



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 140-90

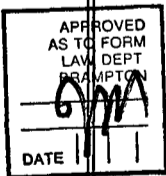
To adopt Amendment Number 190
and Amendment Number 190 A
to the Official Plan of the City
of Brampton Planning Area

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 190 and 190 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 for approval of Amendment Number 190 and Amendment Number 190 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 16th day of July, 1990.



~~KENNETH G. WILLIAMS - MAYOR~~
PETER ROBERTSON ACTING MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

by-law 140-90

AMENDMENT NUMBER 190
AND AMENDMENT NUMBER 190 A
to the Official Plan of the
City of Brampton Planning Area

21-0P 0031-190-1

AMENDMENT NO. 190 & 190A
TO THE
OFFICIAL PLAN FOR THE
CITY OF BRAMPTON

This Amendment No. 190 & 190A to the Official Plan for the City of Brampton which was 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.

Date:

1990-10-23

Diana Jardine

Diana L. Jardine, M.C.I.P.
Director

Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 140-90


To adopt Amendment Number 190
and Amendment Number 190 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:

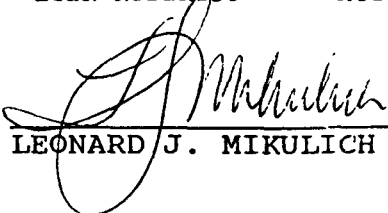
1. Amendment Number 190 and 190 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 190 and Amendment Number 190 A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

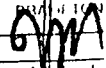
this 16th day of July, 1990.



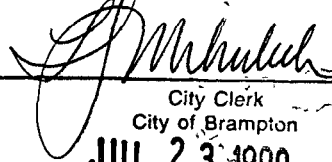
 KENNETH G. WILLIAMS MAYOR
 PETER ROBERTSON ACTING MAYOR



 LEONARD J. MIKULICH - CLERK

APPROVED
 AS TO FORM
 LAW DEPT
 P. J. I. J.

 DATE | | |

CERTIFIED A TRUE COPY



 City Clerk
 City of Brampton
 JUL 23 1990

AMENDMENT NUMBER 190
AND AMENDMENT NUMBER 190 A
TO THE OFFICIAL PLAN OF
THE CITY OF BRAMPTON
PLANNING AREA

1.0 Purpose

The purpose of this amendment is to permit the use of land located on the west side of Dixie Road for office purposes and other uses in conjunction with offices.

2.0 Location

The lands subject to this amendment are located at the north-west corner of the intersection of Orenda Road and Dixie Road, being part of Lot 2, Concession 3, East of Hurontario Street, in the geographic Township of Chinguacousy. The subject property is also described as part of Block A, Plan 640 and consists of Part of Reference Plan 43R-13594.

3.0 Amendment and Policies Relative Thereto

3.1 Amendment Number ¹⁹⁰

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

- (1) by changing, on Schedule "A" thereto, the land use designation of the lands shown outlined on Schedule 'A' to this amendment from INDUSTRIAL to COMMERCIAL;
- (2) by adding, to Schedule F thereto, the land use designation of HIGHWAY and SERVICE COMMERCIAL, for the lands shown outlined on Schedule A to this amendment, and
- (3) by adding to the list of amendments pertaining to Secondary Plan Area Number 19 and set out in subsection 7.2.7.19, Amendment 190 A.

3.2 Amendment Number 190 A:

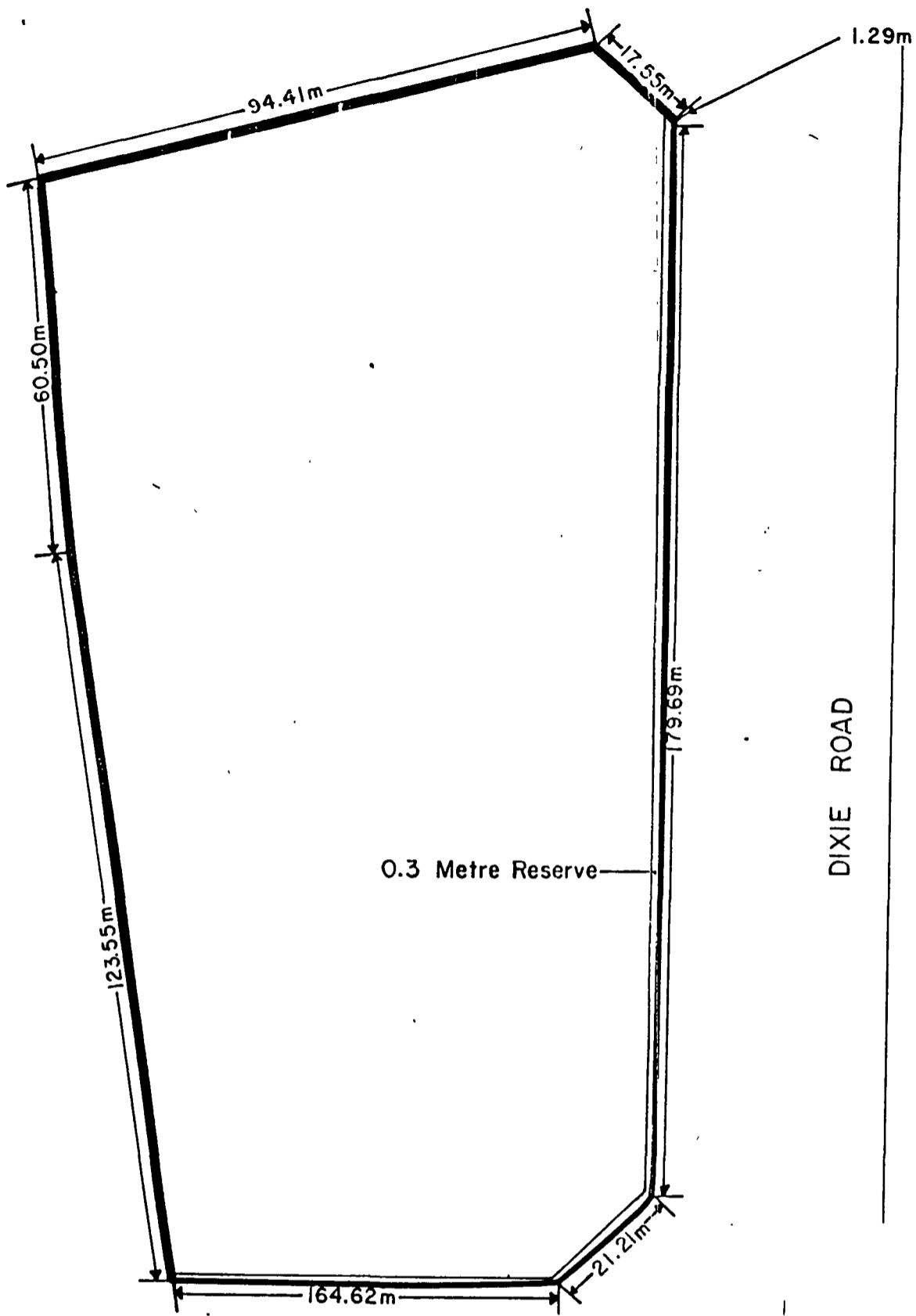
The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Bramalea West Industrial Secondary Plan (being Chapter C34 of Section C of Part C, and Plate Number 12, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 19, as amended), is hereby amended;

- (1) by changing, on Plate Number 12 the designation of lands shown outlined on Schedule A to this amendment , from INDUSTRIAL LAND USE to SERVICE COMMERCIAL;
- (2) by adding to Part C, Section C, Chapter C34, Section 2.6 thereof, the following:

"2.6.5 The lands located at the north-west corner of the intersection of Orenda Road and Dixie Road, designated for Service Commercial use; shall only be used for office purposes, other than an office of a health care practitioner, and only in conjunction with offices; retail purposes excluding the sale of foods; personal service shop; financial establishment; a restaurant serving office employees; an employee day nursery, and a printing and copying establishment.

