Development Principles: Restricted

Commercial Use Area

- (a) The Restricted Commercial Use Area designation shown on Plate No.38 is intended to be schematic only. The exact limits of the Commercial Use Area will be established at the time of development in a manner acceptable to the City. The area intended to be developed will comprise about 0.8 hectare to 1.2 hectare.
- (b) Development of the Restricted Commercial Use Area will proceed only when the City 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.
- (c) It shall be the policy of the municipality to 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, the municipality shall 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.
- (d) It shall be the policy of the municipality to ensure that appropriate measures be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- (e) The type of uses that may be permitted will be restricted to those that are included within the "Restricted Commercial Use Area" definition. The number of such uses at one location will be regulated by the detailed standards of the zoning by-law. Notwithstanding the generality of the above, the City shall permit the erection and operation of retail and service establishments designed in the form of a plaza.

The commercial uses that are intended are to serve industry and its employees. Establishments that are conventionally located in a residentially-oriented shopping plaza servicing family shoppers are to be excluded.

- (f) The municipality shall 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.

3.0 Implementation

This chapter will be implemented by appropriate amendments to the Restricted Area By-law in such a form which will impose the appropriate zone classification and regulations in conformity with the development principles outlined above.

- (b) Plate No.1 of the Consolidated Official Plan of the City of Brampton Planning Area is amended by changing the reference on the lands bounded by Highway Number 7, 1st Line West, 15th Sideroad and Highway Number 10 from C1, C2 and C20 to C55.
- (c) the title, "Schedule A, Official Plan City of Brampton Planning Area, Amendment Number 4" on Schedule A of Official Plan Amendment 4 is amended to read "Plate Number 38", and that schedule, as further amended by Schedule A of Official Plan Amendment 29, is added to the Consolidated Official Plan of the City of Brampton Planning Area as Plate Number 38.
- (d) Plate No.2 of the Consolidated Official Plan of the City of Brampton Planning Area is amended by changing the reference on the lands bounded by Highway Number 7, 1st Line West, 15th Sideroad and Highway Number 10 from Agricultural and Industrial to SEE PLATE 38.
- (e) Plate No.27 of the Consolidated Official Plan of the City of Brampton Planning Area is amended by deleting the reference to Primary Development Area on the lands bounded by Highway Number 7, the Canadian Pacific Railway, 15th Sideroad and Highway Number 10.

3. Plate Number 38 of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by changing the land use designation of the land shown outlined on Schedule A hereto attached, from Industrial Use Area to Special Commercial-Industrial Use Area, Site A, and by adding to the legend thereon a "Special Commercial-Industrial" designation.

4. ~~Part B, Section B, Chapter C55~~ of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by adding the following:

2.3(d) Special Commercial-Industrial Use Area shall mean lands which are intended to serve specific commercial purposes in addition to purposes permitted in the Industrial Use Area.

- (1) The specific commercial uses permitted for the land designated as Site A are retail warehouses for home furnishings and home improvement products such as furniture, appliances, electrical fixtures, carpets and floor coverings, plumbing fixtures and other similar products, of which at least 80% are new, a supermarket and commercial recreational facilities.

MODIFICATION

NO 161

UNDER SECTION 14(1) OF THE PLANNING ACT

2.9 Generalized Development Principles: Special Commercial-Industrial Use Area

(a) The development of the Special Commercial-Industrial Use Area will proceed in consideration of the following:

- (1) Specific commercial uses shall only be permitted where they do not interfere with nor are they detrimental to the development of the area for primarily industrial uses.
- (2) Direct access to Highway Number 7 and Highway Number 10 shall be restricted.
- (3) The site should be peripheral to the industrial area in which it is located and in proximity to an arterial road.
- (4) The need to provide for a limited variety of specific commercial uses which 'demand' visibility to an arterial road.

The type of uses that may be erected will be restricted to those that are included within the "Special Industrial-Commercial Use Area" definition. The number of such uses at one location will be regulated by the detailed standards of the zoning by-law.

