



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 121-85

To adopt Amendment Number 57
and Amendment Number 57 A to
the Official Plan of the City of
Brampton Planning Area

The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 57, and Amendment Number 57 A, to the Official Plan of the City of Brampton Planning Area are 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 and Housing for approval of Amendment Number 57 and Amendment Number 57 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 6th day of May, 1985.

KENNETH G. WHILLANS MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

B.L. Au 121-85

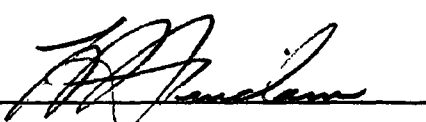
AMENDMENT NUMBER 57
AND
AMENDMENT NUMBER 57 A TO
THE OFFICIAL PLAN
OF
THE CITY OF BRAMPTON
PLANNING AREA

21-0P 0031-57

Amendment No. 57
to the
Official Plan for the
City of Brampton Planning Area and
Amendment No. 57A to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 57 to the Consolidated Official Plan and Amendment No. 57A to the Official Plan for the Brampton Planning Area.

Date .. *June 3, 1985*


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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 121-85

To adopt Amendment Number 57
and Amendment Number 57 A to
the Official Plan of the City of
Brampton Planning Area

The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 57, and Amendment Number 57 A, to the Official Plan of the City of Brampton Planning Area are 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 and Housing for approval of Amendment Number 57 and Amendment Number 57 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 6th day of May, 1985.

KENNETH G. WHILLANS

MAYOR.

LEONARD J. MIKULICH

CLERK

Amendment Number 57
and
Amendment Number 57 A to the
Official Plan of the City of Brampton
Planning Area

1. Purpose

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule A to this amendment from RESIDENTIAL MEDIUM DENSITY to HIGHWAY AND SERVICE COMMERCIAL, and to provide supplemental development principles for the development of the subject lands.

2. Location

The lands subject to this amendment are located on the west side of Main Street North, south of Williams Parkway, being part of Lot 8, Concession 1, W.H.S., in the former Town of Brampton.

3. Amendment and Policies Relative Thereto

3.1 Amendment Number

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

- (1) by deleting the first paragraph of section 7.2.7.6, and substituting therefor the following:

"Subsection B2.3 of Chapter B1 of Section B of Part C and Chapter C35 of Section C of Part C and Plate Number 2 and 6, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 6, as amended by Amendments Number 42, 63, 66, 88 and 57 A are combined, shall constitute the Brampton West Secondary Plan."