Development of the lands shall be controlled by an appropriate zoning by-law amendment and the exercise of site plan control pursuant to Section 40 of the Planning Act, 1983.

Access to the property from the abutting streets shall be regulated by reserves and the location of access driveways shall be to the satisfaction of the appropriate road authority."



ORENDA ROAD

DIXIE ROAD

0.3 Metre Reserve

— LIMIT OF PROPERTY TO BE REDESIGNATED
m METRES

OFFICIAL PLAN AMENDMENT No. 190
OFFICIAL PLAN AMENDMENT No. 190A



CITY OF BRAMPTON
Planning and Development

SCHEDULE A By-law 140-90

1:880

Date: 1990 02 07 Drawn by: CJK
File no. C3E2.1 Map no. 62-34E

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 190
AND
AMENDMENT NUMBER 190 A

Attached are copies of planning reports, dated July 6, 1988, and February 13, 1990 and notes of Public Meetings held on Wednesday, September 7, 1988 and on Wednesday, March 5, 1990, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

The following written submissions were received with respect to the proposed development of the subject lands.

Region of Peel	November 9, 1987; November 10, 1987; June 30, 1988; June 30, 1988, and March 14, 1990.
Harvey Freedman	December 17, 1987
Concerned Residents of Birchbank Road	September 16, 1988

INTER-OFFICE MEMORANDUM

*Sent to PC
July 11*

Office of the Commissioner of Planning & Development

July 6, 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 2, Concession 3, E.H.S.
Part Block A, Registered Plan M-640
Ward Number 8
DIXIE CORPORATE CENTRE INC.
Our File Number: C3 2.1

1.0 Introduction

An application has been filed with the Clerk's office to amend the Official Plan and Zoning By-law to permit the property to be developed for office and retail commercial use, and has been referred to staff for report and recommendation.

2.0 Site Description

The subject property, has a frontage along the north side of Orenda Road of 80.6 metres (263.3 feet) and along the west side of Dixie Road for a distance of 159.88 metres (524.5 feet) for a total of 1.82 hectares (4.445 acres).

The subject property is flat, formerly a soccer field. A small woodlot is located at the northerly end. There are approximately 60 deciduous trees (maples, poplars, etc.) planted in 4 rows, possibly as nursery stock for the previous owner's future use.

The surrounding land uses are as follows:

to the east, on the east side of Dixie Road, is a developed low density residential subdivision;

to the south, on the south side of Orenda Boulevard, is a mix of industrial and commercial development;

to the west and north, developed industrial purposes.

Orenda Road has been realigned to intersect Dixie Road opposite Birchbank Road on the east side of Dixie Road.

3.0 Official Plan and Zoning Status

The subject lands are designated Industrial on the Official Plan, General Land Use Designations, Schedule 'A' and in the Bramalea West Industrial Secondary Plan.

By-law 861, as amended, zones the subject site as Industrial Select (M1) Zone.

4.0 Proposal

The applicant proposes to develop the lands for office-commercial and retail use, with a total floor area of 20,985 square metres (225,888 square feet). The concept site plan outlines two office buildings of 1136 square metres (12,228.2 square feet) per floor, with one building being six floors and the other building being ten floors in height. The two buildings will be linked by a 2 storey structure of 1,067 square metres (11,485.5 square feet) per floor, the ground floor being retail/commercial and the second floor being office. An additional 675 square metres (7,265.9 square feet) of retail/commercial is proposed at ground level attached to the 10 storey building.

The application proposes to provide 760 parking spaces, 269 above ground and 491 below ground. The underground access ramp is located on the westerly side of the property, between the two buildings and the property line.

Site access, is proposed from Dixie Road and Orenda Road, with full turning movements at each driveway.

5.0 Comments from Other Agencies and Departments

Public Works and Building Department

Traffic Engineering Services Division has provided the following comments:

1. The key issue is access from Dixie and Orenda Roads; if no access is to be permitted on Dixie Road then the Orenda Road access proposal will have to be modified;
2. Traffic generation projections should be provided by the applicant, and
3. Some road works may be required (turning lanes).

Zoning and By-law Enforcement Division indicates the property is zoned M1 subject to By-law 861, as amended.

Community Services Department has noted the following:

Parks and Recreation

1. Recognizing the type of prestige office area on Dixie Road north of this site, development should be restricted to office commercial and all types of retail uses should be denied.

2. Only 23.6% of the area is allocated for landscaping and this should be increased significantly. Retail uses have required a combination retail plaza/office parking demand which eliminates the possibility of landscaping that is appropriate for office towers.
3. If retail space is allowed, attractive fencing should be provided on all four sides of the property to minimize the spreading of debris from the site.

Transit

A 12' X 25' concrete bus pad and a transit shelter is required on the west side of Dixie Road, north of Orenda Road. The applicant will be advised as to the specific location by the Transit Director.

Cash-in-lieu of the shelter may be paid in the amount of \$5,600.00.

Fire

An internal system of private fire hydrants will be required.

Planning and Development Department

The Community Design Section indicates the following:

1. There are trees on the site that should be identified and considered for future development on the site, and
2. Further comments with regard to the layout will be made at a future time.

Planning Policy and Research Division indicate that they have no fundamental concerns with the proposal, however, the retail distribution should be oriented to service commercial activity

related directly to the office component rather than convenience commercial activities serving the residential neighbourhoods to the east.

The Region of Peel Public Works Department have reviewed the draft proposal and provide the following information:

1. Full Municipal services are available to the site;
2. A traffic impact study is required.

The Region setback limit for underground parking garages is 8 metres from the streetline with no access to Dixie Road and 14 metres from the streetline if access permitted from the Regional Road.

Region staff reviewed a traffic impact study and since the consultant's method was unfamiliar, the Region carried out its own capacity analysis. Based on the information available the following supplemental comments have been provided:

- "o A controlled access providing right turns in and right turns out only shall be permitted on Dixie Road to this development. If the developer wishes to obtain a full access to this development on Dixie Road, we suggest that he enter into an agreement with Northern Telecom for joint use of Northern Telecom's most southerly access which runs along the northerly border of this property. If such access is arranged, no further access shall be permitted on Dixie Road.
- o Assuming that a right in/right out access is provided on Dixie Road, the first set of side drives on the driveway shall not be permitted in order to ensure a clear access driveway of 30 metres measured from property line. In

addition, a 60 metre taper shall be required on the inbound right turn lane on Dixie Road in order to minimize the impact on the through traffic.

- o The access on Dixie Road will primarily service the surface parking for the retail development. It will, in our opinion, provide minimal access to the office component parking which is underground due to the location of the ramp for the underground parking.