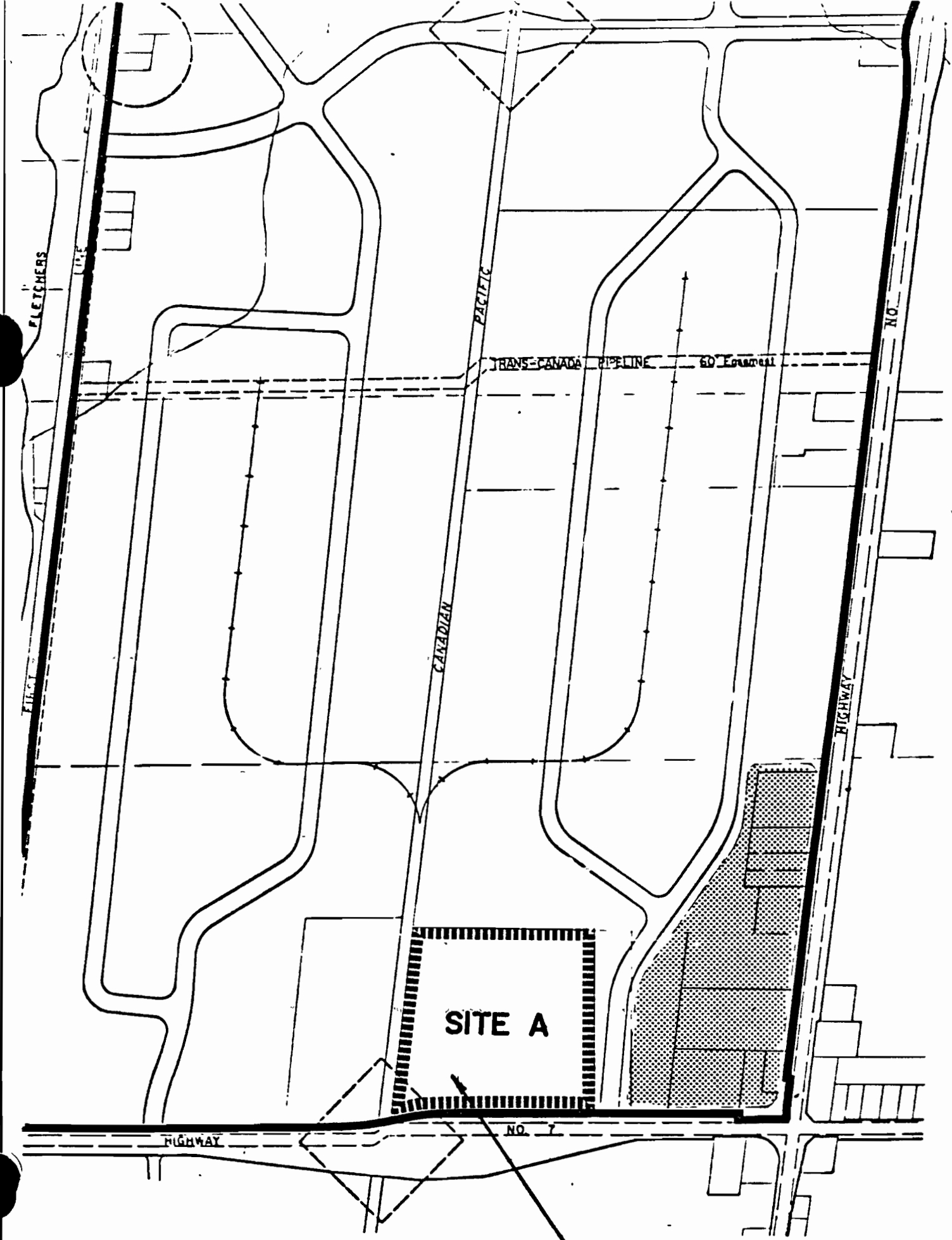
- (5) No outside storage shall be permitted on properties which accommodate both industrial uses and specific commercial uses which are not associated with an industrial operation.
- (6) The design of the development shall be generally of a high quality. The following criteria shall be used to evaluate the design of the development:
 - (A) The provision of an adequate amount of parking to satisfy the expected requirements of both employees and visitors.
 - (B) The provision of an adequate amount of loading spaces.
 - (C) The provision of adequate setbacks to ensure the continued general amenity of the area.
 - (D) The provision of detailed servicing, landscaping, and grading plans prior to development.

MODIFICATION

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

5. ~~Part B, Section B,~~ Chapter 55, Section 2.2(a) of the Consolidated Official Plan of the City of Brampton Planning Area is hereby deleted and the following replaced therefor:

"2.2(a) That lands subject to this chapter are developed for a wide range of industrial uses and to a limited degree, highway commercial uses and special commercial uses."



AREA OF AMENDMENT

- Industrial
- Future Grade Separation
- Highway Commercial
- Boundary of O.P.A. No. 4
- Vicinity of Special Land Reserve
- Special Commercial-Industrial

O.P. Amendment No. 48
 SCHEDULE A



1:8000

CITY OF BRAMPTON
 Planning and Development

Date: 1980 01 22 Drawn by: *PS*
 File no. CIW11.2a Map no 24-15c

BACKGROUND MATERIAL TO AMENDMENT NUMBER 48

Attached is a copy of the report of the Planning Director dated June 28th, 1979 and a copy of the notes of a special meeting of the Planning Committee held on July 23rd, 1979 subsequent to the publication of notices in the local newspapers and mailing of notices to the assessed owners of properties within 400 feet of the subject site.