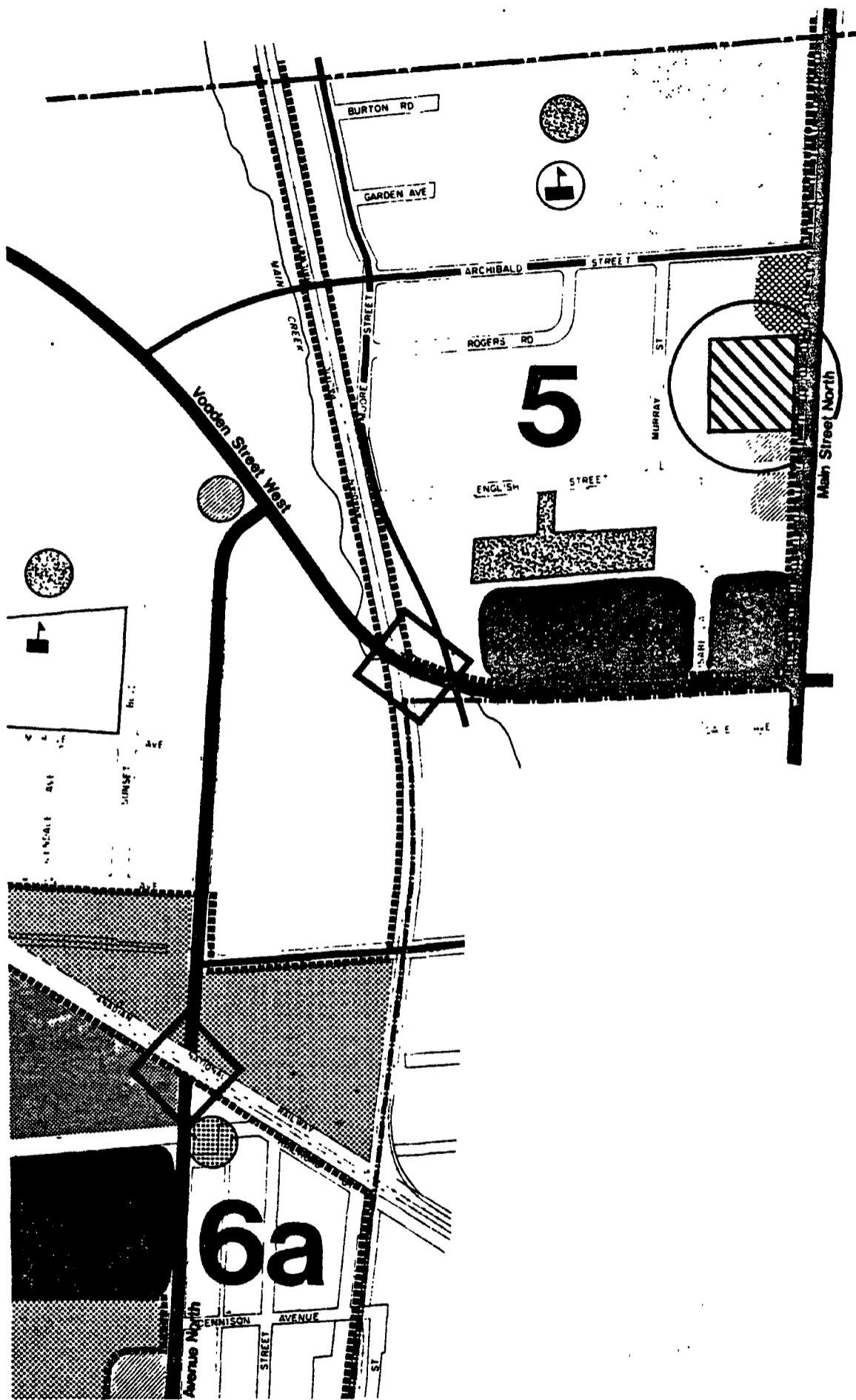
3.2 Amendment Number 57 A

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

- (1) by changing on Plate Number 6, the land use designation of the land shown outlined on Schedule A to this amendment from RESIDENTIAL MEDIUM DENSITY to HIGHWAY AND SERVICE COMMERCIAL,

- (2) by adding to Part C, Section B, Chapter B1, sub-section B2.3, the following clause:

"4.4 The Highway and Service Commercial designation for the lands located on the west side of Main Street North between English Street and Archibald Street shall be developed in such a fashion that the northerly portion shall be used for a car dealer operation and the southerly portion shall be used for service commercial purposes and an inn. Adequate screen fencing and landscaping shall be provided along the site limits abutting residential properties."



 Area of Amendment —
 Highway & Service Commercial

OFFICIAL PLAN AMENDMENT No. 57
 OFFICIAL PLAN AMENDMENT No. 57 A
 Schedule A



1:7000

CITY OF BRAMPTON
 Planning and Development

Date: 84 10 18 Drawn by: RB
 File no. CIW8.4 Map no. 42-9H

BACKGROUND TO
AMENDMENT NUMBER 57
AND
AMENDMENT NUMBER 57 A

Attached are one copy of reports dated 1984 10 11 and 1984 11 30 including the notes of a special meeting of Planning Committee held on November 21, 1984, after publication of notices in the local newspapers and mailing notices to assessed owners of property within 120 metres of the subject site.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 11, 1984

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Applications to Amend the Official Plan
and Zoning By-law
Part of Lot 8, Concession 1, W.H.S.
Ward Number 5
Vroom Developments (Central) Limited
Our File Number ClW8.4

1.0 Background

Two applications have been submitted to amend the Official Plan and Zoning By-law to permit the development of the subject site for commercial purposes.

2.0 Site Description

The subject site, 1.53 hectares (3.77 acres) in area is located on the west side of Main Street North between English Street and Archibald Street. The site has a frontage of 125.9 metres (413.16 feet) along Main Street.

The site is bounded to the west and south by residential properties. To the north, the site abuts a U-Haul Company Limited operation. To the east across Main Street North, is a commercial plaza development.

There are deciduous trees at the north-east corner of the site. The site is generally flat with a steep bank about 3.2 to 4.6 metres (10 to 15 feet) in height along the rear of the property. The major portion of the top of the bank is actually located on the residential properties west of the subject site.