- o Although Orenda Road is not under Regional jurisdiction, we have concerns about the Orenda Road access as proposed. The majority of vehicles using the underground parking shall enter and leave via this access due to the location and orientation of the underground garage ramp. Consequently, our calculations indicate that at least two outbound lanes must be provided. Even with this, it is likely that the exiting vehicles will queue back to the garage ramp, due to the heavy exiting volumes and anticipate difficulties in entering Orenda Road.

With the additional volume generated by this development, our calculations indicate that the Dixie Road/Orenda Road intersection will be operating at a level D to E during the morning and evening peak periods.

We have some concerns about the density of development on this parcel of land, as it relates to the volume of traffic which will be generated. We don't believe the single full access on Orenda Road can adequately service the office complex, however, at the same time, we do not feel that the Region has any option but to restrict access on Dixie Road to right in/right out only. Unless a joint access with Northern Telecom can be arranged, we would strongly suggest that the density of this development be reduced.

Upon receipt of a satisfactory site plan, the applicant shall provide engineering drawings, securities and a letter of Undertaking for any works required on Dixie Road for the construction of a centre median to control turning movements on Dixie Road and any deceleration lane required at the approved Dixie Road access.

It should be noted that the building set-back for Dixie Road including underground garages is 14m from the widened street line."

Development and Engineering Services Division, Business Development Department and the Law Department have no comments.

6.0 Discussion

The objective for Commercial land as outlined in the Official Plan suggest the development of a strong office and service component in order to provide a high level of service and employment. The Central Commercial Corridor is to be the preferred location for major regional and city-wide scale office development. Some has taken place and more is occurring at such locations as County Court Boulevard, Bramalea City Centre, and the Four Corners. Although commercial development is to be encouraged, expected and realized at these locations, the Specialty Office - Service Commercial designation is limited to the one locality adjacent to the Court House. The intended use of this area, as identified by section 2.2.3.15 is

"...for offices related to business services, financial institutions, insurance, real estate, professional and governmental functions, and hotels and related facilities.

In addition, retail and personal service uses necessary to serve the employees of the Specialty Office-Service Area may be permitted."

An adaptation of the Specialty Office-Service Commercial designation, excluding hotels, would appear to be appropriate land use designation for Official Plan purposes.

The City has been informed by Bramalea Limited that they will not complete their previously proposed 1.2 million square feet of office space resulting in a short fall of approximately 900,000 square feet for office development. The projected office development at the corner of Steeles Avenue and Main Street appears to be unlikely because of the retail development that has occurred. As a result, the areas designated for office development may not be used for that purpose to reach the 3 million square feet projected for the next 20 years.

The designation of 225,000 square feet of floor area, although substantial by itself, should not create conflicts amongst the other uses at this location. The circuitous street pattern should deter motorists from passing through the adjacent residential neighbourhood. The office space on the edge of the industrial area may encourage tenants to locate closer to their clients to provide better service. The distance between the proposed office development and the adjacent residential neighbourhood will minimize adverse influence on nearby residences that might arise due to shadowing or overlook.

Office development is not discouraged within industrial areas providing the development meets the following criteria:

1. office development will not interfere with, nor is detrimental to the development of the area for primarily industrial uses;
2. areas proposed for office development are designated in a secondary plan, and
3. the office site is peripheral to the industrial area in which it is located and is in proximity to an arterial road.

The proposal achieves the locational criteria by virtue of being on Dixie Road, a major arterial road, and by having full access to Orenda Road, a collector road. Dixie Road has access to Highway 401 and connections to major east-west routes through the City. Public transit provides rush hour and local service via Dixie Road (Route 18).

Recent amendments of the zoning by-laws for the industrial areas have attempted to strengthen the service commercial component in all industrial areas by introducing the following as permitted ancillary purposes in an industrial mall:

- 1) banquet halls;
- 2) offices, excluding those of medical or dental practitioners;
- 3) standard restaurants;
- 4) dining room restaurants, and
- 5) banks, trust companies and financial institutions.

However, the proposed development on the subject lands is not intended to occur in an industrial mall, but is intended to be for office purposes with no industrial purposes permitted.

The Region identified several matters pertaining to access driveways. With respect to the access from Dixie Road, the Region offered two solutions, one involving controlled access, limited to right turns in and right turns out, and the other permitting full access, subject to the applicant entering into a joint use agreement with Northern Telecom. The controlled access driveway, if used, will require the construction of a raised median, a deceleration lane for inbound right turn movements and a clear access driveway of 30 metres measured from the property line. Difficulties were envisaged with the access from Orenda Road, particularly with respect to the connection to the underground parking garage. In this case it was noted that two outbound lanes would be required to handle the 491 car underground parking garage, and it is likely that congestion will occur at the Orenda Road driveway.

The Region staff indicates a concern with the density of development as it relates to the volume of traffic which will be generated, and advises, that unless a joint access with Northern Telecom can be arranged, the density of the development be reduced. The proposed office component of the project has a floor space index of almost 1.06 (19,243 square metres of office gross floor area divided by site area of 18,200 square metres). Including the floor area to be occupied by retail and service purposes of 1742 square metres increases the floor space index to slightly more than 1.15 (20,985 square metres of total gross floor area divided by site area of 18,200 square metres).

No specific density level was suggested by Region staff. In this regard it is noted that office development proposed for the County Court House locality has had a maximum floor space index of 0.75 imposed for reasons of parking supply (traffic generation), building bulk, on-site landscaping and visual intrusion. A similar index, if applied to this site, would reduce the floor area and floor space index for office purposes by almost 41 percent. In the case of the total project including the retail portion, the floor area and floor space index would have to be reduced by almost 54 percent. However, no recommendation is being proposed at this time for a specific numerical reduction in office floor area to permit the applicant an opportunity to devise a circulation system that is acceptable to both the Region and the City. In this manner, the applicant can advise whether a joint access with Northern Telecom can be achieved. Failure to do so, will require either a reduction in the size of office space or the design of an alternate traffic circulation system that is acceptable to the Region and the City.

The retail commercial component of the application, should be designed and sized to support and service the office purpose and a portion of the adjacent industrial areas. The inclusion of commercial facilities that would be dependent upon the residential population adjacent to the proposed development should be prohibited. The residential population appears to be well serviced

by the Avondale Plaza and other commercial facilities. The employment of neighbouring industries (e.g. Northern Telecom) and the 19,243 square metres of office space should be acknowledged as the primary support for the proposed retail commercial. The majority of the nearby firms are large concerns and because of their large size, likely will provide from within their own organization a full range of business and manufacturing services. Specialized service or assistance, if required, would be provided by a metropolitan or international based firm rather than by a small firm located in a plaza. This is not to deny that expenditures might be made by customers of office occupants or that impulse or casual purchases would be made by passing motorists or even by nearby residents who may have a business reason to frequent the development. Due to the isolated location of the site, provision should be made to accommodate some of the more significant daily and frequent employee and business requirements such as food and financial services. Therefore, in conjunction with the primary office purpose, a restaurant, bank, employee day nursery, personal service shop and printing or copying business would be logical support services.