1979 06 28

*Sent to
PC June 29*

TO: The Chairman of the Development Team
FROM: The Director of Planning and Development Services

RE: Application to Amend the Official Plan and
the Restricted Area By-law
Part Lot 11, Concession 1, W.H.S.
RICE CONSTRUCTION COMPANY LIMITED
Our File: CIW11.2A

1.0 Introduction

An application has been received to amend the Official Plan and the Restricted Area By-law to permit several uses on the above referenced property in addition to those already permitted in the M2 Industrial Zone.

2.0 Property Description

The property has a frontage along Highway Number 7 of approximately 337 metres (1105 feet) and a depth along the Canadian Pacific Railway right-of-way of approximately 308 metres (1011 feet). The area of the property is approximately 9.6 hectares (23.6 acres).

Three industrial buildings have been constructed on the site. These buildings have the following floor areas:

Block A	3,800 square metres (40,908 square feet)
Block B	5,103 square metres (54,928 square feet)
Block C	1,773 square metres (19,087 square feet)
TOTAL floor area	10,676 square metres (114,923 square feet)

In addition to these buildings, a second phase of development is planned for the property. The site plan for the second phase has not yet been finalized by Rice Construction Limited.

The property is served by an internal driveway system which has one access point to Highway Number 7. This access, the only one contemplated for the property, is located near the east property line.

3.0 Official Plan and Zoning By-law Status

The property and surrounding area are designated industrial according to both Official Plan Amendment 4 of the Consolidated Official Plan and the draft Official Plan.

By-law Number 13-61 zones the property M2, General Industrial.

4.0 Proposal

The applicant wishes to increase the number of uses permitted on the property. The requirement for an amendment to the Official Plan as well as an amendment to the Restricted Area (Zoning) By-law for a particular use requested has been indicated after the desired use as OPA. The requirement for an amendment to the Restricted Area (Zoning) By-law for a particular use requested has been indicated as ZBA. The applicant has requested that the following uses be permitted:

- a) retail warehouse including carpet, drapery, furniture, appliance and clothing outlets (OPA);
- b) retail service shops for such articles as appliances, electric motors, recreational vehicles, and motor cycles (ZBA);
- c) retail sales by distributors including distributors of electronic and automotive parts or supplies (ZBA);
- d) professional or business offices relating to industry or construction. Examples of such uses are; a land surveyors office, a drafting office, a construction company office and an office of an engineering consultant (ZBA);

- e) an auditorium, swimming pool, bowling centre, recreation or health club (racquets club, health spa) and social or religious meeting rooms (OPA);
- f) a "food warehouse" or "no frills" retail food supermarket of approximately 3715 square metres (40,000 square feet). Sunnybrook Farms, a retail food sales establishment similar to the Knob Hill Farms, is interested in locating on the subject property (OPA);
- g) radio and television transmission facilities (ZBA).

5.0 Comments

5.1 General Concerns

Staff have several concerns with regard to this application. The concerns are as follows:

- a) the appropriateness of some of the proposed uses within an industrial zone;
- b) the appropriateness of some of the proposed uses when combined with other uses within an industrial mall building;
- c) the adequacy of the on-site parking in relation to the proposed uses and the present permitted uses including the existing occupants of the buildings;
- d) the provision of adequate landscaping by the applicant; and
- e) the provision of a road right-of-way or a portion thereof through the property in order to provide access to Highway Number 7 for the designated industrial lands north of the subject property.

.....4/

5.2 Comments on Proposed Uses

a) Retail Warehouse

In order to be consistent with a decision made for the old Town of Brampton to include a retail warehouse for home furnishings and home improvement products as a permitted use in industrial zones, staff have no objection to a retail warehouse as defined in By-law 25-79 being permitted on the subject property.

In By-law 25-79, a retail warehouse is defined as "a building or part thereof where home furnishings and home improvement products such as furniture, appliances, electrical fixtures, carpets and floor coverings, plumbing fixtures and other similar products, of which at least 80% are new, are stored or kept for sale".

b) Retail Sales in addition to a Warehouse or a Service Shop Operation

Staff have no objection to a service shop or a retail outlet operated in conjunction with a permitted industrial use being permitted on the subject property provided that the gross floor area of such use is not more than 10% of the total floor area of the industrial use. It should be noted that in By-law 25-79, a service shop is defined as "a building or place used primarily for the repair, servicing, or incidental sales of articles or materials, but shall not include a place where articles or materials are assembled or manufactured, or where internal combustion engines or motor vehicles are repaired".