3.0 Official Plan and Zoning Status

The site is presently designated for Residential Medium Density use by the Official Plan and is zoned Residential R3A - SECTION 93 by By-law 200-82 which permits the site to be developed for 60 townhouse dwelling units.

4.0 Proposal

The applicant proposes to divide the site into two parcels.

The southerly parcel will have an area of about 10180 square metres (109,580 square feet) and a frontage of about 84 metres (275.6 feet) along Main Street North. It is proposed to be developed in two phases with commercial uses comprising of offices with 3200 square metres (34,445 square feet) of gross floor area and a 30 unit inn. All buildings will be two storeys in height. There will be 123 parking spaces provided. The access to the parcel will be a 10.36 metres (34 feet) wide driveway aligned with the access driveway of the commercial plaza to the east.

The northerly parcel will have an area about 5218.2 square metres (56,170 square feet) and a frontage of about 42 metres (137.8 feet) along Main Street North. The proposed use of this northerly parcel is a motor vehicle sales operation with a building having a gross floor area of 771.1 square metres (98,300 square feet) and provided with 71 parking spaces. The access will be at the north-east corner of the site, about 55 metres (180.4 feet) north of the proposed access to the southerly parcel.

5.0 Comments

The Fire Chief has advised that accesses are acceptable. A fire hydrant should be installed in the area of the access to the southerly complex.

The Public Works Division has indicated that the centre line to the proposed southerly driveway must be offset 1.5 metres to the south of the centre line of the driveway on the east side of Main Street

North. The drawing should show the exact location of the driveway east of Main Street North and detailed grading information should be provided.

The Regional Public Works Department has advised that sanitary sewer and water services are available on Main Street and Archibald Street.

6.0 Discussion

Presently, the permitted use on the site is a 56 unit townhouse project. In March, 1980, a survey conducted on behalf of the applicant, concluded that of the three classes of uses examined - medium density residential, light industrial and commercial it was concluded that commercial development was somewhat more favourable.

The commercial uses presented to the residents included family restaurant and automotive service or related use. The resident support of a family restaurant and automotive was less pronounced, with noise pollution and traffic being topics of concern.

From the perspective of the supply of commercially designated and zoned land, there appears to be sufficient area and floor space available or potentially available in the locality. The proposed commercial use of the southerly site places an emphasis upon office rather than retail use and subject to appropriate zoning controls and sympathetic design, the development would have minimum adverse impact upon the abutting residences. The proposed motor vehicle dealership could be more difficult to integrate into the locality because of usual factory like design of buildings, extravagant and exuberant advertising and sign displays and exterior storage of motor vehicles. Whilst the U-Haul operation is not too dissimilar to a car dealership, the proposed dealership does provide a transitional use between the U-Haul Company Limited lands and the proposed office/inn development.

No outside garbage storage facility permitted. All waste disposal facilities should be located within main buildings.

The uneven elevation of the south and west property limits creates a difficulty in achieving a uniform visual screen barrier using a masonry wall approach. The applicant's suggestion of a chain link fence and vegetation can likely accomplish the necessary security and screening solution. In this respect a minimum 3 metres wide landscaped area should be provided abutting all residential properties.

A 3 metres (10 foot) road widening and a 0.3 metre (1 foot) reserve should be conveyed to the City. The off-street parking provision should meet the City latest standard.

7.0


Recommendation


It is recommended that:

- A. a public meeting be held, and
- B. subject to the result of the public meeting, the proposed applications be approved subject to the following conditions:
 - (1) the owner shall provide a 3 metres wide landscaped open space abutting all residential properties;
 - (2) the owner shall provide a visual screen and fence along all residential property boundaries;
 - (3) the owner shall convey to the City a 3 metres road widening along site frontage and a 0.3 metre reserve;
 - (4) all waste disposal facilities shall be located within the main buildings;

- (5) the southerly access shall be off-set, 1.5 metres to the south of the centre line of the driveway on the east side of Main Street North, and
- (6) detailed plans including curbs, curb radius, grading and drainage, landscaping, fencing, architectural, etc. shall be subject to site plan approval process.