The size of the support services should be consistent with the number of office employees and not be related to the potential market of the nearby residential community or to passing motorists. A convenient method to relate the size of the support services to the office employees is to limit the gross floor area of these services to a percentage of the floor area of the principal purpose. The proposed office space of 19,243 square metres (207,137 square feet), if supportable by the appropriate access and circulation system, may generate an employee population of about 830 persons. If space equal to 10 percent of the office floor area were devoted to the provision of employee and business support services, an additional floor area of about 1,924.3 square metres (20,714 square feet) would result. This is sufficient floor area to

accommodate a large convenience shopping centre, which would be excessively large to provide only space for essential goods and services for 800 employees. A realistic size would be about half of the additional floor area or 5 percent, being 962.1 square metres (10,357.0 square feet) for the proposed non-office purposes.

The employee day nursery, suggested as a possible service, should be subject to the design, operational and licensing requirements of the Ministry of Community and Social Services.

Parking, if provided on the basis of a mixed use development, would be appropriate in recognition of the emphasis to be placed upon office purposes.

The Community Services Department has requested that the landscaped open space ratio be increased significantly. The proposed ratio of 23.6 percent is less than the 31 percent proposed by the Kerbel Group on County Court Boulevard (Our File T1E14.12) for a development having all surface parking spaces and is also less than the Reinders Building on the north side of County Court Boulevard (Our File SP86-114) which has almost 27.9 percent landscaped open space. Bestgate Medical Centre at the south-east corner of the intersection of Highway Number 7 and Finchgate Boulevard (Our File SP87-145) has provided 21.6 percent of the site area as landscaped open space. Considering that the floor space index exceeds 0.75 and that the applicant is proposing to provide underground parking facilities a minimum landscaped open space ratio of 25 percent should be achievable without undue difficulty. The extent of landscaped open space abutting Dixie Road should be increased because of the proximity of residential development and the significant nature of Dixie Road as an arterial road. New industrial development abutting arterial roads is required to provide a landscaped buffer area with a minimum width of 12 metres. A comparable design treatment should be provided for the subject lands.

Transit requirements can be satisfied through the development agreement and site plan approval procedures. Similarly Fire protection facilities will be ensured as part of the site plan approval and building permit procedures.

The existing trees located on the site have been inspected by staff. The condition and species of trees are not acceptable as specimen trees for transplanting purposes for possible incorporation within a landscape plan. Therefore, it is concluded that there is no benefit to be gained by requiring their reuse on the site.

7.0 Recommendations

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

- A. A Public Meeting be held with respect to the proposed amendment to the Official Plan and Zoning By-law in accordance with City Council's procedures, and
- B. Subject to the results of the Public Meeting, staff be instructed to present the appropriate documents for the consideration of Council, subject to the following conditions:
 - 1. the zoning by-law shall contain the following:
 - 1) this site shall only be used for the following purposes:
 - a) an office, excluding health care practitioners;
 - b) a printing or copying establishment;
 - c) either a dining room restaurant or standard restaurant;

- d) personal service shop;
 - e) bank, trust company, finance company;
 - f) a parking lot;
 - g) a day nursery, and
 - h) purposes accessory to other permitted purposes.
-
- ii) parking and loading shall be provided on the basis of the commercial zone standards of the recent comprehensive zoning by-law (e.g. By-law 200-82 of the former Town of Brampton);
 - iii) uses permitted in the new building shall specifically exclude a fast food or take-out restaurant.
 - iv) the size of the ancillary commercial purposes shall be restricted to 5 percent of the office floor area;
 - v) garbage and refuse containers shall be enclosed;
 - vi) garbage and refuse containers for a restaurant shall be located within a climate controlled area within the buildings;
 - vii) the maximum gross commercial floor area and all structures shall be determined after the submission and approval of an access and circulation plan acceptable to the Region and the City;
 - viii) the maximum height of all structures shall not exceed 10 storeys;

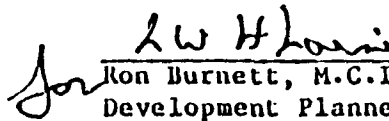
- ix) no building or structure shall be located closer to Dixie Road than 42 metres;
- x) a minimum of 25 percent of the site shall be maintained as landscaped open space.

2. The applicant shall enter into a rezoning/site plan agreement with the City in a form satisfactory to the City for the development of the lands. This agreement shall contain among other things, the following provisions:

- i) prior to making application for any building permits, a site plan, elevation, cross-section drawings, landscape and fencing plan, grading and drainage plan, engineering and servicing plan, and a fire protection plan shall be approved by the City in accordance with the City's site plan control area by-law, and securities in a form and amount satisfactory to the City shall be deposited with the City as a performance guarantee to ensure implementation of the requirements of the rezoning/site plan agreement, all of the approved plans shall be in substantial conformity with the concept site plan attached to this report, and be subject to any revisions recommended in this report;
- ii) a visual concept site plan shall be submitted incorporating an access and circulation system approved by the Region and City. The revised concept site plan shall provide for additional landscaped open space and in a location abutting Dixie Road.
- iii) the applicant shall provide engineering drawings and securities for any work required on Dixie Road to the satisfaction of the Region.

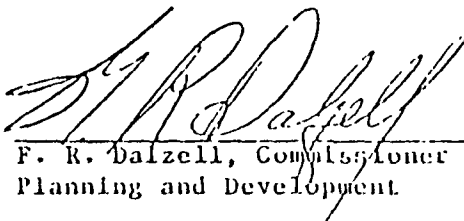
- iv) the applicant shall provide to the Region, prior to the issuance of a building permit, and to the satisfaction of the Region, deed for the lifting of 0.3 metre reserve abutting Dixie Road.
- v) the applicant shall provide, at a location satisfactory to the Region and the Transit Director, a concrete bus pad 12 feet by 25 feet, on the west side of Dixie Road, and provide a transit shelter or pay \$5,600.00 cash-in-lieu of the shelter.
- vi) the applicant shall agree to pay City levies in accordance with the Capital Contribution Policy prior to the issuance of building permits;
- vii) an agreement to pay Regional Industrial/Commercial levies prior to the issuance of a building permit, and

Respectfully submitted,

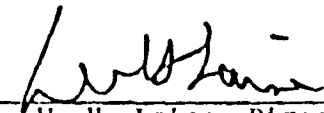


Ron Burnett, M.C.I.P.
Development Planner

AGREED:

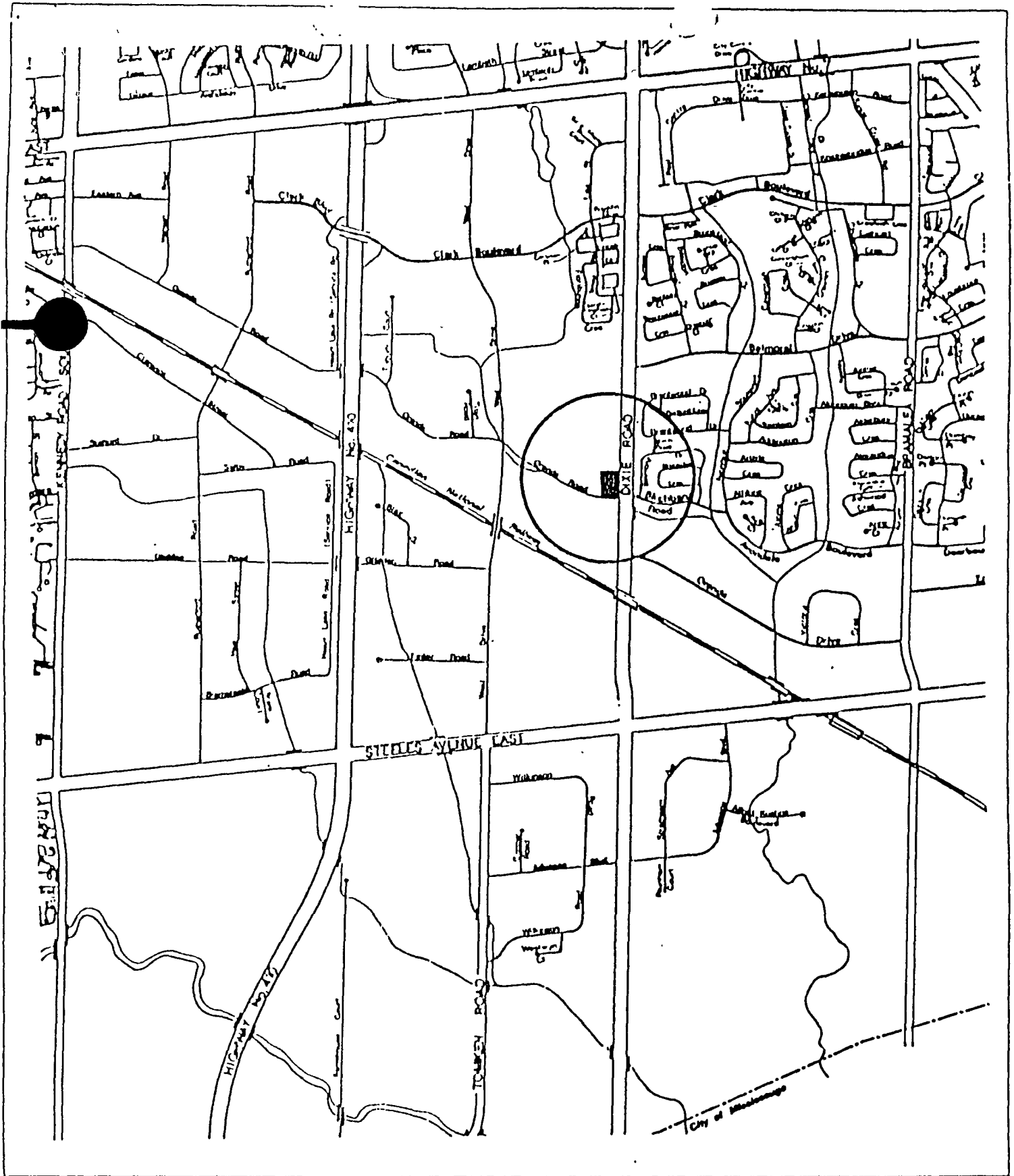


F. R. Dalzell, Commissioner of
Planning and Development



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

RB/am/5



DIXIE CORPORATE CENTRE

Location Map



1:25000

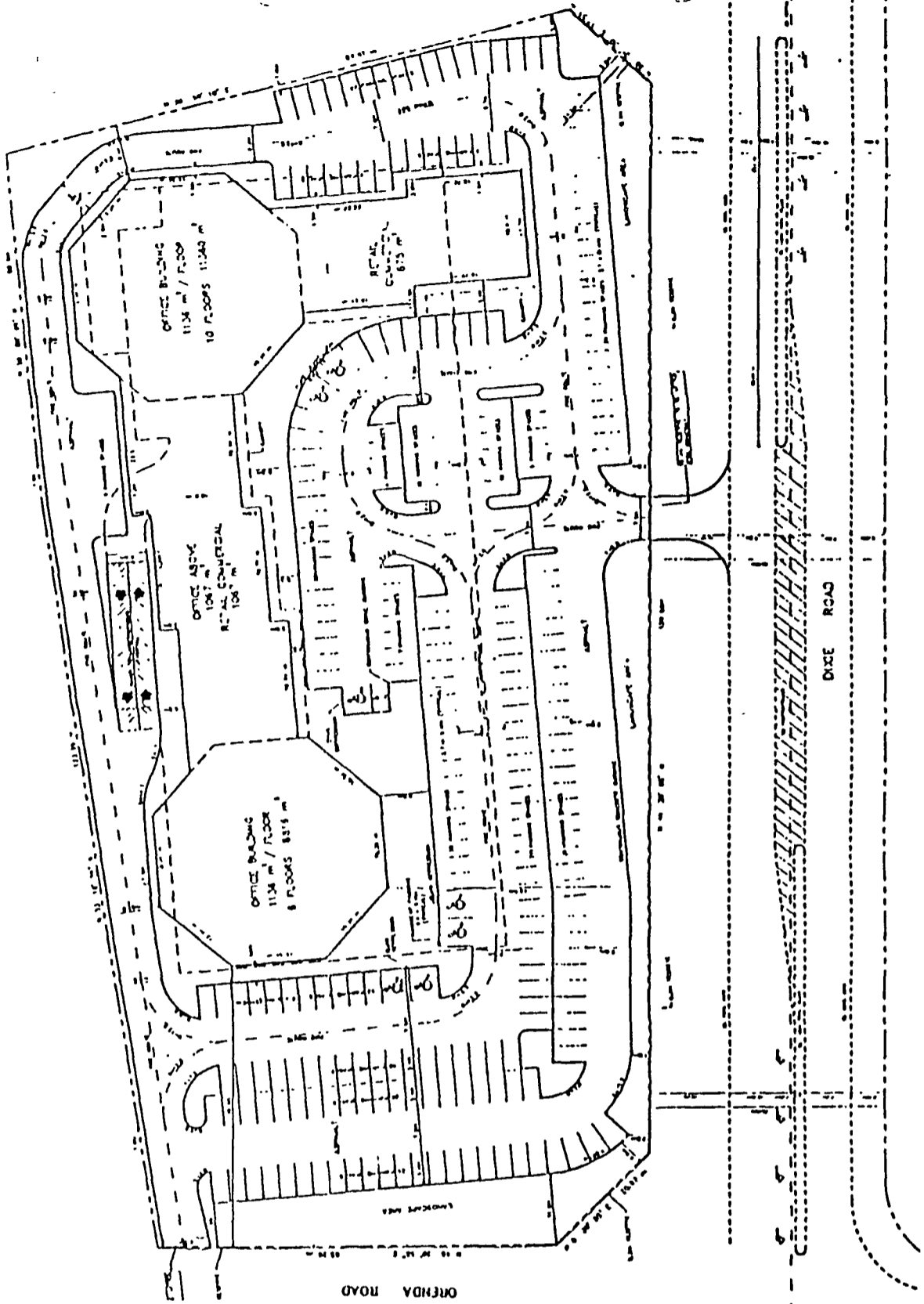
CITY OF BRAMPTON
Planning and Development

Date: 1988 05 27

Drawn by: C.R.E.

File no. C3E2-1

Map no. 62-34A



DIXIE CORPORATE CENTRE

Site Plan



1:878

CITY OF BRAMPTON
Planning and Development

Date: 1988 05 27 Drawn by: C.R.C.
File no. C3E2-1 Map no. 62-34B

INTER-OFFICE MEMORANDUM

PC - Sept. 16

Office of the Commissioner of Planning & Development

September 16, 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 2, Concession 3, E.H.S.
Part Block A, Registered Plan M-640
Ward Number 8
DIXIE CORPORATE CENTRE INC.
Our File Number: C3E7.1

Attached for the information of Planning Committee are the notes of the Public Meeting held on Wednesday, September 7, 1988.

