



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 104-88

To adopt Amendment Number 144  
and Amendment Number 144 A 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, 1983, hereby ENACTS as follows:

1. Amendment Number 144 and Amendment Number 144 A 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 authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 144 and Amendment Number 144 A to the 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 April, 1988.

APPROVED  
AS TO FORM  
LAW DEPT.  
BRAMPTON

*[Signature]*

DATE: *[Signature]*

*[Signature]*

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KENNETH G. WHILLANS - MAYOR

*[Signature]*

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LEONARD J. MIKULICH - CLERK

ORIGINAL

*By law 104 E8*

AMENDMENT NUMBER 144

to the Official Plan of the  
City of Brampton Planning Area

and

AMENDMENT NUMBER 144 A

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

21-0P 0031-144-1

Amendment No. 144  
to the  
Official Plan for the  
City of Brampton  
Planning Area

Amendment No. 144 to the Official Plan for the  
Brampton Planning Area, which has been adopted by  
the Council of the Corporation of the City of  
Brampton, is hereby approved under Sections 17 and  
21 of the Planning Act, 1983, as Amendment No. 144  
to the Official Plan for the City of Brampton  
Planning Area.

Date *June 9, 1988*....



L. J. FINCHAM  
Director  
Plans Administration Branch  
Central and Southwest  
Ministry of Municipal Affairs



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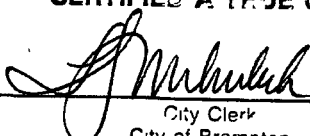
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*GM*

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY

  
City Clerk  
City of Brampton

APR 29 1988 19

AMENDMENT NUMBER 144  
AND  
AMENDMENT NUMBER 144 A  
TO THE OFFICIAL PLAN OF  
THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to recognize the development of a property in accordance with City Council's approval of an application to amend the Official Plan and Zoning By-law. The subject property will be developed as a district commercial facility, office uses and potential church site.

2.0 LOCATION

The lands subject to this amendment are described as Part of Lot 14, Concession 1, W.H.S., in the former geographic Township of Toronto, now in the City of Brampton. The lands are situated on the west side of Hurontario Street, approximately 915 metres (3000 feet) south of Steeles Avenue at the northwest corner of the intersection of Ray Lawson Boulevard and Hurontario Street.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 144 :

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

- (1) by changing, on Schedule 'F' COMMERCIAL thereto, the land use designation of the lands shown outlined on Schedule A to this amendment from NEIGHBOURHOOD COMMERCIAL to DISTRICT COMMERCIAL; and,
- (2) by adding, to the list of amendments pertaining to Secondary Plan Area Number 24 and set out in the first paragraph of section 7.2.7.24, Amendment Number 144 A.

3.2 Amendment Number 144 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers Creek South

Secondary Plan (being Amendment Number 61 to the Consolidated Official Plan, as amended), is hereby further amended:

- (1) by adding, to the legend on Plate 43 (being Schedule A to Amendment Number 61 to the Consolidated Official Plan) thereto, the land use category and corresponding symbol for a DISTRICT COMMERCIAL designation;
- (2) by changing, on Plate 43 (being Schedule A to Amendment Number 61 to the Consolidated Official Plan) thereto, the land use designations on the lands shown outlined on Schedule B to this amendment, from NEIGHBOURHOOD COMMERCIAL and SPECIALTY OFFICE - SERVICE COMMERCIAL to DISTRICT COMMERCIAL and SPECIALTY OFFICE - SERVICE COMMERCIAL;
- (3) by renumbering, sections 6.1 to 6.8 inclusive and all appropriate subsections thereof, to sections 6.2 to 6.9 inclusive and all appropriate subsections, respectively;
- (4) by adding, as section 6.1 thereof, the following:

"6.1 District Commercial: The District Commercial category on Plate 43 of this Chapter is defined as a group of commercial establishments planned and developed as a unit. District Shopping Centres generally range from 9000 to 28000 square metres (96900 to 301400 square feet) of Gross Leasable Area in size and the principal tenants are junior or discount department stores. The site area will be in the range of 4 to 12 hectares (10-30 acres). Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs. Complementary uses such as maintenance and repair facilities that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted. Uses such as community services, open space, recreational facilities, cultural facilities and other institutional uses may also be permitted."

- (5) by deleting, the last sentence of renumbered section 6.2 Neighbourhood Commercial, thereof, which reads as follows:

"Two Neighbourhood Commercial shopping centres are designated in the Fletchers Creek South Secondary Plan area."

- (6) by deleting, renumbered section 6.2.1 thereof, and substituting therefor the following:

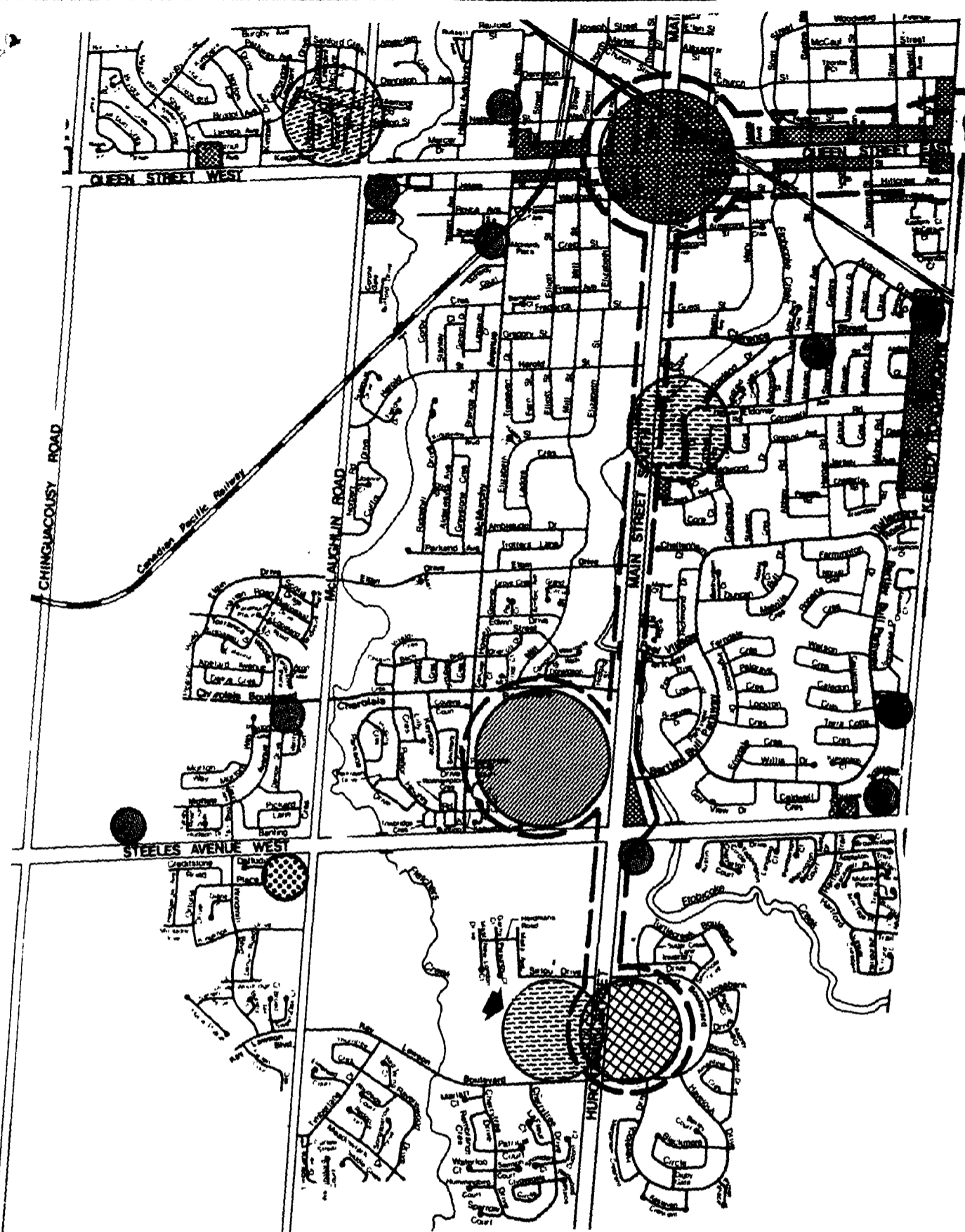
"6.2.1 Shopping Centre Impact Studies: Every application for the development of a District or Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact study must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. Such information will form a basis for the size and time of construction of a District or Neighbourhood Commercial area."

(7) by deleting, renumbered section 6.8.3 thereof, and substituting therefor the following:


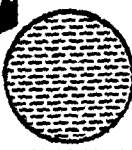

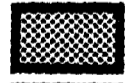


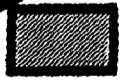

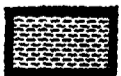


"6.8.3 The Specialty Office-Service Commercial Area designation on the west side of Highway Number 10, between the McMurchy Street Extension and the District Commercial designation shall be developed primarily for office uses. Cultural, entertainment and indoor recreational types of development may also be established. Permitted uses may include offices, a library, theatres, museum, art gallery, church, private club and community service organizations, indoor sports facilities, convention centre and banquet hall, but are not restricted to the above. Only those developments which enhance the objective of a harmonious and prestigious entrance to Brampton through a high standard of architectural design and landscaping will be approved."

(8) by adding, as section 7.5 thereto, the following:

"7.5 The District Commercial centre on the west side of Highway Number 10 may be served by a full movement access intersecting with Highway Number 10."



**COMMERCIAL\***  
**SCHEDULE 'F'**

- |   |                                     |   |                              |
|---|-------------------------------------|---|------------------------------|
|  | CENTRAL COMMERCIAL CORRIDOR         |  | SUBJECT LANDS                |
|  | FOUR CORNERS COMMERCIAL             |  | NEIGHBOURHOOD COMMERCIAL     |
|  | SPECIALTY OFFICE SERVICE COMMERCIAL |  | CONVENIENCE COMMERCIAL       |
|  | REGIONAL COMMERCIAL                 |  | HIGHWAY & SERVICE COMMERCIAL |
|  | DISTRICT COMMERCIAL                 |  | SITE SPECIFIC DESIGNATIONS   |
|   |                                     |  | RURAL COMMERCIAL             |