AGREED:


F. R. Dalzell
Commissioner of Planning
and Development


L. W. H. Laine
Director of Planning and
Development Services Div.

Attachments - 2

BL/thk/3

D4-6



VROOM DEVELOPMENTS
(CENTRAL) LIMITED

Location Map



1:25000

CITY OF BRAMPTON
Planning and Development

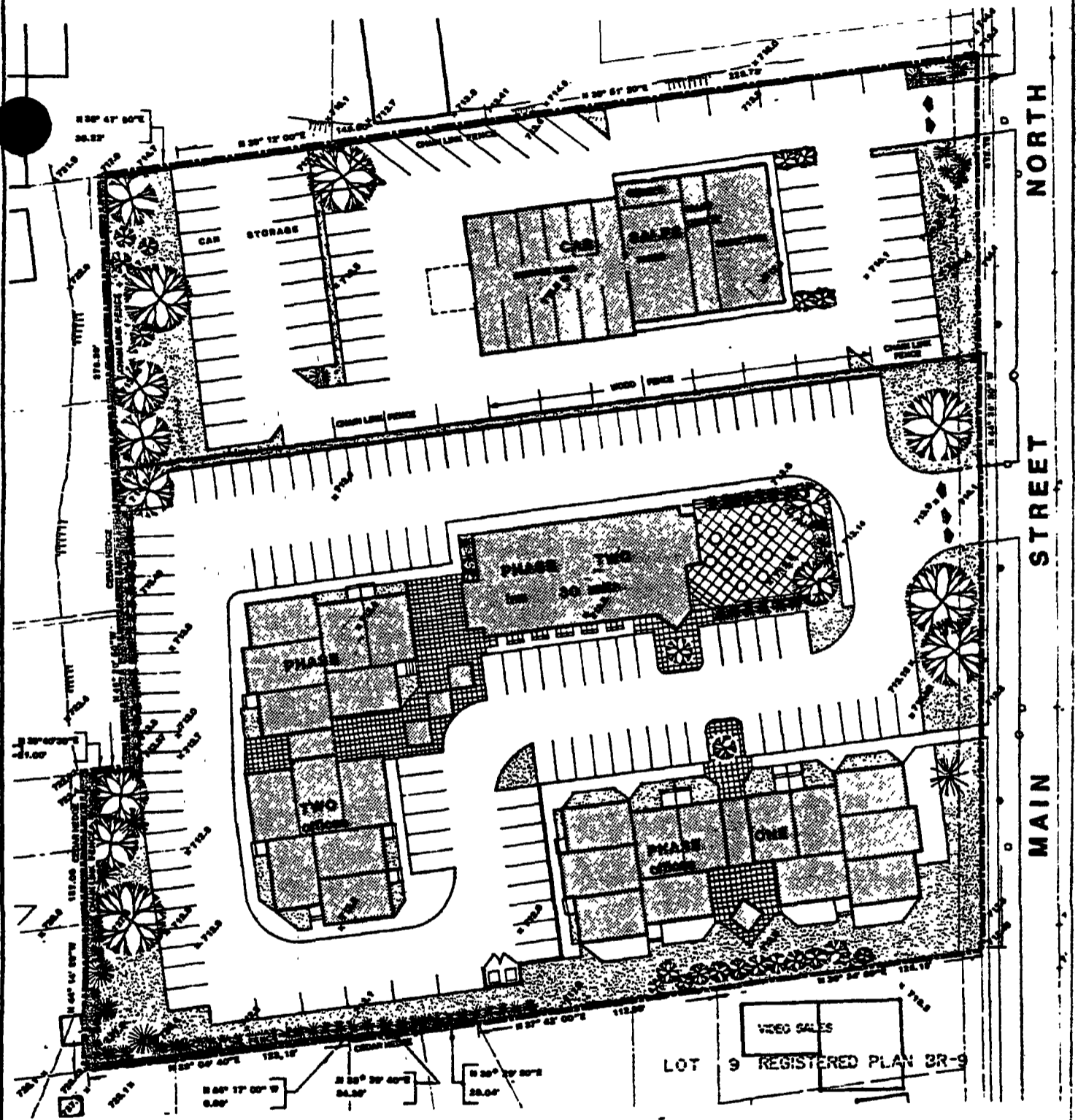
Date: 84 09 04

Drawn by: RB

File no. CIWB.4

Map no. 42-90

D4-7



VROOM DEVELOPMENTS
(CENTRAL) LIMITED

Site Plan



1:785

CITY OF BRAMPTON
Planning and Development

Date: 84 09 04 Drawn by: RB
File no. CIWB.4 Map no. 42-9E

E4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 30, 1984

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Applications to Amend the Official Plan
and Zoning By-law
Part of Lot 8, Concession 1, W.H.S.
Ward Number 5
VROOM DEVELOPMENT (CENTRAL) LIMITED
Our File Number C1W8.4