Two members of the public expressed concern about the potential traffic problems that would be generated by the proposed development. Mr. P. Brown, 11 Birchbank Road was concerned with the quantity of commercial space in relation to the office space and felt that the development would generate additional traffic travelling at higher speed on Birchbank Road.

Mr. Young, 13 Birchbank Road concurred with the views of Mr. Brown noting that the access on Dixie Road would be a hazard. Mr. Young indicated that the car dealership loud speaker was annoying and further commercial development not acceptable.

Gwen Smith, referred to traffic congestion, storm water run-off and negative impact upon the residential area as her principal concerns.

Planning Committee had directed that the proposal be presented to a Public Meeting without a recommendation. However, in discussion with the area

Councillor, seven issues were identified for further review, namely (1) landscaping, (2) loading areas, (3) restaurant refuse, (4) bus bay, (5) access, (6), project size and (7) retail commercial.

(1) Landscaped Open Space

The percentage of landscaped open space proposed to be provided by the applicant is 23.6 per cent. The Planning and Development Department report dated July 6, 1988 recommends 25 percent whilst the local Councillor has requested that the landscaped open space be increased to equal that of the proposed office development by Kerbel Group on County Court Boulevard (Our File T1E14.12) and that the width of the landscaping along Dixie Road be increased. The distribution of the landscaped open space on the site can be resolved as a function of site plan approval process. To give further direction to this requirement, a revised concept plan can be included in the development agreement to show an increased width of landscaped open space abutting Dixie Road. Recommendation B2.(ii) of the planning report had required that the revised concept site plan provide additional landscaped open space abutting Dixie Road.

Staff recommended only a modest increase in the percentage of landscaped open space in recognition of the additional cost involved with the provision of underground parking and the proposed limitation on retail/service commercial floor area.

(2) Delivery Area

The area Councillor requested that the project deliveries be made at the rear of the project and underground. The location of the loading areas at the 'rear' can be implemented at the site plan approval stage, but location underground will require a higher vertical clearance of underground structures, hence greater cost, than is usual for an underground parking garage. The concept site plan can be revised to provide for a loading area location at the rear.

(3) Restaurant Refuse Storage

A request to provide an inside garbage facility has been addressed by Condition B1.(vi), which will require garbage and refuse containers for a restaurant to be located within a climate controlled area within the building.

(4) Bus Bay

A condition, Condition B2.(v), has been included upon the recommendation of Community Services Department, Transit Division to require the applicant to provide a concrete bus pad on the west side of Dixie Road and to provide cash-in-lieu payment for a bus stop shelter. A request for a bus bay as an expanded requirement for the bus stop facility must be subject to the approval of the Region of Peel.

(5) Dixie Road Access

Support for right-in and right-out turning movements only on Dixie Road was expressed by the area Councillor. The applicant has advised that left turn access from Dixie Road is required. The planning report noted that if right-in and right-out turns are permitted a raised median will be required. Access from Dixie Road with full turns would be permitted by the Region subject to the applicant entering into a joint use agreement with Northern Telecom. The applicant's consultant has advised that discussions with Northern Telecom have not been finalized but are continuing. Therefore, the method of providing access from Dixie Road has yet to be resolved.

(5) Project Size

The applicant has proposed a development that would have a gross floor area of 20,985 square metres (225,888 square feet) including 1,742 square metres (18,751.4 square feet) of retail/service

commercial space. The local Councillor recommended a reduction of one-third, approximately 6,995 square metres (75,296 square feet). The planning report did not recommend a specific reduction in gross floor area, but proposed that the applicant revise the site plan to provide a circulation and access system that is acceptable to both the Region and the City.

(7) Commercial Uses

The local Councillor supported the Planning and Development Department that the commercial area serve the occupants within the building only and not attract residents from east of Dixie Road. The planning report recommends a maximum floor area of retail/service space equal to 5 per cent of the office floor area. The applicant's solicitor desires 10 per cent, but has indicated that 8 per cent would be acceptable. The applicant's solicitor has requested that in addition to a dining room restaurant or a standard restaurant, a take-out restaurant should be permitted to ensure that this type of service is available for the building occupants. Staff cannot agree with this request for 2 restaurants and particularly for a take-out restaurant. A suggestion, by the area Councillor, for a "deli" type facility restricted to a floor area of about 14 square metres (150 square feet) could be accommodated by an enlightened design within a standard restaurant.

The applicant, through his solicitor and planning consultant, has not indicated acceptance to the major requirements pertaining to access and circulation; size of retail/service commercial purposes, and type of retail/service commercial purposes. Planning Committee has not indicated its position with regard to staff's recommendations contained in the Planning and Development Department report dated July 6, 1988. To assist Planning Committee in the determination of acceptable development conditions, the report conditions are provided herein.

1. The zoning by-law shall contain the following:
 - 1) The site shall only be used for the following purposes:
 - a) an office, excluding health care practitioners;
 - b) a printing or copying establishment;
 - c) either a dining room restaurant or standard restaurant;
 - d) personal service shop;
 - e) bank, trust company, finance company;
 - f) a parking lot;
 - g) a day nursery, and
 - h) purposes accessory to other permitted purposes.
 - ii) Parking and loading shall be provided on the basis of the commercial zone standards of the recent comprehensive zoning by-law (e.g. By-law 200-82 of the former Town of Brampton);
 - iii) Uses permitted in the new building shall specifically exclude a fast food or take-out restaurant.
 - iv) The size of the ancillary commercial purposes shall be restricted to 5 percent of the office floor area;
 - v) Garbage and refuse containers shall be enclosed;
 - vi) Garbage and refuse containers for a restaurant shall be located within a climate controlled area within the buildings;

- vii) The maximum gross commercial floor area and all structures shall be determined after the submission and approval of an access and circulation plan acceptable to the Region and the City;
 - viii) The maximum height of all structures shall not exceed 10 storeys;
 - ix) No building or structure shall be located closer to Dixie Road than 42 metres;
 - x) A minimum of 25 percent of the site shall be maintained as landscaped open space.
2. The applicant shall enter into a rezoning/site plan agreement with the City in a form satisfactory to the City for the development of the lands. This agreement shall contain among other things, the following provisions:
- 1) Prior to making application for any building permits, a site plan, elevation, cross-section drawings, landscape and fencing plan, grading and drainage plan, engineering and servicing plan, and a fire protection plan shall be approved by the City in accordance with the City's site plan control area by-law, and securities in a form and amount satisfactory to the City shall be deposited with the City as a performance guarantee to ensure implementation of the requirements of the rezoning/site plan agreement, all of the approved plans shall be in substantial conformity with the concept site plan attached to this report, and be subject to any revisions recommended in this report;
 - 11) A revised concept site plan shall be submitted incorporating an access and circulation system approved by

the Region and City. The revised concept site plan shall provide for additional landscaped open space and in a location abutting Dixie Road.