c) Professional or Business Offices relating to Industry or Construction

Staff have no objection to office uses related to or serving the industrial or construction sector being permitted on the subject property. In order to clarify what types of office uses staff feels

are appropriate, a list of the types of office uses permitted should be prepared for inclusion in the amendment to the Restricted Area By-law.

d) Auditorium, Swimming Pool, Bowling Centre, Recreation or Health Club

Staff recognize the fact that recreation and leisure activities are becoming increasingly important in our society. In order to accommodate these uses, it is considered reasonable to enable the location of space extensive commercial recreational uses in the industrial area.

e) Radio and Television Transmission Facilities

Staff have no objection to uses of this nature being located within the industrial area.

f) "Food Warehouse" (Supermarket)

The applicant has been approached by a prospective tenant, to locate a 3,716 square metre (40,000 square feet) "food warehouse" on the property. Since the site planning for phase 2 has not been finalized, if this use is permitted, a separate building will be erected on the site to accommodate the use.

The term "food warehouse" may be misleading. In the context of a use within an industrial area, a "food warehouse" would be interpreted as a building where foodstuffs are stored or kept for future use. One of the uses requested by the applicant and considered acceptable by staff, would permit retail sales in association with this use as long as the retail sales area comprises no more than 10% of the gross floor area of the entire use. However, the applicant is not interested in the operation of a "food warehouse" as interpreted above. Rather, the applicant wishes to be

permitted to operate a "no frills" or "low cost" supermarket or retail food sales establishment. As such, an amendment to the adopted policies of Council is necessary in order to create a commercial land use designation.

The attraction of a use of this nature to an industrial location would seem to be the lower rental cost of the "industrial floor space" in comparison to "commercial floor space". Presumably, since a lower rent can be provided by the applicant, the tenant can offer lower priced products. At a time when the rapidly increasing cost of food is of such widespread concern and solutions to this continuing inflation are being sought by concerned consumers, a proposal of this nature, if considered within the strict context of the retail cost of food to the consumer, would appear extremely attractive.

Unfortunately, in appraising the "food warehouse", one must also consider the implications of permitting such a use on the subject property. If the argument that lower rent is a valid reason to permit commercial operations in industrial areas, the whole process of designating commercial sites in an Official Plan is open to question. What is to prevent other landowners of industrial land from using the same argument in support of developing a wide range of commercial uses in industrial areas? If a "food warehouse" (supermarket) was permitted in an industrial area, what argument could the City use to justify denying the establishment of a drug store, a clothing store, a book store or any other retail commercial use which wished to sell its product at a "lower" price than a similar store paying "commercial rents" in a commercial location?

Since a supermarket is considered to be the anchor of a neighbourhood commercial centre, eventually there might be requests to establish additional commercial uses adjacent to the supermarket. While the applicant is not applying for a neighbourhood commercial centre, the nucleus for such a centre is being requested. If such a centre was

eventually developed, what guarantee would there be that floor space rents would remain at "industrial levels"? Section 2.2.3.25 of the draft Official Plan indicates that:

"Every application for the development of a Regional, District or Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact studies must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. All such studies shall be reviewed by the City and used as a basis for approval or refusal of a particular application."

The two most obvious serious implications to permitting large numbers of commercial uses in industrial areas are:

- i) The industrial area may become less attractive to the industrial land user, and
- ii) commercial uses may become scattered throughout the entire City rather than being centralized or grouped in locations convenient to residential areas and major transportation and public transit arteries. The scattering of commercial uses, particularly the "low price" or "discount" commercial centres, often makes these less accessible to those people in the lower income brackets who would benefit most from the lower priced goods. Even if an individual has an automobile, considerably more time and fuel would be expended to reach scattered commercial uses in comparison to commercial uses concentrated in convenient, easily accessible locations.

In view of the serious implications of permitting a "food warehouse" (supermarket), a commercial use, in an industrial area removed from

existing or proposed residential development, staff cannot support the application for this use.

5.3 Comments on other Issues

a) On-site Parking

The determination of the requirements for on-site parking are related to the uses permitted on a particular parcel of land. Once the uses for the subject property have been determined, and after studies have been completed to evaluate the parking requirements for motor vehicle related operations, the on-site parking requirements for the subject property can be determined. In addition, the mix of uses permitted within industrial malls will be evaluated.

b) Landscaping

Another aspect of development within this and other industrial areas relates to landscaping. In addition to parking requirements in industrial areas, staff also intend to consider landscaping requirements within industrial areas. After landscaping standards have been determined, staff will be in a position to determine what landscaping the applicant should be required to provide on the property.

c) Public Road Right-of-way

Official Plan Amendment Number 4 and a supporting traffic study both indicate that the industrial development of the 405 hectares (1000 acres) of land north of Highway Number 10 would require a collector road in connection with Highway Number 7 in the vicinity

of the subject property. Staff and the applicant have discussed the dedication of a portion of the required 26 metre (85.6 feet) right-of-way on the east portion of the subject property. The exact dedication has not been determined. In addition, staff and the applicant must still finalize matters such as access, building setback and the provision of landscaped open space.