The notes of the Public Meeting held on Wednesday, November 21, 1984 are enclosed for the information of Planning Committee. Also enclosed, are a copy of two letters received from Mrs. Jane Prescott and Mr. Ron Prescott, 14 Murray Street and Mr. A.W. Fendley, President, Fendley Florists Ltd., which identify some matters of concern.

Mr. Fendley and Mr. and Mrs. Prescott have a common concern regarding drainage of the site to be developed. When the property is developed adequate drainage facilities will be required. In response to Mr. Fendley's reference to a previous proposal, it is noted that the development did not proceed and consequently the remedial work did not take place. The development agreement will require the approval of site plans, grading and drainage plans by the Public Works Division to ensure that all the necessary works will be undertaken to resolve the drainage problem.

The concerns of Mr. and Mrs. Prescott, other than drainage, were reviewed with Mr. Prescott by staff and the following are noted for the information of Planning Committee.

E4-2

A. Office/Inn Complex

Mr. and Mrs. Prescott noted that they would have no basic objection to office use, except for detailed matters, but have concern with the inn, restaurant, lounge establishment. Mr. Prescott reiterated the concern respecting disruptive nature of a "public house" upon the residential community. It was noted that hours of operation are regulated by the provincial Liquor License Board of Ontario and improper contact would be a matter that the Board would pursue. It was indicated that no adult entertainment parlours would be allowed as a permitted use within the zoning by-law. Further, it was noted that the site of the inn complex would be established by the zoning by-law at a location distant from residences both on Murray Street and English Street.

With regard to detailed matters, the following are noted:

Garbage Storage: Storage areas would be located within buildings and not be free standing enclosures. A climate control garbage room would be required for a restaurant. Control would be exercised through the agreement and zoning by-law.

Lighting: Through the agreement and zoning by-law, the direction of lighting to reduce glare upon abutting residences will be controlled. At the site plan stage, an exterior illumination plan, will be a further requirement.

Signs: The location, size and number of signs are controlled by the Sign By-law.

Snow Removal: The principal concern so explained by Mr. Prescott pertains to noise arising from the scraping and removal operation and disruption of the quiet residential area. Snowplowing and removal are limited to the winter season and due to contractor or employee scheduling may have to occur in evening and morning hours. Presumably, an owner will not fund unnecessary snow removal

operations, thereby lessening unnecessary noise generation. A board fence will be required along the commercial/residential boundary which should contain snow within the site limits.

Exterior Materials: The concept design of buildings will be subject to review as a requirement of the development agreement and site plan agreement. As a development requirement, the architectural design is to be compatible with the abutting residences through the use of similar materials, principally brick.

Automobile Fume and Noise: The existing control mechanism of federal and provincial agencies can only be enhanced upon. Vehicle velocities will of necessity be limited because of internal travel patterns, together with a acoustic quality fence and landscaped open space will further reduce vehicle emissions and noise.

Hours of Operation: The hours of operation of a licensed premise is regulated by the Liquor License Board on Ontario. Depending upon the type of outlet, licensed hours of operation may range from 11:00 a.m. to 2:00 a.m. With respect to a restaurant, the hours of operation are dependent upon the type of customers to be served. Many restaurants cater to the morning employee trade and close approximately 6 to 7 p.m. Other restaurants serve the lunch and dinner trade opening about 11 to 11:30 a.m. and closing after 9:00 p.m.

It was noted that as a policy, City Council does not regulate the hours of operation of businesses and to control the hours of operation of the proposed restaurant use by a separate by-law would be unreasonable.

Seating Capacity: It was noted that since restaurants have a higher parking demand than offices the maximum size of the restaurant/bar would be established by the zoning by-law and the total office floor space would be controlled by the amount of available parking space.

E-4-4

It was noted that the procedure for regulating size (floor area) through the zoning by-law would be restricted to gross leasable commercial floor area and not by the number of seats. Further, it was noted that the liquor licensing authority has placed person capability limits upon public places on the basis of one person per unit of floor area.