OFFICIAL PLAN AMENDMENT No. 144

Schedule A 104-88

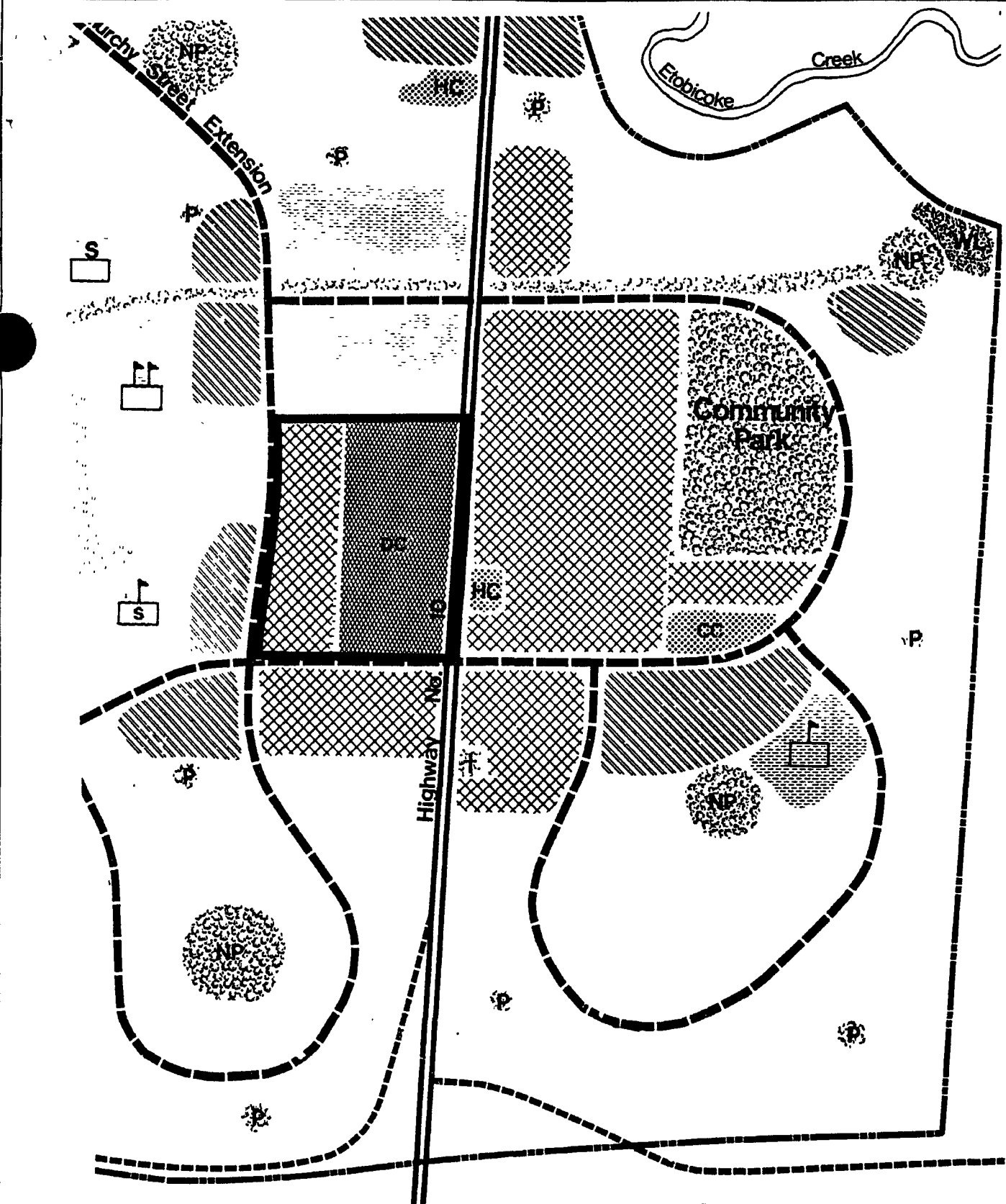


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**CITY OF BRAMPTON**  
 Planning and Development

Date: 88 03 15 Drawn by: K.L.  
 File no. TIW14.4 Map no. 75-20F





# Fletchers Creek South Secondary Plan

PLATE 43 to the City of Brampton Official Plan

SUBJECT PROPERTY

Secondary Plan Boundary

### RESIDENTIAL

- Low and Medium Density
- High Density

### COMMERCIAL

- Highway Commercial (HC)
- Convenience Commercial (CC)
- Neighbourhood Commercial (NC)
- Specialty Office - Service Commercial
- District Commercial

### INSTITUTIONAL

- Institutional
- Secondary School
- Senior Public School
- Public School
- Separate School

### ROADS

- Freeway
- Provincial Highway
- Arterial Road
- Collector Road

### PUBLIC OPEN SPACE

- Public Open Space
- District Park
- Community Park
- Neighbourhood Park (NP)
- Parkette
- Woodlot
- Cemetery
- Hazard Land

OFFICIAL PLAN AMENDMENT  
NUMBER 144 A

Schedule B 104-88



**CITY OF BRAMPTON**  
Planning and Development

Date: 88 03 15 Drawn by: K.L.  
File no. TIWI4.4 Map no. 75-20E

BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 144  
AND  
AMENDMENT NUMBER 144 A

Attached is a copy of a planning report, dated February 10, 1988 and the notes of a Public Meeting held on March 2, 1988 after notification in the local newspapers and the mailing of notices to assessed owners of property within 120 metres of the subject lands.

The following studies and written submissions were also submitted with respect to the subject application. The studies are not attached to this official plan amendment.

STUDIES

Traffic Assessment - F. J. Reinders, November, 1986  
Site Access Requirements - B. A. Consulting Group, December, 1987  
Retail Market Study - Woods Gordon, February, 1987

WRITTEN SUBMISSIONS

Peel Regional Police	March 2, 1988
L. Whitehouse	March 1, 1988
Region of Peel	December 11, 1987
Brampton Library Board	December 9, 1987
Beckman Associates	August 5, 1987
Ministry of Transportation	March 17, 1987

6/88/8

# INTER-OFFICE MEMORANDUM

## Office of the Commissioner of Planning & Development

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February 10, 1988

**TO:** The Chairman of the Development Team

**FROM:** Planning and Development Department

**RE:** Application to Amend the Official Plan  
and Zoning By-law  
Part of Lot 14, Concession 1, W.H.S.  
(former geographic Township of Toronto)  
Ward Number 4  
CITY SOUTH LIMITED  
Our File Number: T1W14.4

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### 1.0 INTRODUCTION

An application to amend the Official Plan and Zoning By-law to permit a commercial and office development has been submitted to the City Clerk and referred to staff for a report and recommendation.

### 2.0 PROPERTY DESCRIPTION AND SURROUNDING LAND USE

The subject property is described as part of the East Half of Lot 14, Concession 1, W.H.S., in the former geographic Township of Toronto. The property is located on the west side of Hurontario Street, approximately 915 metres (3000 feet) south of Steeles Avenue, at the northwest corner of the intersection of Ray Lawson Boulevard and Hurontario Street. The subject property has a frontage of approximately 257.41 metres (844.5 feet) on the north side of Ray Lawson Boulevard and flankages of 327.66 metres (1075 feet) and 314.46 metres (1031.7 feet) on the east side of the future McMurphy Avenue Extension and on the west side of Hurontario Street respectively. The area of the site is approximately 9.604 hectares (23.73 acres).

The subject property is relatively flat, sloping gently down from Hurontario Street to the west. A single family dwelling and associated outbuildings are located in the north-central portion of the property, the remainder previously used for pasture and agricultural crop production. The only trees of any significance on the property are located in the vicinity of the buildings and along the access laneway from Hurontario Street.

The following land uses are in the immediate vicinity of the site:

- to the north is the Peel Regional Police Headquarters located at the southwest corner of Hurontario Street and Sir Lou Drive;
- to the east, on the east side of Hurontario Street, is the Peel County Courthouse and abutting office and commercial development;
- to the south is a vacant parcel, identified for office and hotel development in the Fletchers Creek South Secondary Plan, located at the southwest corner of Hurontario Street and Ray Lawson Boulevard;
- to the west is the remainder of the applicant's holdings which are currently subject to a draft plan of subdivision (our file T1W14.5, Region file 21T-86094B) which proposes high density residential (722 units) and a senior public school site between the Fletchers Creek Valley and the site subject to this application.

### 3.0 OFFICIAL PLAN AND ZONING BY-LAW STATUS

The subject site is designated for Commercial purposes on Schedule A (General Land Use Designations) to the City of Brampton Official Plan. Schedule F (Commercial) to the Official Plan further defines the designation as Neighbourhood Commercial.

The Fletchers Creek South Secondary Plan (Amendment Number 61 to the Consolidated Official Plan, as amended) is also applicable to the subject site. Schedule A to this document designates the subject site as Neighbourhood Commercial and as Specialty Office - Service Commercial. As the subject proposal exceeds official plan guidelines for a neighbourhood commercial facility, amendments to the Official Plan and Secondary Plan are required.

The site is also subject to the provisions of Comprehensive Zoning By-law 139-84, as amended. This document zones the subject property as Agricultural (A) Zone. As the Agricultural Zone would not permit the proposal as submitted, an amendment to the zoning by-law is necessary.

#### 4.0 THE PROPOSAL

Attached is a reduction of a site plan illustrating the proposed development of the subject site. This site plan being the third version of the development concept for the property. Also attached is a reduced copy of a redline revised draft plan of subdivision (our file T1W14.5, Region file 21T-86094B) for the applicant's entire holdings which City Council approved on July 13, 1987 and received draft approval on September 24, 1987. The subject commercial site forms part of the draft approved subdivision plan but is identified as "Lands for Future Development". The applicant has also submitted a retail market analysis and a traffic study in support of the subject proposal.

The subject site is 9.604 hectares (23.73 acres) in size. The retail commercial component of the proposal comprises a 14865 square metre (160,010 square foot) shopping centre with 5615 square metres (60,440 square feet) of accessory office space. Of the gross commercial floor area, approximately 6100 square metres (65,600 square feet) would be devoted to 2 major retail "anchor" tenants, one of which would be situated in a freestanding building at the

northwest corner of Ray Lawson Boulevard and Hurontario Street. With respect to parking, the by-law requirement of 1 space per 19 square metres of gross leasable floor area for shopping centres in excess of 2000 square metres and 1 space per 31 square metres of office space would generate a parking requirement of 965 spaces. The applicant has provided 980 surface parking spaces in association with the retail commercial component of the proposal. Access to the site consists of a full movement signalized access and a "right in/right out" access to Hurontario Street, a 3 lane access to Ray Lawson Boulevard and a two lane and a three lane access points to the future McMurchy Avenue Extension.

In addition to the retail commercial component, the applicant proposes a free standing office component with 31,080 square metres (334,550 square feet) of floor area. This floor area will be distributed amongst 2 ten storey office towers at the northeast corner of Ray Lawson Boulevard and the future McMurchy Street Extension and 2 two storey office buildings in the north west corner of the subject site. With respect to parking, the by-law requirement of 1 space per 31 square metres of gross office floor area will produce a need for 1003 parking spaces. The applicant has provided these parking spaces, 730 of which will be located in an underground parking garage situated beneath the 10 storey office buildings.

#### 5.0 CIRCULATION COMMENTS

The Planning and Development Department circulated three versions of the subject proposal to various authorities. The following comments incorporate the results of all three circulations with an emphasis on the site plan attached to this report:

#### 5.1 The Ministry of Transportation and Communications has advised:

we have no proposals which impact on, or which may be affected by the proposed amendment. The section of Highway 10

(Huronario Street) abutting the subject lands has been transferred to municipal jurisdiction.

5.2 The Region of Peel Public Works Department has advised:

that sanitary sewer service is available on Ray Lawson Boulevard, frontage charges apply. Municipal water service is available on Ray Lawson Boulevard and Highway No.10, frontage charges apply on Highway 10 and Ray Lawson Boulevard. Regional roads are not directly affected.

5.3 The Development and Engineering Services Division has advised:

we are very much concerned with the full movement access to Huronario Street. For the access to function properly, traffic signals will need to be installed in close proximity to the existing signals at County Court Boulevard north and south. The Traffic Section will comment further upon receipt of a traffic study.

The islands in the parking lot should be sufficiently large to accommodate landscaping and tree planting.