As a condition of approval of the applicant's application, it is essential that a public road right-of-way be obtained between Highway Number 7, through Lot 11 to Lot 12 in order that the lands in Lots 12 and 13 can be properly developed in accordance with Official Plan Amendment Number 4.

6.0 Conclusion

The applicant has expressed an interest in having Planning Committee determine what uses should be permitted on his property. There is particular concern about resolving the question of whether a "food warehouse" is to be permitted. Staff are generally in support of the uses requested by the applicant, with the exception of the "food warehouse" (supermarket) use. It must be noted, however, that several detailed matters relating to the provision of adequate parking, the dedication of a suitable road right-of-way, access, landscaping and other site planning concerns remain to be finalized.

7.0 Recommendation

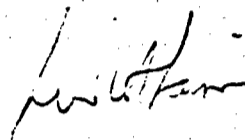
It is recommended that Planning Committee recommend to City Council that:

1. Council endorse in principle, subject to a public meeting, the application to permit the following additional uses on the subject property;
 - a) a retail warehouse for home furnishings and home improvement products;
 - b) retail sales floor space incidental to permitted industrial uses;

- c) professional and business offices related to industry and construction;
 - d) commercial recreation facilities; and
 - e) radio and television transmission facilities;
2. A public meeting be held in accordance with City Council procedures for the above referenced uses.