Ventilation Control: Odour control is proposed to be exercised through the use of (charcoal) filters and through the location of exhaust outlets to direct the fumes away from the residential area.

Office Use: It was indicated that the proposed uses will be detailed in the zoning by-law and would include offices, financial institutions, service establishment to the office operations and their office employees but exclude the domestic retail outlets commonly associated with shopping plazas.

Landscaped Area Maintenance: To ensure the provision and maintenance of the landscaped open space, the location and minimum preparation or minimum size will be stipulated in the zoning by-law, identified in the development agreement, and will be developed in accordance with the approved landscaped plan of the site plan approval process. If after a period of years the maintenance of the property deteriorates, a Property Standards By-law can be employed.

B. Motor Vehicle Dealership

Many of the concerns pertaining to the motor vehicle dealership are similar to that of the office/inn complex. Hence staff's response to exterior lighting, maintenance of landscaped open space, building material, garbage storage, sign control and snow clearance practices were the same.

However, there were several other concerns that Mr. and Mrs. Prescott noted as follows:

Air Conditioning/Heating Unit: The building design permits the screening of roof mounted heating and cooling units. This aspect can be assured at the site plan approval stage as part of the design concept review and will be a development agreement requirement.

Supplemental Landscaping: Mr. Prescott advised staff that the landscaping to be undertaken on the commercial property was such as to recognize and enhance part of the screening effect that is presently in place on the residential property. It should be noted that the height of 3.05 to 4.3 metres (10 to 14 feet) proposed by the abutting property owner could require trees with a caliper of 1780 millimetres (7 inches). The precise location, size and type of trees can be established through the processing of the landscape plan during site plan review.

Hours of Operation: Mr. Prescott noted that Mr. Tom Cadez of Heart Lake Motors had agreed that the dealership would not operate during the hours noted in the letter, namely 6:00 p.m. to 8:00 a.m. for service purposes and 9:30 p.m. to 8:00 a.m. for sales. Planning staff has confirmed with Mr. John Berrons of Heart Lake Motors that the hours of operation are consistent with the motor vehicle dealership industry and that Heart Lake Motors has no reason to change the hours of operation. However, it was noted to Mr. Prescott, as with respect to the office/inn complex, Council does not regulate the hours of operation of commercial operations and it would be untenable to require Heart Lake Motors, as the only dealership to be so regulated.

Paging System: According to Mr. Prescott, the present paging system of U-Haul is audible to the residential community and he is concerned that the annoyance will be intensified if another outdoor paging system were installed. Mr. Berrons of Heart Lake Motors has advised that no outdoor paging system will be installed.

E-46

Service Area Noise: To reduce the likelihood of noise from the service area being directed towards the abutting residences, Heart Lake Motors has advised that a staging area with 2 doors will be constructed on the west end of the building.


Body Shop: Mr. Prescott noted that through an oversight he failed to mention his concern with respect to a body shop as a permitted use, and requested that a body shop not be part of the dealership operation because of unsightliness and noise. Planning staff note that minor body repair work is frequently part of a dealership operation and would have no objection to this type of operation. However, difficulties arise when the body shop repair business become significant and problems of outdoor (compound) storage of damaged and derelict vehicles and salvage material contributes to visual pollution.

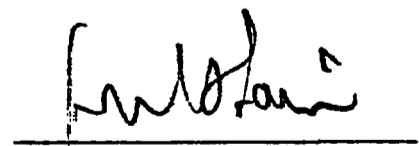
It appears that the majority of the matters raised by Mr. Fendley and Mr. and Mrs. Prescott are resolvable. However, it would be presumptuous of staff to suggest that all matters can be resolved to the satisfaction of the applicants and the concerned residents. It is staff's intention, prior to the submission of implementing documents to City Council, to further refine the zoning by-law and to discuss the revised by-law and special clauses of the development agreement with the applicants and the concerned property owners.

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

1. Notes of the Public Meeting, held on Wednesday, November 21, 1984, with respect to the application by Vroom Developments (Central) Limited, be received and
2. Staff prepare the appropriate documents for Council's consideration.