The two, 10 storey office buildings should not be constructed without access from Cherrytree Drive (McMurphy Avenue Extension) being available.

The proposed driveway location on Ray Lawson Boulevard will fix the driveway to the vacant parcel on the south side of Ray Lawson Boulevard.

A grading and drainage plan will be required prior to the issuance of a building permit showing existing elevations, proposed elevations and the method of stormwater drainage.

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The developer must fill the ditch along the west side of Highway 10, fill the boulevard behind the curb at a minimum 2 percent grade sloping towards the curb, construct a standard concrete sidewalk at 1.0 metre from the property line, sod the remainder of the boulevard and install the necessary storm sewers as required.

5.4 The Traffic Engineering Services Division has advised:

5.4.1 October, 1987 Comments

We have reviewed the revised site plan and the traffic impact assessments prepared for this application, together with the background data supplied (Barton/Aschman study, M.T.C. count projections, etc.).

As you are aware, the first site plan layout and supporting traffic assessment focused upon the Ray Lawson access as the prime full movement access and identified a need for traffic signals here, as well as upgrading of the geometrics and signals at Highway Number 10 and Ray Lawson Boulevard.

The current revision incorporates, as requested, a direct and convenient access to Cherrytree Drive as well as a more functional throat area for the Ray Lawson access. The revised traffic report concedes that signals will be required at Cherrytree Drive and Ray Lawson (a requirement envisaged at the time of draft plan approval), but downplays the traffic impact at the driveway to Ray Lawson.

Due to strong reservations as to the ability of the Ray Lawson access, together with a future access directly across the road, to function at an acceptable level of service without signalization, and due to an equally strong distaste



for having to place a signal heré, the possibility was discussed, however remote, of opening a full movement driveway onto Highway Number 10 and further thought was to be given to the traffic implications of same. Also, further projections were to be prepared for the Ray Lawson access and expressed in terms of the City's signals warrant standard, and the warrant values previously provided for Ray Lawson and Cherrytree were to be checked for accuracy.

As of our last meeting, on October 7, none of this material has yet been received.

Our assumption since the time of draft plan review has been that we would have signalized intersections at Highway Number 10 and at Cherrytree Drive, with a centrally located access to retail or office uses which would generate traffic volumes of a level which could be integrated into the Ray Lawson Boulevard flow without the need for signalization. It is now, therefore, distressing to realize that conditions may dictate otherwise.

We understand that the subject lands were originally planned to house 100,000 square feet of retail uses as compared with the now proposed 180,000 plus, and the remainder was seen as office, cultural, indoor recreation, etc.

Our preference is obviously to have this site developed in such a manner as to generate traffic volumes of a magnitude and directional flow which would fit our preconceived idea of where traffic control signals should be, where driveways should be located and how they should function.

In order to protect the Ray Lawson driveway against the potential of substantial traffic flow, there would have to be an effort made to subdivide this subject parcel, carefully

considering the types and location of uses, and confine some driveway access to Cherrytree Drive.

If, however, it is the consensus that this current plan should be supported, all things being considered, then the following comments are made relative to road, driveway, and traffic control issues:

1. There should only be one permitted right in/right out access to Hurontario Street (the central location shown on the plan). Engineering plans for required lane widenings, tapers, and island configuration will have to be submitted for approval.
2. This project will directly and significantly contribute to the need for traffic control signals at Ray Lawson Boulevard and Cherrytree Drive. The Developer, therefore, should contribute toward these costs and signals should be functional prior to the opening of the plaza or office buildings.
3. Cherrytree Drive should be open to Sir Lou Drive prior to the opening of this plaza.
4. Cherrytree Drive requires a continuous left turn storage lane along the entire frontage of these lands, and driveway access locations to this site must be co-ordinated with those proposed for the west side of the street.
5. This project will contribute to the need for upgrading the signal control at Hurontario Street and Ray Lawson Boulevard to provide exclusive turning phases. A reasonable portion of this cost should be borne by the Developer.

6. A right turn lane added on Ray Lawson Boulevard at the plaza entrance would be desirable.
7. It should be confirmed that the Ray Lawson access and any future access across on the south side will be directly opposing.
8. The cost of traffic signals at the Ray Lawson access, if required in the future, will be borne by the adjacent developers.

5.4.2 February, 1988 Comments

We have reviewed the expanded and revised traffic impact analysis prepared by B. A. Consulting Group Limited and the revised site plan. The traffic projections made are reasonable and the conclusions made relative to required road and traffic control measures are essentially correct given the assumed levels of proposed development. The key points are as described on page 25 of the B. A. Consulting Group Limited report - items 7(a) through 7 (g).

Our previous memo dated 1987 10 09 emphasized that the proposed density of the development would create ingress/egress difficulties which would likely require an unplanned for and poorly spaced signal on Ray Lawson Boulevard, or perhaps a fully signalized access onto Highway Number 10 (which was unplanned as well).

We would continue to support these previous comments relating to assumed density of development and optimum locations of traffic control signals and driveway accesses, all of which would result in the need to follow through with only recommendations 1-7 as contained within our October, 1987 memo.

5.5 The Parks and Recreation Division of the Community Services Department has advised:

from our perspective we would strongly recommend against this plan as it is inconsistent with the principles enunciated and described in O.P.A. 61 (Secondary Plan).

This proposal is nothing more than a large open retail plaza with office commercial in the background which contradicts secondary plan objectives such as:

- "Office development in a park-like setting".
- "Only ... a harmonious and prestigious entrance to Brampton through a high standard of architectural design will be approved".
- "Lands abutting the highway (#10) shall be developed in such a manner as to create a high quality harmonious and attractive 'Gateway to Brampton'".
- "Special setbacks and a comprehensive landscaping plan will be required".

In view of the fact that the proposal ignores all of the foregoing, the following is recommended:

1. The proposal be returned to the applicant with direction that the secondary plan be adhered to.
2. The majority of the Highway #10 frontage be restricted to office commercial, recreational/convention/cultural facilities.
3. The retail commercial component be of a neighbourhood commercial size (4-8 acres) and preferably oriented to McMurphy Avenue extension.

4. All existing trees (species, size, condition) be located and identified on the site plan.
5. A decorative masonry wall be required along the northerly lot line abutting the Peel Regional Police site.
6. A minimum 10 metre landscaped strip be provided along the Highway #10 frontage.
7. A minimum 6 metre landscaped strip be provided along the west/south and north boundary lines.
8. Underground parking be required in order to maximize the landscaped areas and create a "park-like setting".

5.6 The Transit Division of the Community Services Department has advised:

that a bus bay on the west side of Highway #10 of some 120 feet long is required in the vicinity of Ray Lawson Boulevard along with a transit pad and shelter.

A transit pad and shelter is required on Highway 10 at the north entrance as well as on Ray Lawson Boulevard approximately 60 feet west of the site entrance.

5.7 The Fire Division of the Community Services Department has advised:

a plan showing existing street hydrants and a proposed system of internal private hydrants shall be submitted for approval.

Parking is required adjacent to buildings for firefighting purposes in order to eliminate designated fire routes; therefore, the plan should be revised accordingly.

5.8 The Community Design Section of the Planning and Development Division has advised:

the relationship of offices and retail commercial plaza is not satisfactory. From a civil design viewpoint, it would be better to extend the retail development to the McMurchy Avenue Extension and locate some of the office development onto Highway 10, adjacent to the existing police headquarters. The design concept as submitted will emphasis the retail development and the offices will face the rear of the plaza. Further, the existing arrangement does not provide much of a shared parking concept.

The design of the plaza is such that the rear walls will be exposed to the Police Headquarters, Ray Lawson Boulevard and the office development. Special design treatment shall be required for these rear elevations.

A minimum 9 metre setback shall be provided from Ray Lawson Boulevard for the 10 storey office building. The narrow side of the office buildings should be parallel to Ray Lawson Boulevard and McMurchy Avenue Extension.

A minimum six metre landscaped strip should be provided along the Highway 10 frontage; a minimum 3 metre landscaped strip should be provided along the McMurchy Avenue Extension.

The loading and service areas for the supermarket should face west rather than Ray Lawson Boulevard. It is surprising to see that parcel pick-up facilities have not been provided for the supermarket.

The free standing restaurants do not have loading or waste disposal facilities.

5.9. The Planning Policy and Research Division of the Planning and Development Department has advised:

that after reviewing the supplementary market analysis by Woods Gordon, we are generally satisfied that the proposed centre is viable. However, the consultant should prepare a summary table that allocates the 1996 floor space to existing, approved and proposed centres in order to establish the unserved residual market that will be available to City South.

Woods Gordon has used the term residual to apply to 1987-1996 growth, whereas we normally apply the term "unserved" after existing, approved and proposed centres have been allocated reasonable market shares. The described summary table clearly deals with each competing centre and establishes that no centre will be detrimentally affected by the proposed centre. With this analysis complete, and acceptable residuals available in the various floor space categories, we would be satisfied that the City South Centre is viable and would not be established to the detriment of competing centres.

5.10 The following departments have no comments:

- the Law Department, and
- the Zoning and By-law Enforcement Division.

6.0 DISCUSSION

The applicant has proposed a substantial retail commercial and office development which by virtue of its location and official plan designation, is intended to serve the retail commercial needs of the surrounding community. As noted earlier, a retail market feasibility study and traffic impact study have been submitted in

DI-14

support of the proposal. Due to the number of matters involved with the application, the discussion portion of this planning report will proceed on the following topical basis; official plan policies, market feasibility study, traffic impact study, zoning by-law - proposed uses, institutional uses, site design/concept and conclusion.

6.1 Official Plan Policies

As previously noted, the subject site is designated Commercial on Schedule A (General Land Use Designation) to the Official Plan and further defined conceptually as Neighbourhood Commercial on Schedule F (Commercial) to the Official Plan. The Fletchers Creek South Secondary Plan (Amendment Number 61 to the Consolidated Official Plan, as amended) designates approximately forty-five percent of the southern portion of the site for Neighbourhood Commercial purposes and the northerly fifty-five percent of the site for Specialty Office - Service Commercial purposes. Therefore, the Official Plan and Secondary Plan recognize the subject site for retail commercial and office development. Section 2.2.3.2 of the Official Plan recognizes "the area adjacent to the Region of Peel Court House (east and west of Main Street, south of Steeles Avenue)" as part of the Central Commercial Corridor for Brampton. The Official Plan sets out the following policies in relationship to the Central Commercial Corridor concept:

"2.2.3.3 The Central Commercial Corridor shall be developed and reinforced as the major retail and office commercial area for the City of Brampton.

2.2.3.4 In the development and improvement of private commercial uses and public areas and facilities in the Central Commercial Corridor, consideration shall be given to special landscaping and other site planning requirements to reinforce and improve this



area as a major functional and visual focus for the City."

The subject proposal requires amendments to the Official Plan and Secondary Plan. Table 1 compares the retail commercial component of the subject proposal to the official plan definitions for the neighbourhood and district commercial categories.

Section 2.2.3.19 of the Official Plan describes the neighbourhood commercial centre as a group of commercial establishments planned and developed as a unit which range from 2000 to 9000 square metres (21,500 to 96,900 square feet) of gross leasable floor area. Principal tenants are major supermarkets in excess of 1400 square metres (15,100 square feet) in size. Primary uses include retail stores, service establishments catering to personal or household needs and local offices. Complementary uses such as service stations and car washes are also permitted.