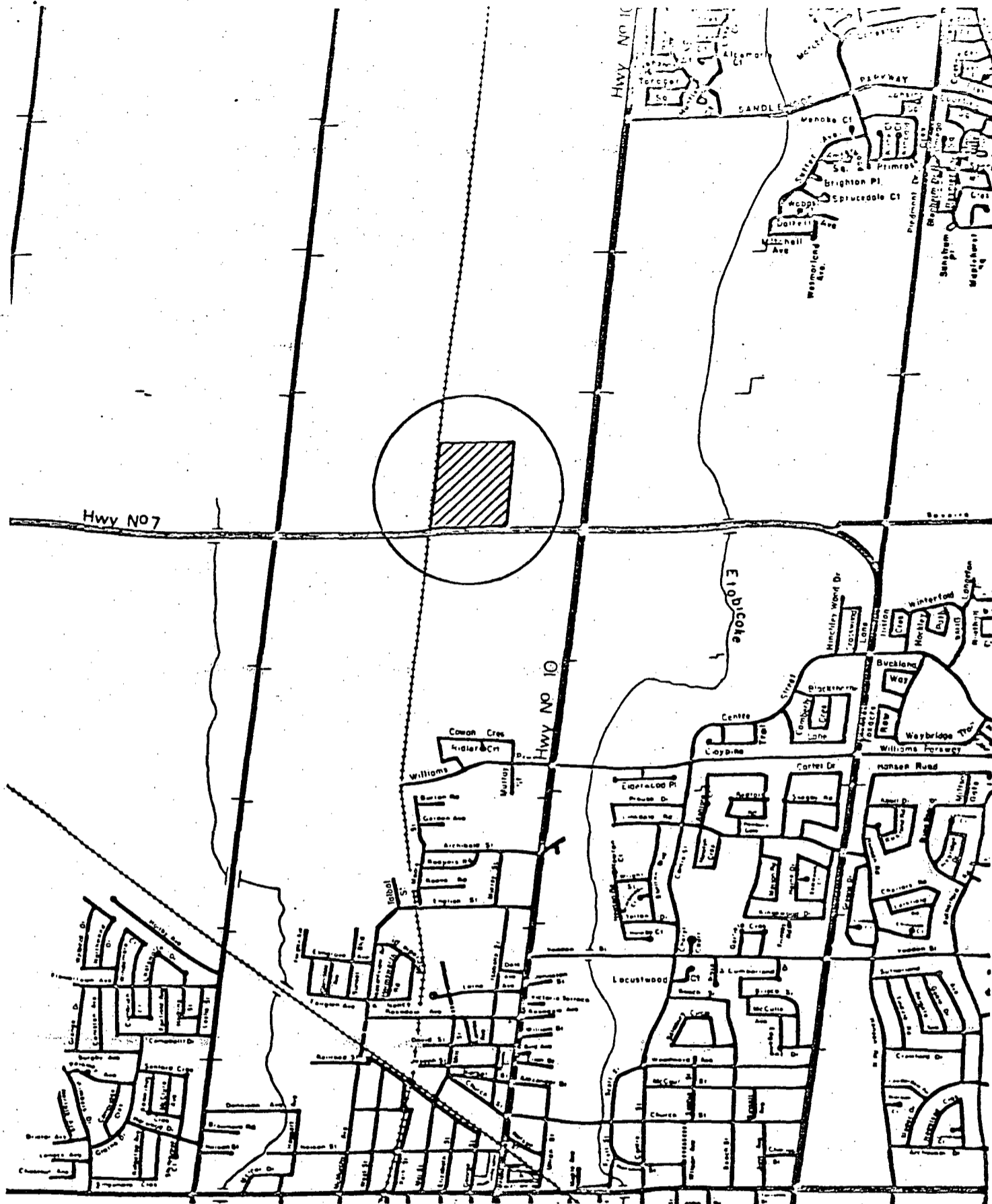


AGREED: F.R. Dalzell
Commissioner, Planning
and Development Department.



L.W.H. Laine
Director, Planning and
Development Services

GB/af
Encls.



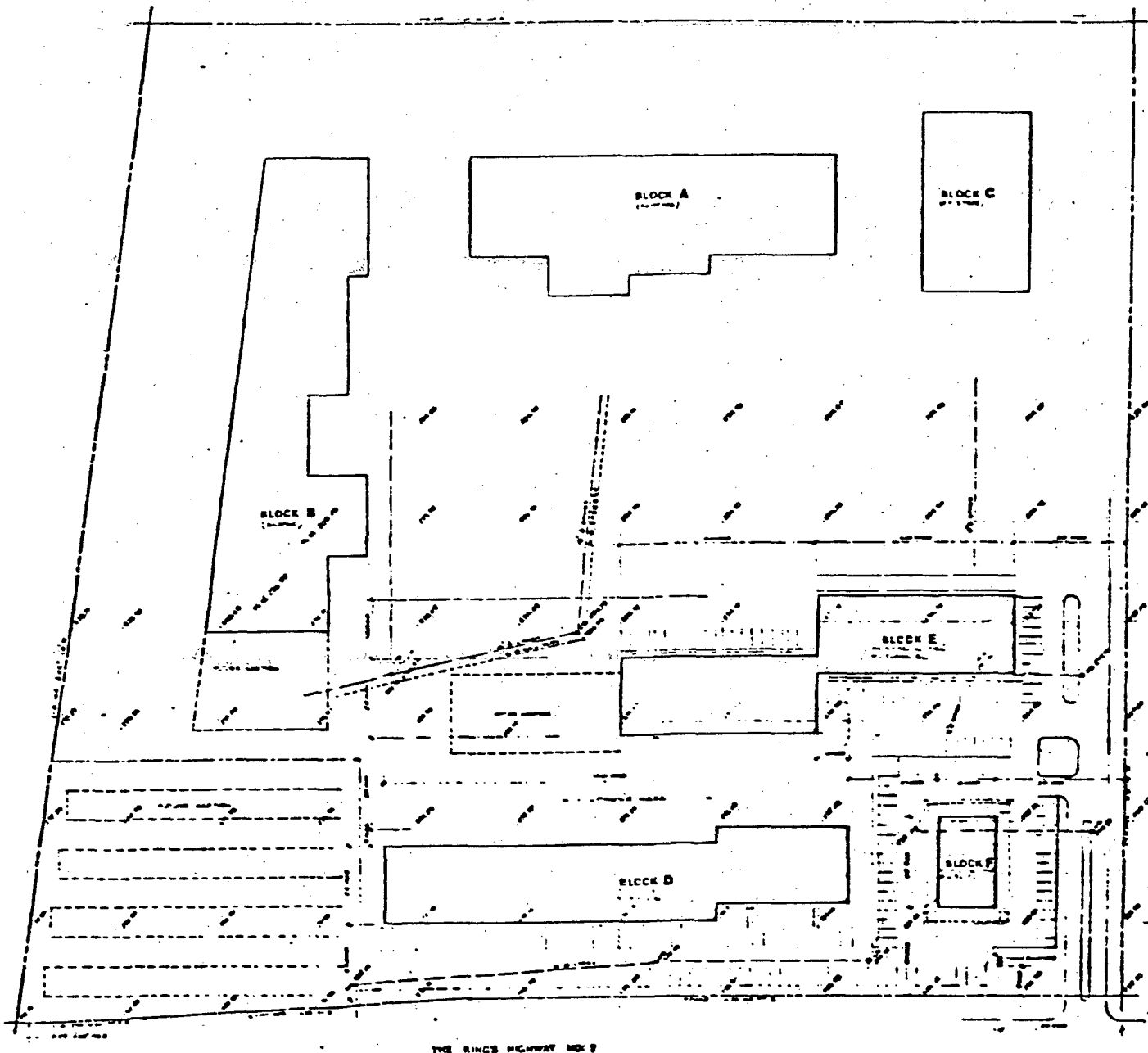
RICE CONSTRUCTION CO. LTD.
 Location Map