AGREED:


F. R. Dalzell
Commissioner of Planning
and Development


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

E4-7

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, November 21, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central park Drive, Brampton, Ontario, commencing at 7:54 p.m. with respect to an application by VROOM DEVELOPMENTS (CENTRAL) LIMITED (File: ClW8.4) to amend both the Official Plan and Zoning By-law to permit the site to be divided into two parcels. The southerly parcel is to be developed for commercial uses comprising offices and a 30-unit Inn. The northerly parcel is to be developed as a motor vehicle sales operation.

Members Present: Alderman C. Gibson - Chairman
Alderman H. Chadwick
Alderman F. Andrews

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
E. Coulson, Secretary

The Chairman enquired 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.

Approximately 17 members of the public were in attendance.

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

The Chairman noted that two letters of objection to the proposal had been received prior to the public meeting.

Mr. Prescott, 14 Murray Street, commented on the letter he had sent.

- cont'd. -

E-4-8

Mr. Dalzell commented that Mr. Prescott's letter had been taken into consideration and discussions on a one-to-one basis would be held to try to resolve his concerns.

Mr. Fendley, Fendley Florists, commented on the letter he had sent in and expressed concerns relating to promises made to him by the City in 1976 concerning drainage problems. He said his property is located on an old natural waterway; that storm water overflow drains through his property to the Etobicoke Creek, and he wants assurance that the subject property will be equipped with operative tile to handle the overflow. He asked for assurance that adequate fencing around the property would be installed. Also, he noted that he is not objecting to the proposed use, as long as he receives assurance that his concerns are alleviated.

There were no further questions or comments and the meeting adjourned at 8:15 p.m.

To Mr. Williams
Planning

484-9021

TRICK BINO
for comment E-4-9

October 30, 1984
R.R.6, Markdale, Ontario

City of Brampton
Engineering Department
Brampton, Ontario

Dear Sirs:

I am writing to bring your attention to the Vroom Property, 383 Main St. N., Brampton, Ont..

This property is adjacent to our property occupied by Fendley Florists Brampton Ltd.. It was formerly owned by Lagerquist Greenhouses Ltd. and I understand now by Vroom Developements and has been vacant for a number of years. I have been notified by The Planning Dept. that building and development are proposed for this property and I plan on attending that hearing. Upon personal inspection of the property this past week, I see that machinery has been moved in and grading has commenced. This I must object to on the grounds of a formal complaint registered against this property dating back to when Vroom were first intending to develop the property.

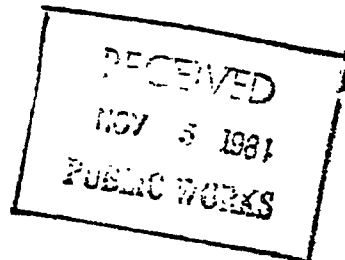
To refresh you on this subject, I remind you that a large tile drain exists underground which crosses the property from north to south and went under the Lagerquist Greenhouses. This drain is to drain the water from an old natural waterway carrying the water from Archibald Street, U Haul property and to drain our property. We have a letter on file from the City of Brampton, Engineering Dept. upholding our complaint from this previous hearing, and stating that nothing would be permitted to be built on the property until this drain was updated and made functional again.

Therefore we ask you to fulfil these duties and to make sure that this is done and carried out before any more building takes place on the property. Would you be kind enough to give me an immediate reply to this letter and assure me that this work will be completed before building commences.

Thank you, I remain,

Yours truly,

A. W. Fendley,
President, Fendley Florists Ltd.



E4-10

J. A. DALZIEL

November 16, 1984

R. A. Everett,
City Clerk,
City of Brampton,
150 Central Park Drive,
Brampton, Ontario.

RECEIVED
CLERK'S DEPT.

NOV 20 1984

REQ. No.:
FILE No:

76-1-1
C1511-4

Re: An application by VROOM DEVELOPMENT (CENTRAL) LTD.
(File: CIW8.4 - Ward 5) to amend both the Official
Plan and Zoning By-law.

A. Overview

This application is of particular concern to myself and my wife since our residential home of approximately ten years abutts this parcel in the west-north-west section. We have met separately with Mr. Harry Lockwood (representing the Business/Inn/Bar Complex) and Mr. Tom Cadez (representing Heart Lake Motors) to express our concerns regarding their proposals. The following remain concerns.