Clearly, the retail commercial component of the City South proposal falls within the confines of a district commercial centre as defined by the Official Plan. Section 2.2.3.17 of the Official Plan recognizes the district commercial facility as ranging from 9000 to 28000 square metres (96,900 to 301,400 square feet) of gross floor area with junior department stores as the principal tenant. Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs. Complementary uses such as automobile service stations, car washes, and maintenance and repair services that are not obnoxious and which do not require outside storage may be permitted. Uses such as community services, open space, recreational and cultural facilities and other institutional uses may also be permitted.

21-16

TABLE 1

Characteristic	Neighbourhood Commercial	District Commercial	City South Proposal
Main Tenants	Supermarket and Drug Store	1-2 Junior Department and Supermarket	Home Improvement/Home Auto and Supermarket
Location	On Arterial or Collector Roads	Intersection of Arterial Roads or Highways	Intersection of Arterial and Collector Road
Gross Leasable Area	2000 - 9000 M <sup>2</sup> (21,500 - 96,900 ft <sup>2</sup> )	9000 - 28000 M <sup>2</sup> (96,900 - 301,400 ft <sup>2</sup> )	14865 M <sup>2</sup> (160,010 ft <sup>2</sup> )
Site Area	1.6 - 3.2 hectares (4-8 acres)	4-12 hectares (10-30 acres)	app. 7.0 hectares(retail only) (17.3 acres)

In addition to designating the southerly forty-five percent of the subject site for Neighbourhood Commercial purposes, the Fletchers Creek South Secondary Plan states the following with respect to the remaining northerly portion of of the subject site:

"6.7.1 Definition

The Specialty Office-Service Commercial designation on Plate 38 includes areas predominantly used for offices related to business services, financial institutions, insurance, real estate, professional and governmental functions, hotels and related facilities. Retail and personal service uses necessary to serve the employees of the Specialty Office-Service Commercial area may be permitted.

6.7.2 Office development shall be concentrated in a park-like setting around the Court House Complex and at the intersections of the Ring Road and Highway Number 10.

6.7.3 The Specialty Office-Service Commercial Area designation on the west side of Highway 10 between the Region of Peel Police Headquarters and the Neighbourhood Commercial plaza shall be reserved primarily for cultural, entertainment and indoor recreational types of development. Permitted uses may include a library, theatres, museum, art gallery, church, private club and community service organizations, restaurants, indoor sports facilities, convention centre, banquet hall and ancillary offices but are not restricted to the above. Only those developments which enhance the objective of a harmonious and prestigious entrance to Brampton through a high standard of architectural design will be approved."

The Secondary Plan also expresses the following standards with respect to development along Hurontario Street:

"7.0 HIGHWAY NUMBER 10 POLICIES

- 7.1 Lands abutting the Highway shall be developed in such a manner as to create a high quality, harmonious and attractive "Gateway to Brampton".
- 7.2 Special setbacks and a comprehensive landscaping plan will be required on private lands to achieve a uniform theme and visual continuity along the full length of Highway Number 10 between the Highway Number 407 exit ramps and Steeles Avenue.
- 7.3 Whenever possible, existing accesses onto the Highway will be replaced by alternate accesses from internal roads in the process of development or redevelopment.
- 7.4 New development areas on either side of Highway Number 10 will be served primarily by a Collector Ring Road system with two intersections at Highway Number 10."

In summary, the Official Plan and Secondary Plan require amendments to change the neighbourhood commercial designation to a district commercial designation which will span the Hurontario Street frontage of the property and to move the specialty office - service commercial designation to the rear portion of the site along the McMurchy Avenue Extension. The Secondary Plan also restricts direct access to Hurontario Street (Highway 10).

6.2 Retail Market Feasibility Study

Both the City of Brampton Official Plan and the Fletchers Creek South Secondary Plan required that a market impact study be provided

in support of the application. Section 2.2.3.24 of the Official Plan states as follows:

"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 applicant has submitted the requisite market study in support of the application as well as further clarification requested by City staff.

The market study concludes that the subject site and surrounding market areas would support a district commercial facility. Total commercial floor area demand for the City's South plaza in 1991 is projected at 19,128 square metres (205,900 square feet); the subject proposal contains 14,865 square metres (160,010 square feet).

Included within the 1991 demand summary is an obvious potential for department store type merchandise (DSTM) groups, a supermarket, a home improvement centre and liquor and beer stores. Based upon industry average sales levels, total market potential between 1987 and 1996 translates to the following floor areas for the specified retail category in the defined market area:

Major Department Store	9570 M <sup>2</sup> (103000 ft <sup>2</sup> )
Promotional Department Store	8400 M <sup>2</sup> (90400 ft <sup>2</sup> )
Other DSTM	25548 M <sup>2</sup> (275000 ft <sup>2</sup> )
Supermarkets	6317 M <sup>2</sup> (68000 ft <sup>2</sup> )

The City South site has not been considered for a major department store as such operations would normally locate in a regional shopping centre. In reference to the promotional department store category, the consultant suggests that 60000 square feet of the 90000 square foot potential could be accommodated at the City South site although this may not necessarily occur. The category for other DSTM has enormous projected potential at 275,000 square feet, of which approximately 28.5 percent (78,500 square feet) is allocated to the City South project by the market study. The supermarket category is the most competitive of all categories with only 68000 square feet of additional floor space as the 1987-1996 opportunity. With 45000 square feet allocated to City South and a further area potential of 20000 square feet, the remaining residual is only 3000 square feet of unserviced supermarket space.

Staff generally support the findings of the market study which indicates that the City South proposal is viable although the analysis is not complete in terms of the effect of the proposal on competing centres. Staff have some concern with respect to the supermarket situation in south Brampton. The applicant's consultant predicts a residual of only 3000 square feet in the supermarket category once a 45,000 square foot facility is established on the City South site and an approximately 20,000 square foot supermarket is established in the College Plaza on the southwest corner of Steeles Avenue and McLaughlin Road. The applicant's projections of market support for 68,000 square feet of supermarket space also accounts for an inappropriate arrangement within the market area. The A & P chain is currently operating two stores at Hurontario Street and Steeles Avenue. The consultant assumes that this situation will be corrected with the closure of one of the stores which would increase (by the floor area of the redundant store) the supermarket potential in the area to approximately 100,000 square feet; thus helping to alleviate a "tight" market situation. The supermarket arrangement justifies the limitation of the size of a supermarket facility at the City South site to 45,000 square feet.

6.3 Traffic Impact Analysis

At the request of the Public Works Division, the applicant has undertaken a traffic assessment of the subject proposal and surrounding roadways. Subsequent to staff review of the initial traffic study, a second traffic study was commissioned and the proposed site plan was revised to reflect the findings of the second study.

Of the traffic generated by the site, 35 percent is estimated to be "passerby" traffic with the remainder being "home (area) based". This means that 35 percent of the traffic generated by the site are people who pass directly by the site regardless; therefore, 65 percent of the net increase in inbound traffic is directly attributable to the City South proposal. The subject site will be a major traffic generator in the area although the fact that it is served by 3 major streets helps to distribute the resulting traffic.

Existing demand in the afternoon peak hour is slightly more for the office component (660 vehicle trips) than for the commercial component (630 vehicle trips). It is estimated that 55 percent of the office traffic will proceed north from the site and 52 percent of the commercial traffic will do likewise. Due to the projected travel patterns, the report concludes that the provision of a site access and internal circulation system to accommodate travel to/from the north while minimizing the use of Ray Lawson Boulevard will significantly improve access to the site and eliminate or reduce unnecessary traffic load on Ray Lawson Boulevard. In order to achieve this, the report suggests that a direct access link be provided at mid-site from the commercial parking lot to the McMurchy Avenue Extension and that the use of the Ray Lawson access by the office component be discouraged. In order to encourage office traffic to use the McMurchy Avenue Extension, the report suggests that the office space should be moved as far north on the site as possible; a recommendation which has not been incorporated into the proposed site plan.

The traffic study proceeds to evaluate the effects of traffic on Ray Lawson Boulevard given two access alternatives on Highway 10; a right in/right out arrangement and a signalized, full movement access. Projected traffic movements from the property designated for office/hotel uses on the south side of Ray Lawson Boulevard are also accounted for. Assumptions on the development of this site include a 250 room hotel and 27870 square metres (300,000 square feet) of office space. The signalized access to Highway 10 is rated more desirable than the right in/right out alternative due to undesirable traffic flows on Ray Lawson Boulevard and at the Ray Lawson Boulevard and Highway 10 intersection.

The traffic study concludes that the proposed development may be accommodated given the implementation of the following recommendations for road and access development on the subject site and in the general area:

1. In order to avoid the need to signalize the City South access on Ray Lawson Boulevard and avoid unnecessary congestion at the Ray Lawson and Highway 10 signalized intersection, a signalized site access on Highway 10 should be provided. This access point should be located mid-way between Sir Lou Drive to the north and Ray Lawson Boulevard.

This additional access is required even without the development of the Kerbel lands on the south side of Ray Lawson.

2. In order to improve the level of access to the shopping centre and the operation of the unsignalized Ray Lawson access road, a direct link between Cherrytree Drive Extension and the shopping centre should be provided. The link should be located approximately mid-way through the shopping centre site.
3. Access to/from the City South Office component, via Ray Lawson Boulevard should be discouraged as much as possible. This will



ensure that the Ray Lawson access primarily serves the shopping centre, and further reduces the likelihood that it will require signalization.

In order to encourage office traffic to utilize Cherrytree Drive Extension and or the signalized access on Highway 10 (via the shopping centre road link to Cherrytree Drive), it would also be advantageous to locate a significant portion of the office space as far north as possible on the site.

4. Right-turn in/out access for the Kerbel site, on the south side of Ray Lawson Boulevard should be provided on Highway 10, in order to avoid unnecessary traffic turning movements through the Ray Lawson/Highway 10 intersection.
5. Phase One City South development will require the provision of a signalized access on Highway 10, but does not require the widening of Highway 10, or the provision of dual northbound left turn lanes at Ray Lawson Boulevard.
6. In order to accommodate ultimate level traffic volumes (both background and site-generated traffic) the intersection of Highway 10 and Ray Lawson should be provided with the following lane pattern:
  - a double northbound to eastbound Ray Lawson left-turn lane.
  - three northbound through lanes on Hurontario, the easternmost lane also accommodating right turns.
  - three southbound through lanes on Hurontario, an exclusive southbound right turn lane, and an exclusive southbound left-turn lane.

- an exclusive eastbound left-turn lane on Ray Lawson, and two through lanes with right-turns being accommodated in the southernmost through lane. Consideration might be given to a dual left-turn lane, depending upon the exact size and nature of the Kerbel development.
- a westbound left-turn lane on County Court Boulevard, and two through lanes, with right-turns being accommodated in the northernmost through lane.

It should be noted that the aforementioned lane patterns are required for the complete development of the Fletchers Creek South area, not Phase One of the City South development.

7. Given the widely fluctuating left turn demands which will occur over the day along Ray Lawson Boulevard, between Cherrytree Drive and Highway 10, it is recommended that a continuous (unchannelized) left-turn lane be provided, excepting of course at Cherrytree Drive and Highway 10, where a short island will be required for signal equipment.