1:25000

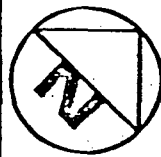
CITY OF BRAMPTON
 Planning and Development

Date: 1979 06 25 Drawn by: C.R.E.
 File no. CIWII-2A Map no. 24-15A



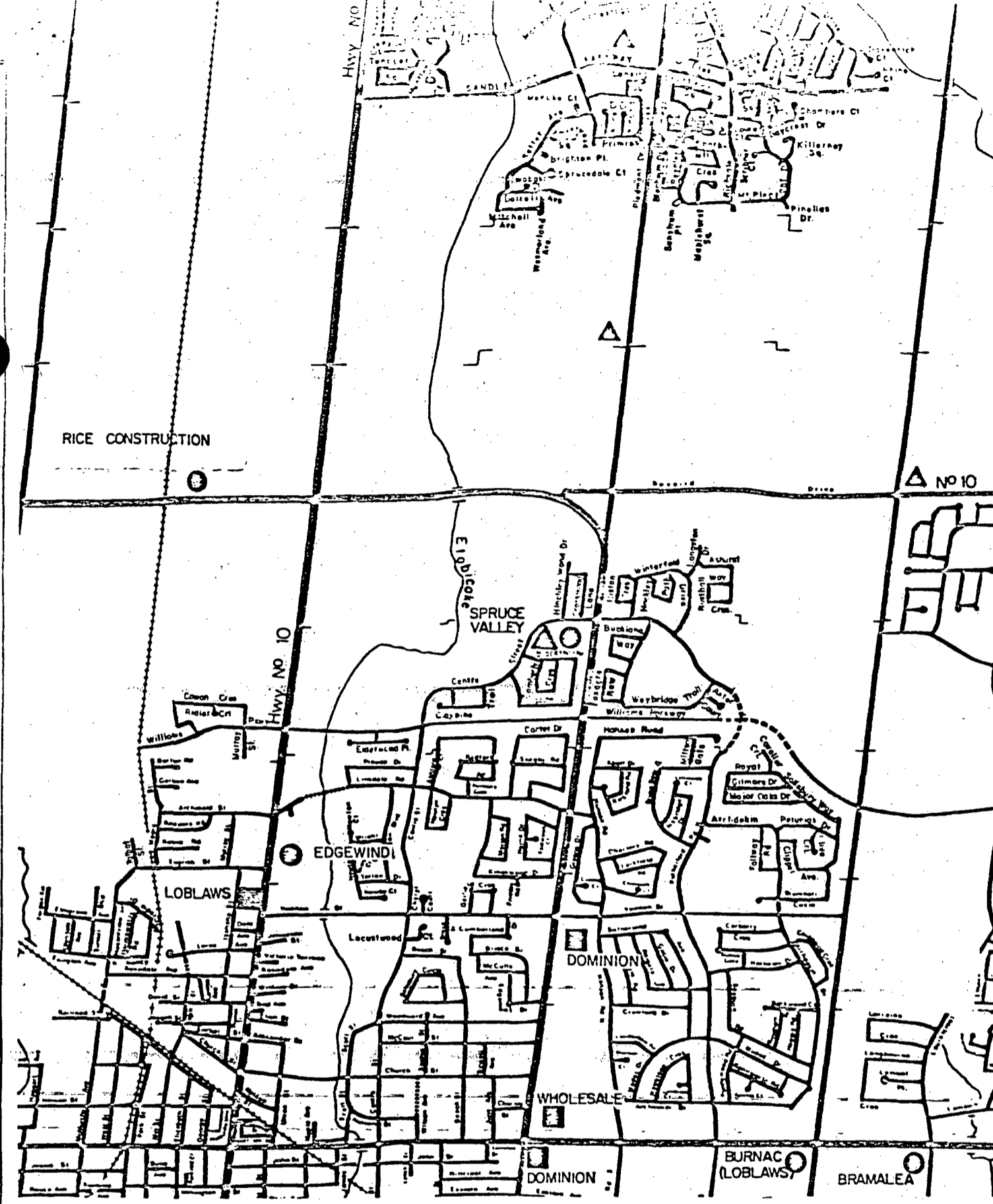
THE RINGS HIGHWAY NO. 9

RICE CONSTRUCTION CO. LTD.
Site Plan






CITY OF BRAMPTON
 Planning and Development

Date: 1979 06 25 Drawn by: C.R.E.
 File no. CIW11-2A Map no. 24-15B



SUPERMARKETS
Location Map

-  Existing
-  Proposed
-  Proposed by Larry Smith study



City of Brampton
Planning Department

A4- Drawn by: C.R.E. Date: 1978 07 28

1:25000

1979 07 26

To: Chairman and Members of Planning Committee

From: Commissioner of Planning and Development

Re: Application to Amend the Official Plan
and Restricted Area By-law
Part Lot 11, Concession 1, W.H.S.
RICE CONSTRUCTION COMPANY LIMITED
Our File: CIW11.2A

Attached are notes of the public meeting held on July 23rd, 1979, for the above noted application for "select industrial/commercial uses", including a retail warehouse.

Opposition to the inclusion of commercial uses in this industrial area was raised by a representative of two of the industrial users of floor space in the existing industrial buildings on the property.

In a planning report dated June 28th, 1979, staff recommended that the following uses, subject to certain conditions, be endorsed for the subject property:

- a) a retail warehouse for home furnishings and home improvement products;
- b) retail sales floor space incidental to permitted industrial uses,
- c) professional and business offices related to industry and construction,
- d) commercial recreation facilities, and
- e) radio and television transmission facilities.

In addition to the above noted uses, Planning Committee at its meeting on July 5th, 1979, indicated support for a retail food warehouse.

- Cont'd. -

It is recommended that Planning Committee advise staff what course of action it desires to follow. If Planning Committee endorses the above noted uses, it is recommended that Planning Committee recommend to City Council that staff be directed to prepare a site plan development agreement and appropriate amendments to the Official Plan and Restricted Area By-law.

Further, it is recommended that the development agreement provide for the approval of a landscape plan and the provision of a public highway facility, including appropriate services and utilities, on the east boundary of the subject property, satisfactory to the City, the Regional Municipality of Peel and the Ministry of Transportation and Communications.



F. R. Dalzell
Commissioner of Planning
and Development

FRD/ec
attached

PUBLIC MEETING