- iii) The applicant shall provide engineering drawings and securities for any work required on Dixie Road to the satisfaction of the Region.
- iv) The applicant shall provide to the Region, prior to the issuance of a building permit, and to the satisfaction of the Region, deed for the lifting of 0.3 metre reserve abutting Dixie Road.
- v) The applicant shall provide, at a location satisfactory to the Region and the Transit Director, a concrete bus pad 12 feet by 25 feet, on the west side of Dixie Road, and provide a transit shelter or pay \$5,600.00 cash-in-lieu of the shelter.
- vi) The applicant shall agree to pay City levies in accordance with the Capital Contribution Policy prior to the issuance of building permits.
- vii) An agreement to pay Regional Industrial/Commercial levies prior to the issuance of a building permit.

IT IS RECOMMENDED THAT:

- A. Planning Committee recommend to City Council that the notes of the Public Meeting be received;
- B. Planning Committee indicate its position with regard to the application:
 - i) refuse;
 - ii) approve in principle subject to a determination of acceptable development conditions to the City or
 - iii) defer, pending satisfactory resolution of the site plan, specifically Dixie Road access, and traffic circulation;

C. If Planning Committee approves in principle, indicate the development conditions to be imposed, and those conditions subject to further review by City Council, and

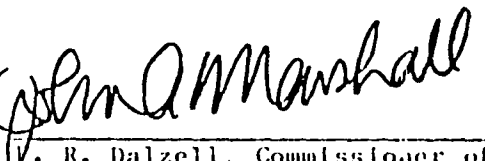
D. Planning Committee recommend to City Council that staff be directed to present the appropriate documents to Council.

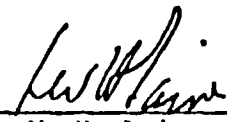
Respectfully submitted,



Ron Burnett, M.C.I.P.
Development Planner

AGREED:

Voted 
J. R. Dalzell, Commissioner of
Planning and Development


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

Attachments

RB/hg/6

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, September 7, 1988, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:31 p.m., with respect to an application by DIXIE CORPORATE CENTRE INC. (File: C3E2.1 - Ward 8) to amend both the Official Plan and the Zoning By-law to permit the development of the lands for commercial-office and retail uses.

Members Present: Councillor P. Robertson - Chairman
Alderman H. Chadwick
Alderman S. DiMarco
Councillor F. Andrews
Councillor F. Russell
Alderman J. Shadrach
Alderman L. Bissell
Alderman A. Gibson

Staff Present: L.W.H. Laine, Director, Planning and
Development Services
R. Burnett, Development Planner
C. Brawley, Policy Planner
E. Coulson, Secretary

Approximately 6 interested members of the public were present.

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. Laine replied in the affirmative.

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

Mr. P. Brown, 11 Birchbank Road, inquired about the amount of retail space compared to office space in the proposal and how many people would be present. He commented that the proposed use would cause major traffic problems on Birchbank Road by increasing density and velocity of traffic 10 to 15 miles per hour, and on Orenda Road which is a major east/west road. Also,

- cont'd. -

he commented on a recent major accident on Birchbank Road, and noted that the area was designed for residential use and that the people are not being listened to.

Mr. Young, 13 Birchbank Road voiced agreement with the previous speaker, and added that the proposed access on Dixie Road will be a major traffic hazard; increasing traffic will be dangerous in the public school area; numerous accidents occur relating to Northern Telecom traffic; that noise from the car dealer in the area is very bothersome, and that he does not agree with the commercial aspects of the proposal.

Gwen Smith, s/e corner of Dixie and Birchbank Roads, noted the traffic congestion, the natural run-off of water from Caledon Hills when underground parking is being considered, and the detrimental effect on the residential amenities, if the plan is approved.

There were no further questions or comments and the meeting adjourned at 8:55 p.m.

INTER-OFFICE MEMORANDUM

PC - Det. 19

Office of the Commissioner of Planning & Development

February 13, 1990

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 2, Concession 3, E.H.S.
Part Block A, Registered Plan M-640
Ward Number 8
DIXIE CORPORATE CENTRE INC.
Our file: C3E2.1

1.0 Background

City Council at its meeting held on 1988 09 26 referred the above noted application to staff for further consideration. Subsequent to Council's direction, the applicant has had a traffic impact report prepared by the firm of Read, Voorhees and Associates Limited, and has submitted a revised site plan that incorporates the recommendations of the traffic study and several requirements noted in the July 6, 1988 planning report.

2.0 Site Characteristics

The subject property, has a frontage along the north side of Orenda Road of 80.6 metres (263.3 feet) and a dimension along the west side of Dixie Road of 159.88 metres (524.5 feet) and comprises an area of 1.82 hectares (4.445 acres).

The subject property is flat, having been used, in part, as a soccer field.

A small woodlot is located at the northerly end. There are approximately 60 deciduous trees (maples, poplars, etc.) planted in 4 rows, possibly as nursery stock for the previous owner's future use.

The surrounding land uses are as follows:

to the east, on the east side of Dixie Road, is a developed low density residential subdivision;

to the south, on the south side of Orenda Road, is vacant land and a mix of industrial and commercial development;

to the west and north, developed industrial purposes.

The property is bordered by a chain link security fence on the north (Northern Telecom) whilst the other property limits are unfenced.

Orenda Road has been realigned to intersect Dixie Road opposite Birchbank Road on the east side of Dixie Road. Concrete sidewalks are located on the Dixie Road and Orenda Road boulevards.

Official Plan and Zoning Status

The subject lands are designated Industrial on the Official Plan, General Land Use Designations, Schedule 'A' and in the Bramalea West Industrial Secondary Plan.

By-law 151-88 zones the subject property Industrial One A (M1A).

4.0 Proposal

The applicant proposes to develop the lands for office-commercial and retail use, with a total floor area of 20,985 square metres (225,888 square feet). The concept site plan outlines two office towers of 1136 square metres (12,228.2 square feet) per floor, with one building being six floors and the other building being ten floors in height. The two buildings will be linked by a 2 storey structure of 1,067 square metres (11,485.5 square feet) per floor, the ground floor being retail/commercial and the second floor being office. An additional 675 square metres (7,265.9 square feet) of retail/commercial is proposed at ground level attached to the 10 storey building.

The applicant proposes to provide 741 parking spaces, 250 above ground and 491 below ground. The underground garage access ramp is located on the westerly side of the property, below the northerly office tower.

The principal vehicular access driveway is on Orenda Road where full turning movement will occur. An exit only driveway onto Dixie Road is proposed to accommodate southbound traffic only. Road improvements are proposed involving an extension of an existing median on Dixie Road, provision of a right turn southbound lane on Dixie Road at Orenda Road and widening of Orenda Road.

5.0 Discussion

Development of mini-storage warehouse operation has been approved for the subject property (Our file: SP89-02) by the Commissioner of Planning and Development on June 2, 1989. The approved proposal consists of two one storey buildings with a combined floor area of 8863.2 square metres (95,405.8 square feet) and 100 parking spaces.

A copy of each of the original planning report dated July 6, 1988, and a report dated September 16, 1988, forwarding the notes of a Public Meeting held on Wednesday September 7, 1988 are attached for information. The principal concerns identified in the reports dealt with (1) landscaping, (2) loading areas, (3) restaurant refuse, (4) bus bay, (5) access, (6) project size and (7) retail commercial.

(1) Landscaped Open Space

The proportion of landscaped open space has been increased from 23.6 percent to almost 25.5 percent of the site area. The width of the landscaped open space abutting Dixie Road, near the north property boundary has been increased by the removal of a row of parking spaces. The detailed distribution of landscaped open space can be addressed at the site plan approval stage when minor adjustments can be made.