Upon review of the revised traffic study, as the February 1988 comments indicate, the Traffic Division principally agrees with the traffic projections and the road and traffic improvements required to accommodate the proposed development. However, Traffic Division staff support the study from the viewpoint of making the best of an undesirable situation, their opinion is that the development needs to be scaled down in intensity to alleviate an undesirable traffic situation which will create an overall negative impact upon traffic movement within the area.

Although the applicant originally proposed a more intensive commercial development with primary access to Ray Lawson Boulevard, the new proposal basically transfers an undesirable situation from Ray Lawson Boulevard to the major arterial route (Hurontario

Street). All proposals by the applicant have been less than desirable in the view of the Traffic Division with the introduction of unforeseen, and undesirable, signalized intersections where the City never intended such intersections to exist. Therefore, staff evaluate the overall traffic impact of the proposed development as negative and in conflict with Official Plan policy. The Secondary Plan indicates an intent to severely restrict or eliminate direct access to Hurontario Street, let alone add additional signalized intersections at undesirable spacing intervals. Section 4.2.1.1 of the Official Plan states direct access to major arterial roads from abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic. At grade intersections are only desirable with highways or other arterial and collector streets.

6.4 Proposed Zoning/Uses

The District Commercial designation of the Official Plan in which the subject proposal would need to be placed permits the entire range of retail uses including offices, entertainment facilities and household or personal service establishments. Complementary uses such as automobile service stations, car washes and maintenance or repair uses that are not obnoxious and do not require outside storage are also permitted.

The applicant has requested that the full range of typical District Commercial uses be permitted on the subject site. Staff would concur with this viewpoint but with a few exceptions. As with most commercial developments in the City, adult entertainment parlours and amusement devices would be prohibited. Beer and liquor stores would be permitted although due to certain difficulties experienced in the City with such uses, beer and liquor stores should be restricted to a location greater than 60 metres (197.0 feet) from any road allowance or driveway access. With respect to automobile related uses such as car washes or service stations, staff are of

the opinion that such uses are not justified at this particular district commercial site since there are already a variety of such uses within the immediate vicinity. Secondly, such automobile related uses in the subject commercial development would not be in keeping with the "Gateway to Brampton" concept referred to in the Fletchers Creek South Secondary Plan.

#### 6.5 Institutional Uses

The Brampton Library Board is currently studying their operations regarding services to the community and the need for additional facilities. Due to recent growth within south Brampton, the Library Board is seeking a branch facility in the Hurontario Street - Steeles Avenue vicinity. The consultant acting on behalf of the Library Board has expressed his opinion regarding the desirability of the subject site for such a purpose.

In the latest site plan proposal, the applicant has accommodated a branch library by incorporating the use into the plaza structure. The 2 storey library will be located in the northwesterly corner of plaza and presumably be leased from the applicant by the Library Board. This type of arrangement appears to be satisfactory to the Board and their consultant; parking for the library branch would be provided for as a shared arrangement with the commercial plaza.

City staff have been approached by the Inter-Church Regional Planning Association with respect to the possibility of reserving additional church sites in the south sector of Brampton. Staff are of the opinion that the subject site would be a suitable church location. A reserved site of 1.5 acres in size would seem appropriate in the extreme northwesterly corner of the subject site which is currently proposed for a 2 storey office building. The applicant has been requested to provide such a church site but has failed to include it on the latest site plan.

There are currently only two reserved church sites within the Fletchers Creek South Secondary Plan Area, these being the Catholic Church site at Malta Avenue and Sir Lou Drive in the Sanfour subdivision plan and a United Church site at McLaughlin Road and the hydro right-of-way in phase 2 of the Fletchers Green subdivision plan. Section 5.13 of the Fletchers Creek South Secondary Plan states as follows:

"5.13 Church sites of approximately one acre fronting on or easily accessible to Collector roads will be reserved on the lands (Sanfour) presently owned by the Catholic Archdiocese of Toronto and in other large subdivisions as a condition of draft approval. If the sites are not acquired for church purposes within an agreed period of time they will be released for residential development."

In light of interest from both the Library Board and the Regional Church Planning Association in the subject site, it would seem appropriate to reserve these uses on the site for a five year period. The establishment of such uses would comply with the Specialty Office and Service Commercial designation west of Hurontario Street as defined within section 6.7.3 of the Fletchers Creek South Secondary Plan. In dealing with the Specialty Office designation on the subject site, section 6.7.3 states:

"...shall be reserved primarily for cultural entertainment and indoor recreational types of development. Permitted uses may include a library, theatres, museum, art gallery, church..."

#### 6.6 Site Design/Concept

As the Community Design Section comments in Section 5.0 of this report indicate, the design of the proposal reorients the commercial development from a Ray Lawson Boulevard focus to a Hurontario Street focus which would not appear to be the intent of the secondary

plan. Staff have some concerns with the concept and site design of this development.

The policies of the Official Plan and the Fletchers Creek South Secondary Plan indicate that this area of Hurontario Street, which constitutes a portion of the Central Commercial Corridor, should receive landscaping, architectural design and site planning treatment to create the exceptionally high quality entrance intended for Brampton. Since the proposed project resembles a typical suburban plaza, staff have reservations as to whether or not the design of the site will contribute effectively to the prestige concept for Hurontario Street. With the vast parking lot abutting Hurontario Street, the proposal will not have much of a presence on Hurontario Street. City staff would prefer that the office development be relocated to a full exposure on Hurontario Street and that the commercial plaza be re-oriented to the McMurchy Avenue Extension or Ray Lawson Boulevard. The applicant however argues that in order to attract anchor tenants, the commercial component must have exposure to Hurontario Street.

Additional site plan deficiencies include the southerly (Ray Lawson Boulevard) orientation of the loading area for the supermarket and the lack of loading areas for the free standing restaurants. Truck access and parking spaces for the southerly portion of the retail plaza and the 10 storey office buildings are not convenient and should be re-designed. Parking lot design should also accommodate parking adjacent to building faces to eliminate the need for designated fire routes which create parking enforcement problems. The location of the freestanding restaurant at the southerly (Ray Lawson Boulevard) access is questionable as to its effect on traffic movements at the major access point, it would be desirable to delete this feature of the site plan. The 10 storey office structure at the corner of Ray Lawson Boulevard should have a minimum setback of 9 metres from the street and the narrow side of the 2 buildings should be parallel rather than perpendicular to abutting

streetlines. In fact, it may be desirable to situate the 10 storey office building on the north side of the site entrance from McMurchy Avenue Extension. This would be in keeping with the findings of the traffic study and be more compatible with residential development in the area. As discussed in section 6.5 of this report, a 1.5 acre reserved church site should be accommodated on the subject site.

The site should also be subject to stringent landscaping and architectural controls which would include a minimum 6 metre landscape strip along Hurontario Street and Ray Lawson Boulevard, a minimum 3 metre landscaped strip along the future McMurchy Avenue Extension, extensive internal landscaping (i.e. parking lot traffic islands) and landscaping and architectural treatment for all building surfaces including the rear elevations of the main commercial component.

#### 7.0 CONCLUSION

The subject application to amend the Official Plan and Zoning By-law seems appropriate as to the scale of development when considered in light of the supporting retail market study. It is also noted that the site is already designated for neighbourhood commercial and specialty office-service commercial uses. However, staff cannot support this particular application, the main deficiencies being traffic impact and presentation of the development to Hurontario Street.

The applicant has failed to alleviate the concerns of the Public Works Division with respect to traffic. Although the market study implies that the scale and intensity of the proposed development is appropriate, the development also generates a negative traffic result. Public Works are of the opinion the development needs to be scaled down to lessen the traffic impact and that the installation of control signals on Hurontario Street or Ray Lawson Boulevard at inappropriate spacing patterns is an undesirable result of the

intensity of development proposed. The development of an office and hotel complex on the southwest corner of Ray Lawson Boulevard and Hurontario Street will further aggravate the traffic situation.

The Fletchers Creek South Secondary Plan also implies that this section of Hurontario Street is to be developed in such a manner as to create an impressive "Gateway to Brampton". The overriding consideration in the design of the subject proposal has been to get full exposure to Hurontario Street for what could be considered a typical suburban strip mall. The intent of the Secondary Plan is that the neighbourhood commercial component of the development would serve the retail needs of the immediate neighbourhood and that full exposure to Hurontario Street would not be necessary. Although the cultural facilities that the Secondary Plan permits in the specialty office-service commercial designation on the property are questionable as to their marketability, this component (offices) of the development should have the exposure to Hurontario Street rather than the commercial plaza.

The commercial component could be oriented to the McMurchy Avenue Extension, Ray Lawson Boulevard or only partially to Hurontario Street. This type of development design concept would be more in keeping with the Secondary Plan and be much superior in terms of community design and presentation of the site to Hurontario Street.

#### 8.0 RECOMMENDATION

IT IS RECOMMENDED THAT PLANNING COMMITTEE RECOMMEND TO CITY COUNCIL THAT:

the application of City South Limited (file number T1W14.4) to develop a retail plaza and office uses at the northwest corner of Hurontario Street and Ray Lawson Boulevard be refused.



Respectfully submitted,



Carl Brawley, M.C. I.P.  
Policy Planner

AGREED:



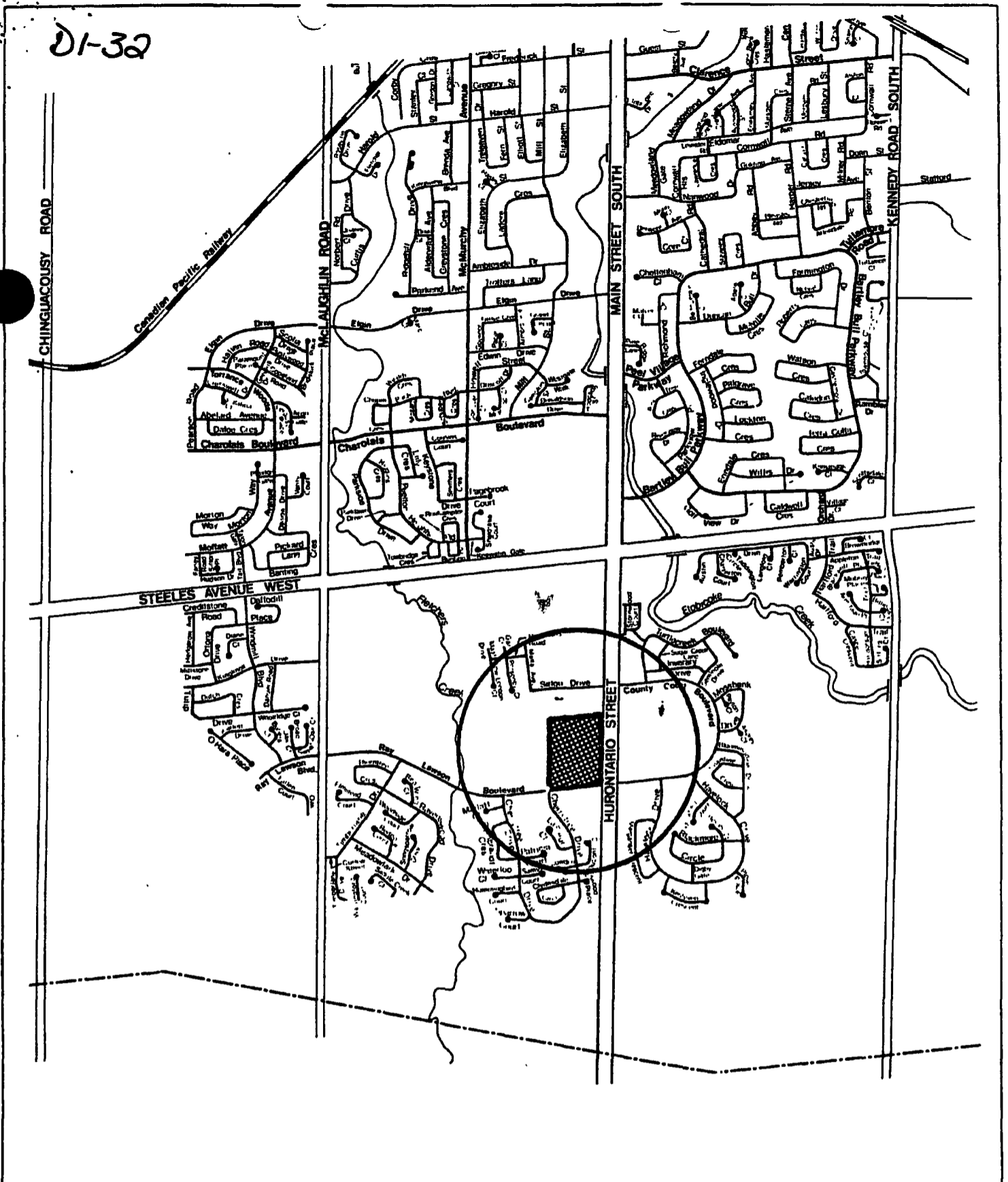
F. R. Dalzell, Commissioner  
of Planning and Development