A Special Meeting of Planning Committee was held on MONDAY, JULY 23, 1979, in the Council Chambers, 24 Queen Street East, Brampton, Ontario, commencing at 9:00 p.m. with respect to an application by Rice Construction Company Limited to amend the Official Plan and Restricted Area (Zoning) By-law to permit several uses on the site in addition to those already permitted in the M2 Industrial Zone.

Members Present: Councillor D. Sutter - Chairman
Mayor Archdekin
Councillor E. Mitchell
Councillor T. Miller
Alderman F. Andrews
Alderman N. Porteous
Alderman H. Chadwick
Alderman B. Brown
Alderman K. Coutlee

Planning Staff
Present:

F. R. Dalzell - Commissioner of Planning and
Development
L.W.H. Laine - Director, Planning and Development
Services
Greg Brown - Development Planner
J. Singh - Development Planner
E. Coulson - Secretary

There were approximately 11 members of the public present.

The Chairman enquired if all the notices to the property owners within 400 feet of the site were sent and whether the notification was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

Mr. Brown outlined the proposal and explained the intent of the application. After the close of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

- 2 -

Mr. Jack Martin, Solicitor for Prochem and Spina Steel, voiced their objection to commercial use of the site as they have an agreement with Rice Construction to expand their premises and the proposal may hurt the present industrial uses. Further, he advised that Prochem would move out of Brampton if their expansion rights were denied. He commented that if the commercial development is permitted, commercial users may oppose future industrial expansion. He expressed concern also that these two companies would have to pay an increased pro rata share of the upkeep expenses.

Councillor Miller suggested that the one piece of land should have two zones, one block commercial and one block industrial.

Mrs. Feldman, of Heart Lake Villages, noted that Brampton already has a food warehouse at the corner of Kennedy Road and Highway #7.

Mr. Koler, of Heart Lake Villages, enquired as to why all the stores in Brampton were built in the north end of the City.

Mr. Moore asked that notification of the progress of this proposal be sent to the property owners to the north, as per submitted list.

There were no further questions or comments.

The Chairman asked that any objections be sent to Planning and Development Department, and noted the Planning Committee meeting on August 1st.

The meeting adjourned at 9:28 p.m.

PASSED February 25th, 19 80



BY-LAW

No. 54-80

To adopt Amendment Number 48 to the
Consolidated Official Plan of the City
of Brampton Planning Area.