B. Proposal to Develop Southerly Parcel Into Business Units, Inn, Restaurant and Bar (by Harry Lockwood)

B. 1.0

The general character of the proposed buildings is acceptable. The "end use" of part of this proposal, namely the Inn, Restaurant and Bar is unacceptable.

B. 1.1

A twenty-four hour a day, seven days a week operation such as this is not an appropriate use of land so close to established residences.

E-4-11

B. 1.2

The present layout of the office buildings, inn and parking spaces encourage a flow of traffic around the perimeter of the property in close proximity to established residences.

B. 1.3

We are concerned about the economic viability of the Inn, Restaurant and Bar at this location. The return on investment requirement and the admitted inexperience of the applicant indicate high risk. What will result if it fails?

B. 1.4

An Inn, Restaurant and Bar has little or no relationship to the rest of the project ie. office units. Harry Lockwood indicated that his business venture would be successful if additional office units replaced the Inn, Restaurant and Bar Complex.

B. 2.0

Other general concerns pertain to:

- drainage control (west side)
- garbage storage location and pick-up time
- outside lighting (especially in areas close to residences) intensity and direction
- size and type of signage
- snow removal, location of piled snow and time of day for plowing and removal
- exterior materials for buildings
- fume and noise control from cars (especially in areas adjoining residences)
- hours of operation for the restaurant and bar operation
- capacity limits for seating in the restaurant and bar

E-4-12

- control of ventilation, especially of odours from restaurant
- controlled use of office units ie. not to be used for retail purpose
- maintenance of square footage of landscaped area per site plan

B. 3.0

Summary (Southerly Proposal)

If the proposal was altered to exclude the Inn, Restaurant and Bar and replace the area with more office units we would have no objections other than those particular points mentioned above in section B. 2.0.

C. Proposal to Develop Northerly Parcel Into a Car Dealership (by Tom Cadez)

C. 1.0

The general character of the proposed building and "end use" of this parcel is undesirable. Effort is required to prevent a re-occurrence of Queen St. ~~West~~^{East} in Main St. North. This proposal may be acceptable provided the following concerns are resolved.

C. 1.1

Controlled use of exterior lighting for the entire parcel with specific emphasis on areas adjoining established residences. Lighting should be specified for intensity, direction and hours of use.

C. 1.2

The square footage of landscaped area should be maintained per site plan drawings.

C. 1.3

The landscaped area at the rear of the property should include several (half dozen minimum) medium sized (10 - 14 foot high) evergreen trees positioned to complement the existing evergreens on the residential property adjoining this area.

C. 1.4

The air conditioning/heating units should be adequately enclosed to ensure a visual screen from adjacent residential properties.

C. 1.5

Exterior building materials and colour should complement the residential area.

C. 1.6

The hours of operation should be controlled. The service area should not be open for business between 6:00 P.M. and 8:00 A.M. The sales area should not be open for business between the hours of 9:30 P.M. and 8:00 A.M.

C. 1.7

An outside loudspeaker system for paging should not be installed.

C. 1.8

We are concerned that the service area exit door faces our property and may direct noise toward us.

E-4-14
C. 1.9

Other general concerns pertain to:

- drainage control (west side)
- garbage storage location and pick-up time
- size and type of signage
- snow removal, location of piled snow and time of day for plowing and removal

C. 2.0

Summary (Northerly Proposal)

Tom Cadez of Heart Lake Motors has met with us to discuss our concerns and has agreed to resolve them. We would like to meet with the City Planner to have these concerns addressed in the site plan agreement.

D. Comment on Planning and Development Department Report (File Number CIW8.4)

D. 1.0

The report does not mention that the proposal includes a Restaurant and Bar. The reference to an Inn is minimal. These operations alter the use of the land significantly and should be addressed.

D. 2.0

In section 6.0 of this report a survey conducted on behalf of the applicant is referenced. As a participant in this survey we contend that the questions, presentation and result are biased. This contention is not ours alone. Secondly, this survey was taken four years ago.

E. Conclusion

Agreement exists between ourselves and Heart Lake Motors. We would like to meet with the City Planner to have these points included in the site plan agreement.

Concern over inclusion of an Inn, Restaurant and Bar has not been addressed to our satisfaction. We would like to meet with the City Planner to discuss/resolve our issues.

Sincerely,

Ron Prescott Jane Prescott

Ron & Jane Prescott,
14 Murry St.,
Brampton, Ontario.
L6X 1R7