CB/hg/11



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

D1-32



*CITY SOUTH LIMITED*

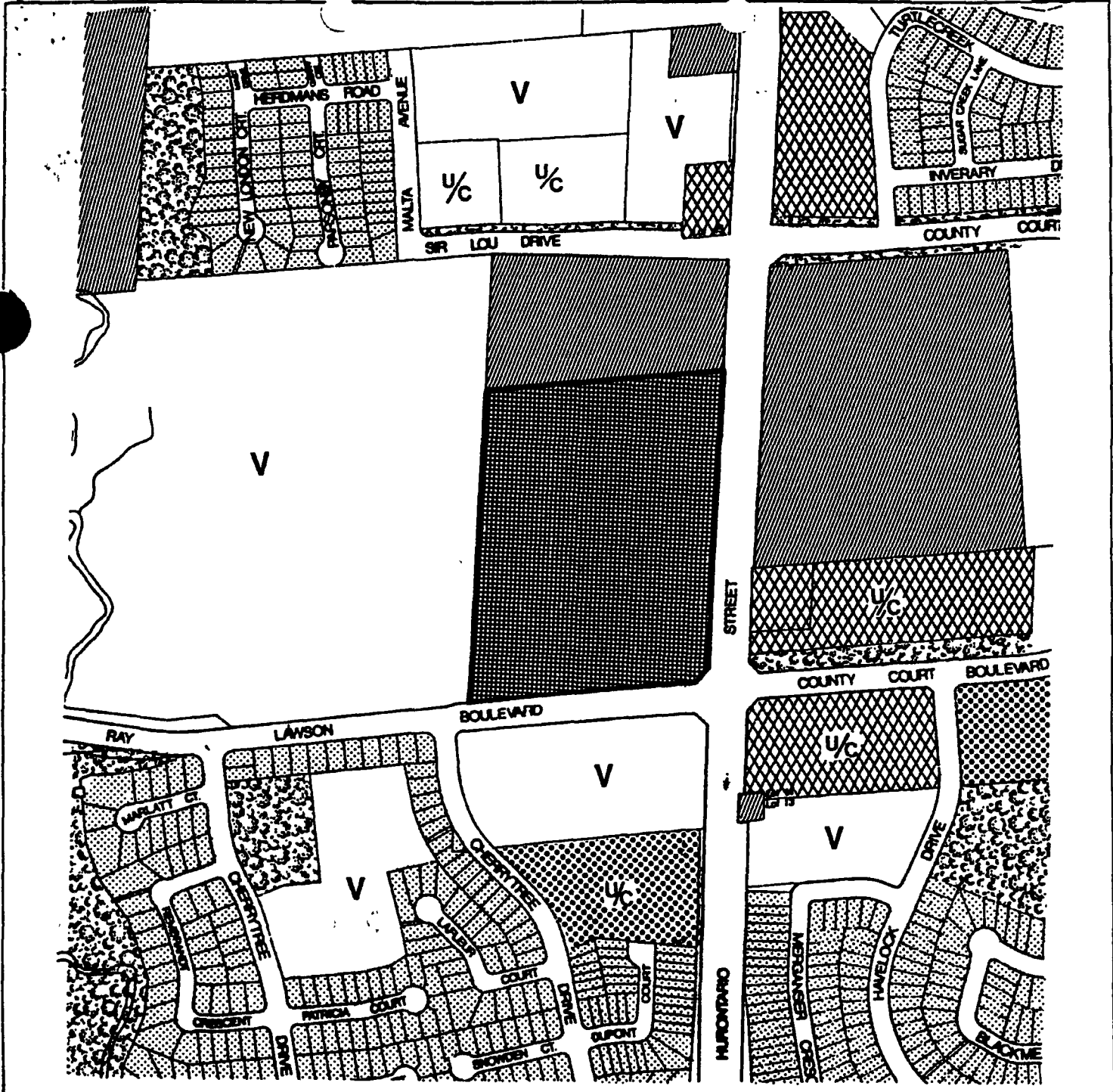
Location Map



1:25000

**CITY OF BRAMPTON**  
Planning and Development

Date: 87 09 11      Drawn by: K.L.  
File no. TIW14.4      Map no. 75-20A



**LEGEND**

-  Subject Property
-  Commercial
-  Single Family Residential
-  Open Space
-  Apartments
-  Vacant
-  Institutional
-  Under Construction

*CITY SOUTH LIMITED*  
 Land Use Map

  
 1:5800

**CITY OF BRAMPTON**  
 Planning and Development  
 Date: 87 09 11      Drawn by: K.L.  
 File no. TIWI4.4      Map no. 75-20B

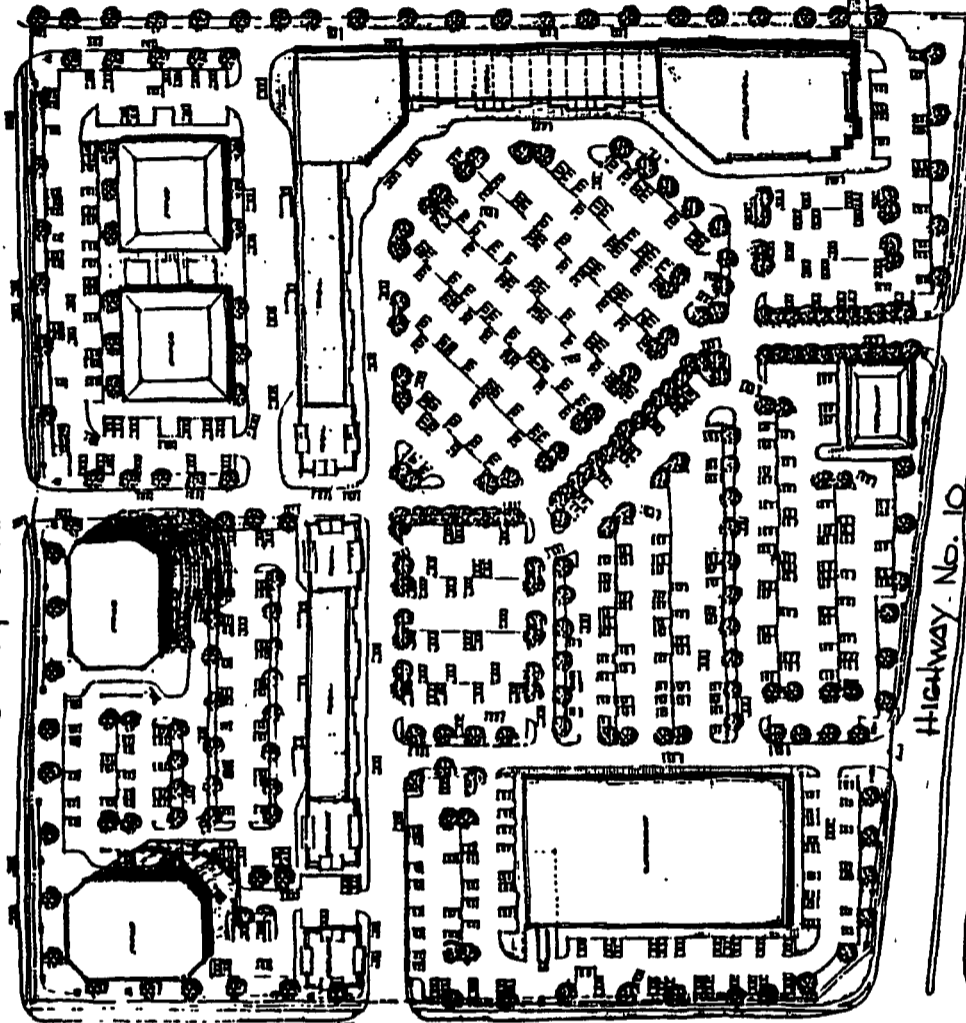
DI-34

SIRLOU DRIVE

CHERRY TREE DRIVE

Highway No. 10

RAY LAWSON BOULEVARD



CITY SOUTH LIMITED

Site Plan



1:2500

CITY OF BRAMPTON

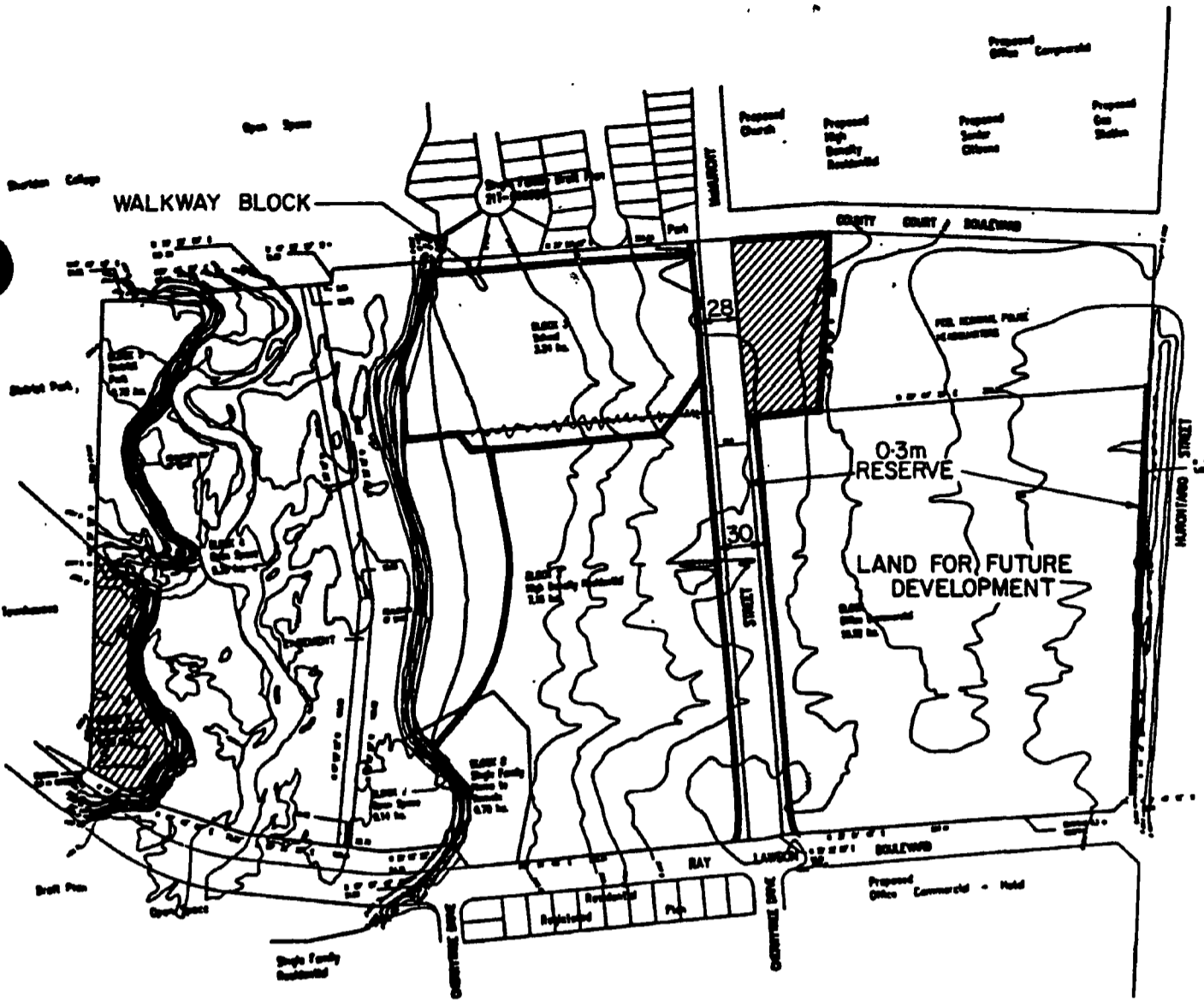
Planning and Development

Date: 1988 01 11

Drawn by: P.S.

File no. TIWI4.4

Map no. 75-20D



 DELETED

**NOTE:**  
 West Limit Of Block 2 & 8 To Reflect Existing Top Of Bank Agreed To By C.V.C.A. & The City Of Brampton.  
 West Limit Of Block 3 To Reflect Realigned Top Of Bank (Fill Proposal) As Agreed To By C.V.C.A. & City.

**CITY SOUTH LIMITED**  
 Red Line Revised  
 Draft Plan Of Submission

  
 1:2622

**CITY OF BRAMPTON**  
 Planning and Development  
 Date: 1987 06 01      Drawn by: C.R.E.  
 File no. TIW14-5      Map no. 75-18 H

DD

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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March 3, 1988

TO: The Chairman and Members of  
Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan  
and Zoning by-law  
Part of Lot 14, Concession 1, W.H.S.  
(former geographic Township of Toronto)  
Ward Number 4  
CITY SOUTH LIMITED  
Our File Number: T1W14.4

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Attached are the notes of the public meeting held on March 2, 1988. No residents appeared at the meeting and staff have not received any phone calls in support of or in opposition to the subject proposal. Two written submissions, attached to the public meeting notes, were recently received by the Planning and Development Department regarding the subject proposal.

Mr. Louis Whitehouse has submitted a letter in which he suggests that no Highway Number 10 access should be afforded to the subject site. Although a right-in/right-out access onto Hurontario Street may be acceptable, the planning report dated February 10, 1988 agrees with Mr. Whitehouse in that a full movement, signalized intersection with Hurontario Street should not be permitted. Staff are also of the opinion the proposal needs to be scaled down and reoriented for a more effective presentation of the site to Hurontario Street.

The Peel Regional Police Force have requested that a patterned evercrete wall with two pedestrian walkways be erected along their lot line common to the City South site, the colour and texture of the wall to be agreed upon by City South and the Police Force. The Police Force is also concerned

with drainage and ask that drainage from their site not be adversely affected by the development of the City South site. With respect to the evercrete wall, staff will include the request in the draft conditions of approval, however, the City standard between institutional and commercial uses is a black-vinyl chain link fence with landscaping treatment. The Public Works Department examines proposed drainage schemes with consideration for any effect on abutting properties.

As directed by Planning Committee at their February 15, 1988 meeting, City staff met with representatives of City South Limited to resolve outstanding site plan issues. Although staff position remains unchanged from the original planning report dated February 10, the meeting resolved most concerns in light of City Council's approval in principle of the project. One outstanding issue is the location of the freestanding restaurant on the west side of the site access to Ray Lawson Boulevard. The applicant has failed to move, or remove this feature of the site plan when there are concerns with its effect on the operation of the Ray Lawson Boulevard access. Draft conditions of approval delete the freestanding restaurant situated at the Ray Lawson access.

RECOMMENDATION

Although staff did not support the subject proposal, City Council did approve it in principle. In light of this development, the following resolution is provided for Planning Committee's consideration should they wish to support the proposal:

- (A) that the notes of the public meeting be received;
- (B) that the application by City South Limited (our file T1W14.4) to permit retail commercial and office uses at the northwest corner of Hurontario Street and Ray Lawson Boulevard be approved, subject to the following conditions:
  - 1. the site specific zoning by-law shall include the following provisions:

- (a) the site shall be used for general retail purposes (Commercial Two (C2) Zone) including restaurants, banks, offices, beer and liquor stores, home improvement centre and supermarket, subject to the following restrictions:
- i) a supermarket shall be restricted to a gross commercial floor area of 3995 square metres (43,000 square feet),
  - ii) beer and liquor stores shall not be located within 60 metres (197 feet) of a road allowance, and driveway access to the subject site,
  - iii) amusement devices and adult entertainment parlours will be prohibited,
  - iv) automobile related uses such as a car wash and service station will be prohibited;
- (b) the maximum gross commercial floor area of all retail related buildings and structures, including a library, shall not exceed 14865 square metres (160,010 square feet);
- (c) the maximum gross commercial floor area of all office related buildings and structures shall not exceed 36,695 square metres (394,500 square feet);
- (d) the building height of the office buildings shall not exceed 10 storeys, the building height of the main commercial building shall not exceed 3 storeys;
- (e) all garbage and refuse containers shall be enclosed within a building, restaurant refuse containers shall be enclosed in a climate controlled facility;



- (f) building areas, parking areas, access driveways and landscaped areas shall be identified on a site plan schedule to the by-law;
- (g) the zoning by-law amendment will permit a library and a church (Institutional Two Zone-I2) on the subject site, the church being situated on an approximately 1.5 acre site in the northwest corner of the subject property.

2. The site and landscape plan shall be amended to include:

- (a) a minimum 6 metre wide landscaped strip along the length of Hurontario Street;
- (b) a minimum 3 metre wide landscaped strip along the future Malta Avenue Extension, Ray Lawson Boulevard and the northerly lot line abutting Peel Region Police Headquarters;
- (c) a 1.8 metre high evercrete wall with 2 pedestrian walkway breaks along the entire length of the lot line abutting the Peel Regional Police property, the colour, texture and pattern of the wall to be approved by the City in consultation with the Peel Regional Police, and
- (d) the freestanding restaurant situated on the west side of the Ray Lawson Boulevard access shall be deleted;

3. Prior to the enactment of the necessary zoning by-law amendment, the applicant shall enter into a development agreement with the City whereby the applicant shall agree:

- (a) that prior to the issuance of a building permit, a site plan, landscape plan, grading and drainage plan, elevation cross section drawings, a fire protection plan and a road works, parking areas and access ramp plan shall be approved

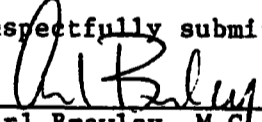
by the City and the appropriate securities shall be deposited with the City to ensure the implementation of these plans;

- (b) that prior to the issuance of a building permit, levies in accordance with the City's Capital Contribution Policy shall be paid;
- (c) that a minimum 5 metre wide landscaped strip shall be provided on the property for the length of the lot line abutting Hurontario Street, excepting access driveways;
- (d) that a minimum 3.0 metre wide landscaping strip shall be provided along the future Malta Avenue Extension, Ray Lawson Boulevard and the northerly lot line abutting the Peel Regional Police property, excepting access driveways;
- (e) that traffic islands situated within the parking lot shall be of sufficient size and landscaped to the satisfaction of the City;
- (f) that landscape and architectural treatment, similar in quality to the front elevations of buildings, shall be provided for the rear elevations of all buildings and structures, to the satisfaction of the City;
- (g) to construct a 1.8 metre high evercrete wall with two pedestrian walkway breaks along the north limit of the property abutting the Peel Regional Police property, the texture and colour of the wall to be approved by the City in consultation with the Peel Regional Police;
- (h) that the regulation and restriction of all signage on the property shall be incorporated into the agreement, to the satisfaction of the City;

- (i) to construct a concrete sidewalk (or provide cash-in-lieu thereof) and storm sewers along the Hurontario Street boulevard where abutting the subject property and to reinstate the boulevard area, complete with trees, to the satisfaction of the City;
- (j) to provide turning movement impediments along Hurontario Street, and any other necessary road improvements in conjunction with this development, to the satisfaction of the City;
- (k) to install, or provide cash-in-lieu thereof, the necessary number of concrete bus stop pads and bus shelters in locations satisfactory to the Commissioner of Community Services;
- (l) all lighting on the site shall be designed and oriented to minimize glare on abutting properties and streets;
- (m) all garbage and refuse containers shall be enclosed within a building;
- (n) that the 1.5 acre church site shall be zoned for institutional (church) uses and the applicant shall agree not to apply to rezone the church site for a minimum period of 5 years from the date of the development agreement;
- (o) to convey to the City, or apply to lift, 0.3 metre reserves as required to restrict, or gain, access to the property;
- (p) that the future Malta Avenue (McMurphy Avenue Extension) shall have a right-of-way width of 30 metres, a continuous left turn storage lane for the length of the site and a corner rounding radius of 10 metres at its intersection with Ray Lawson Boulevard;

- (q) that occupancy permits for the commercial or office components will not be issued until Malta Avenue is completely constructed and open between Ray Lawson Boulevard and Sir Lou Drive;
- (r) to accept the limitation and co-ordination of driveway access points, to the satisfaction of the City, along the future Malta Avenue (McMurphy Avenue Extension), Ray Lawson Boulevard and Hurontario Street where abutting the subject site;
- (s) to deposit securities, to the satisfaction of the City, for the purchase and installation of traffic control signals at the intersection of Ray Lawson Boulevard and the future Malta Avenue (McMurphy Avenue Extension), at the intersection of the site entrance and Hurontario Street, the possible installation of traffic control signals at the intersection of Ray Lawson Boulevard and the plaza entrance, for the upgrading of signal control at Hurontario Street and Ray Lawson Boulevard and all other road improvements considered necessary in conjunction with this development, and
- (t) that all appropriate conditions of draft approval and all appropriate clauses and provisions of any subdivision agreement relating to the subdivision plan (City South Limited, Our File T1W14.5, Region File 21T-86094B) of which the subject site forms a part, shall have effect and apply to the subject commercial site.

Respectfully submitted,



Carl Brawley, M.C.I.P.,  
Policy Planner

AGREED:



F.R. Dalzell, Commissioner of  
Planning and Development



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

CB/hg/5

22-8

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, March 2, 1988, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive , Brampton, Ontario, commencing at 7:36 p.m., with respect to an application by CITY SOUTH LIMITED (File: T1W14.4 - Ward 4) to amend both the Official Plan and the Zoning By-law to permit the construction of a retail commercial plaza and office complex development.

Members Present: Alderman J. Hutton  
Alderman P. Palleschi  
Councillor F. Russell  
Councillor F. Andrews  
Alderman J. Shadrach  
Alderman H. Chadwick  
Alderman S. DiMarco  
Alderman L. Bissell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development  
L.W.H. Laine, Director, Planning and Development Services  
C. Brawley, Policy Planner  
K. Ash, Development Planner  
R. Burnett, Development Planner  
G. Speirs, Development Planner  
E. Coulson, Secretary

The Chairman inquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

There were no interested members of the public in attendance.

A letter was submitted from the Peel Regional Police Force with relation to the impact of the development on the Peel Regional Police Headquarters (see attached).

- cont'd. -

Also, a letter was submitted from Louis Whitehouse, Manager, Courtwood Centre (see attached).

The meeting adjourned at 7:38 p.m.

02-10

WILLIAM J. TEGGART  
Chief of Police



PEEL REGIONAL  
POLICE FORCE

P.O. BOX 7750  
7750 HURONTARIO ST.  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

Telephone: Area Code 416

City of Brampton  
PLANNING DEPT.

Date: MAR 2 1988  
Address: correspondence to  
The Chief of Police  
File Referring to: T. W. H. 4  
Our File No.  
Your File No.  
Attention of

March 2, 1988.

Corpn. of the City of Brampton.  
150 Central Park Drive,  
Brampton, Ontario.  
L6T 2T9

Attn: Mr F. R. Dalzell,  
Planning Commissioner.

re: CITY SOUTH PLAZA.

Sir:

We have considered the proposal for the above captioned plaza and have met with both Mr Carl Brawley of the City of Brampton, and Mr David Rice of City South, in relation to the impact of the development on the Peel Regional Police Force.

We believe the following should be considered by Council when stipulating approval:

- 1) A patterned "Evercrete" wall between the City South Plaza and Peel Regional Police Headquarters, the length of the property line. Said wall to have two pedestrian walkways; one at the East end of the City South complex, and one at the West end of the complex near the proposed library. Wall colour and pattern are to be mutually agreed upon by City South Plaza and the Peel Regional Police Force.

../. .

D2-11

Corpn. of the City of  
Brampton.

---

-2-

March 2, 1988.

- 2) Existing drainage of Peel Regional Police Force property not be adversely affected by the grading of the City South Plaza property.

Should there be any questions in this regard, please feel free to contact me at 453-3311, extension 341.

Yours truly,



Paul F. Fairgrieve,  
Inspector.  
Community Services & Planning.

cc: Chief W. J. Teggart  
Mr J. T. Corney.  
Rice Construction, Attn: David Rice.

ms





*[Handwritten initials]*

City of Brampton P.L.G. DEPT.
MAR - 1 1988 Rec'd.
File No. T1W/4.4

Mr. Leonard J. Mikulich, Clerk  
Planning and Development Department  
The City of Brampton  
150 Central Park Drive  
Brampton, Ontario

March 1st, 1988

DELIVERED

RE: City South Limited, Ward #4  
File # T 1W14.4

Dear Sirs:

The Fletcher Creek South O.P. has been prepared with great care and thoughtfulness and allows no entrances from Hurontario Street. We ask you to stick to this principle.

We are heavily dependent on Hurontario Street to carry the north-south traffic in this community. This is more so until the City is ready to build McMurchy Street southward to Ray-Lawson Blvd.

We repeat: **please allow no entrance to this project from Hurontario Street.**

All entrances should be from the south or west only. Further, we would like to see a full lane on Hurontario Street devoted to right turns only between the two traffic lights south of Steeles Avenue.

Respectfully yours,

*Louis Whitehouse*

Louis Whitehouse, Manager

*[Handwritten initials]*

copy: Mr. Fred R. Dalzell  
Commissioner

WILLIAM J. TEGGART  
Chief of Police



PEEL REGIONAL  
POLICE FORCE

P.O. BOX 7750  
7750 HURONTARIO ST.  
BRAMPTON, ONTARIO  
CANADA  
L6V 3W6

Telephone: Area Code 416

City of Brampton  
PLANNING DEPT.

Date: MAR 2 1988 Rec'd  
Address: The Chief of Police  
File Addressing to: T W H  
Our File No.  
Your File No.  
Attention of .....

March 2, 1988.

Corpn. of the City of Brampton.  
150 Central Park Drive,  
Brampton, Ontario.  
L6T 2T9

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Planning Commissioner.

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.../...

March 2, 1988.

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Yours truly,



Paul F. Fairgrieve,  
Inspector.  
Community Services & Planning.

cc: Chief W. J. Teggart  
Mr J. T. Corney.  
Rice Construction, Attn: David Rice.

ms



*afp*

City of Brampton  
3 DEPT.  
MAR - 1 1988 Rec'd.  
File No. *T1W14.4*

Mr. Leonard J. Mikulich, Clerk  
Planning and Development Department  
The City of Brampton  
150 Central Park Drive  
Brampton, Ontario

March 1st, 1988

DELIVERED

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File # T 1W14.4

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Respectfully yours,

*Louis Whitehouse*

Louis Whitehouse, Manager

*UB*

copy: Mr. Fred R. Dalzell  
Commissioner

# The Regional Municipality of Peel

Planning Department

December 11, 1987

City of Brampton  
Planning and Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. Carl Brawley

Re: Application to Amend the Official Plan  
and Zoning By-law - City South Limited  
- Revised Concept  
Your File: TIW14.4  
Our File: R42 1W51B

City of Brampton PLANNING DEPT.	
Date	DEC 14 1987 Rec'd
File No.	TIW14.4

Dear Sir:

In reply to your letter of December 4, 1987 concerning the above noted application, please be advised that our Public Works Department has examined the revised proposal and indicates that their previous comments still apply. (Sanitary sewer service is available on Ray Lawson Boulevard, frontage charges apply. Municipal water service is available on Ray Lawson Boulevard and Highway 10; frontage charges apply on Highway 10 and Ray Lawson Boulevard. Regional roads are not directly affected.)

We will forward you our Transportation Policy Division's comments as soon as we receive them.

We trust that this information is of assistance.

Yours truly,



D. R. Billett  
Director of  
Development Control



IAP:nb



65 QUEEN STREET E. • BRAMPTON • ONTARIO  
453-2444 L6W 3L6

City of Brampton  
PLANNING DEPT.  
Date DEC 23 1987 Rec'd.  
File No. 11W14.4

*[Handwritten signature]*  
CB

December 9, 1987

Mr. Fred Dalzell  
Commissioner of Planning and Development  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Dalzell:

The Brampton Public Library Board has agreed to enter into discussions with David Rice of City South Limited with a view to leasing space in the City South Plaza.

The proposed location is the northwest corner of the New Site Plan, dated November 23, 1987, for City South.

The Library Board wishes to express its appreciation to you for all of your efforts in this regard and for your continued interest in the development of the Fletchers Creek Library.

Yours truly,

*[Handwritten signature of Maurice G. Hudson]*

Maurice G. Hudson  
Chairman  
The Brampton Public Library Board

GCB:meg

GROVER C. BURGIS  
Director & Secretary-Treasurer

BRAMPTON  
PUBLIC LIBRARY  
AND ART GALLERY

# Beckman Associates

LIBRARY CONSULTANTS INC.

168 John St. W.  
Waterloo, Ont. N2L 1C5

City of Brampton  
PLANNING DEPT.  
Date AUG 12 1987 Rec'd.  
File No. T12/14.4

August 5, 1987

Mr. Fred Dalzell  
Commissioner of Planning and Development  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Dalzell:

Re: Brampton Public Library and Art Gallery Site Selection

I am in receipt of Drawing No. A-1, dated 17 October, 1985, prepared by Baker, Salmona Associates Ltd., showing a possible site for a new library branch building in the Fletcher's Creek area.

I would like to make the following comments on this site:

1. Size.

The size of the site is more than adequate. With parking on the site we would recommend 45,000 sq. ft.

2. Site potential.

Proximity to the planned shopping plaza, office buildings, and the nearby residential area is excellent.

3. Access.

a) Bus. The drawings supplied do not indicate public transit facilities. No comment is therefore possible at this time. It should be noted that one of the important access criteria for a library site is location on a transit route, preferably at or near the switchover of two or more routes.

b) Car. It would appear that the site is well placed for vehicular access. This is also an important criterion since the majority of patrons will drive to the Library by car. However, up to 65 per cent of the library visits could be in association with shopping or business. (See also (e))

Margaret Beckman  
168 John Street W.  
Waterloo, Ontario N2L 1C5  
Home: 519-742-7064

Stephen Langmead  
260 Richmond St. W., Suite 2  
Toronto, Ontario M5W 1W5  
Bus: 416-599-9490

John Black  
7 Maplewood Drive  
Guelph, Ontario N1G 1L9  
Bus: 519-821-2565  
Home: 519-822-1774

c) The handicapped. The site appears to be level so that handicapped access should not present difficulties. Level access into the library is highly desirable.

d) Services. Easy delivery access and service entry to the site for trucks and vans appears adequate.

e) Pedestrian. It is anticipated that the majority of pedestrian patrons accessing the Library will come from the shopping plaza, with a much smaller number coming from the neighbouring residential area. The design as shown indicates no clear pedestrian connections between the plaza and the office/library sites to the west. Such connections are essential. Thus the location of the Library on the site, as shown, is unacceptable. As well, the drawing also shows the Library location adjacent to the plaza service lane. With the large number of children coming to the Library, this is also unacceptable.

Before making any further decisions concerning this site would it be possible to:

- a) investigate alternative sites with you;
- b) discuss the possibility of improving the actual location of the proposed Library on the site; that is, the relationship of the Library to the shopping plaza and service lane.

I will be unavailable from August 1-14, but would be pleased to discuss this with you after that date, at your convenience.

Yours sincerely,

*L. S. Langmead*  
for W.P.  
L.S. Langmead

c.c. Grover C. Burgis  
Margaret Beckman





Ontario

Ministry of  
Transportation and  
Communications

City of Brampton PLANNING DEPT.	
Date	MAR 23 1987 Rec'd.
File No.	T-1-W-14.4
Corridor Control Section Room 326, Central Building 1201 Wilson Avenue Downsview, Ontario M3M 1Y8	

March 17 1987

Telephone No. 235-3830

File No. T-1-W-14.4

Planning Department,  
City of Brampton,  
150 Central Park Drive,  
Brampton, Ontario,  
L6T 2T9

*JAM*  
*→ Loh*

Dear Sir/Ya'adan:

Re : Proposed OFFICIAL PLAN

Lot 14 Concession 1 WES  
Municipality of BRAMPTON, CITY

CITY SOUTH LTD.

We have no proposals which impact on, or which may be affected by the above proposed amendment.

Yours truly,

*K. Ainsworth*

K. Ainsworth

For: A. Zembal  
Section Head

cc:

*Cal Jones CB*  
*87.03.24*