(2) Loading Area

The concept site plan has been amended to provide a clearly defined loading area at the rear of the two storey building. The retail floor area of 1,742 square metres does not require the provision of a loading space, whilst the proposed office floor space of 19,243 square metres will generate a by-law requirement of 2 loading spaces.

(3) Restaurant Refuse Storage

Since the consideration of the original proposal, City Council has amended the comprehensive zoning by-law requiring all restaurants to provide refuse storage in a climate controlled area within a building (Section 30.5, By-law 151-88, as amended by By-law 14-89). Therefore, the inclusion of a development condition requiring the provision of a climate controlled garbage room for refuse storage is not necessary. Containers for other forms of refuse and recyclable material should be enclosed either within the buildings or by an appropriately designed enclosure.

(4) Bus Bay

The Community Services Department, Transit requested the provision of a concrete bus pad on the west side of Dixie Road; cash-in-lieu payment for a bus stop shelter, and a bus bay. The revised concept site plan does not indicate these requirements nor does the plan acknowledge the existence of the adjacent sidewalks on Dixie Road and Orenda Road. Development levies now include a provision for bus stop pads and shelters. However, a bus bay, subject to the approval of the Region of Peel, should be a development condition.

(5) Dixie Road Access

The traffic study and the revised concept site plan address the issue of Dixie Road access. The only vehicular access to be permitted is right turn south-bound exiting traffic.

(6) Project Size

One of the concerns pertaining to the project size stems from the quantity of traffic to be generated and the capability of the road system to handle the traffic adequately. The traffic study, prepared on the basis of the full development as proposed, demonstrated that with road and on-site improvements, the full scale development can be accommodated. The traffic impact study recommended that:

- (i) the east bound left turn lane on Orenda Road be lengthened to extend 30 metres west of the site entrance to accommodate left turns into the site in the a.m. peak period;
- (ii) two outbound lanes at the Orenda Road entrance be provided one for left turns and the other for right turns;
- (iii) the ramp to the underground parking garage be reoriented to accommodate all movements;
- (iv) southbound right turn lane be provided at the Dixie Road and Orenda intersection;
- (v) right out only exit onto Dixie Road, and
- (vi) loading bays be place on the site to meet the needs of the tenant and to conform to the (zoning) by-law requirements.

(7) Commercial Uses

The original planning report of July 6, 1988, recommended that the maximum floor area of the retail/service space equal 5.0 percent of the office floor area, amounting to 972.15 square metres (10,464.5 square feet). The applicant's solicitor has requested the retail/service floor space be established at a maximum of 10 per cent of the office floor area. Further the applicant wishes to have a take-out restaurant as a permitted purpose. Staff are agreeable to a maximum of 10 per cent of the office floor area for retail/service purpose since the Parkway Belt West Industrial secondary Plan (Official Plan Amendment Number 166), permits in Office Centres designations, retail/service purposes to occupy up to 15 per cent of the floor area of an office building. The permitted retail uses should not include any sales of food in order to avoid competition with Neighbourhood and Convenience scale food stores in the area. With respect to the request for a take out restaurant, it is noted that a standard restaurant allows both take out and sit down service with a minimum of eleven seats for customers. Consequently, a take out restaurant as a specific use is not necessary.

6.0 Conclusion and Recommendations

At the Public Meeting held on Wednesday, September 7, 1988 dealing with the original proposal, concern was expressed regarding the introduction of additional traffic onto Birchbank Road, noisy loud speaker of a nearby car dealership, potential storm water run-off problems and negative impact upon the adjacent residential area.

The traffic impact study concluded that there will be little reason for through traffic to use Birchbank Road to approach or leave the site, and that the maximum amount of traffic that might use Birchbank Road is in the range of 1 or 2 percent of the existing traffic which would not be perceptible.

The proposed development is not likely to be a significant generator of noise. Storm water run-off matters will be addressed through the approval procedures of engineering plans, and zoning by-law provisions and site plan approval process will ensure that impacts upon the adjacent residential area will be minimal. Though the revised proposal is similar to that presented to the public on September 7, 1988, several changes have been proposed. It is recommended that a determination be made by Planning Committee for consideration by City Council regarding the need to hold a further Public Meeting.

Also, several revisions are warranted to the development conditions presented to Planning Committee arising from the submission of the revised concept site plan, traffic impact study and further consideration by staff.

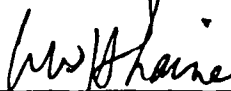
IT IS RECOMMENDED THAT:

- A. Planning Committee consider the necessity of holding a further Public Meeting and present an appropriate recommendation to City Council in this regard,
- B. Subject to the result of Recommendation A above, staff be instructed to present the appropriate documents for the consideration of Council, subject to the following conditions:
 1. the zoning by-law shall contain the following:
 - (i) this site shall only be used for the following purposes:
 - a) an office, excluding health care practitioners;
 - b) a printing or copying establishment;
 - c) either a dining room restaurant or standard restaurant;
 - d) personal service shop;
 - e) bank, trust company, finance company;
 - f) a parking lot;
 - g) an employee day nursery as an accessory use only, subject to the requirements of the Ministry of Community and Social Services, and
 - h) retail, excluding the sale of foods;
 - i) purposes accessory to other permitted purposes.
 - (ii) parking and loading shall be provided on the basis of the commercial zone standards of the recent comprehensive zoning by-law (e.g. By-law 151-88);
 - (iii) uses permitted in the new building shall specifically exclude a fast food or take-out restaurant;

- (iv) the size of the ancillary commercial purposes shall be restricted to 10 percent of the provided office floor area;
 - (v) garbage and refuse containers shall be enclosed;
 - (vi) the maximum gross commercial floor area of all buildings shall not exceed 20,985 square metres;
 - (vii) the maximum height of buildings shall not exceed 10 storeys;
 - (viii) no above ground building or structure shall be located closer than 42 metres to Dixie Road;
 - (ix) no below ground building or structure shall be located closer than 14 metres to Dixie Road;
 - (x) a minimum of 25 percent of the site shall be maintained as landscaped open space.
2. The applicant shall enter into a rezoning/site plan agreement with the City in a form satisfactory to the City for the development of the lands. This agreement shall contain among other things, the following provisions:
- (i) prior to making application for any building permits, a site plan, elevation, cross-section drawings, landscape and fencing plan, grading and drainage plan, engineering and servicing plan, and a fire protection plan shall be approved by the City in accordance with the City's site plan control area by-law, and securities in a form and amount satisfactory to the City as a performance guarantee to ensure implementation of the requirements of the rezoning/site plan agreement, all of the approved plans shall be in substantial conformity with the concept site plan attached to this report, and be subject to any revisions recommended in this report;
 - (ii) the applicant shall provide engineering drawings and securities for any work required on Dixie Road to the satisfaction of the Region.

- (iii) the applicant shall provide to the City, prior to issuance of a building permit, a deed, satisfactory to the City, for lifting of 0.3 metre reserve abutting Orenda Road.
- (iv) the applicant shall provide to the Region, prior to the issuance of a building permit, and to the satisfaction of the Region, a deed for the lifting of 0.3 metre reserve abutting Dixie Road.
- (v) the applicant shall provide, at a location satisfactory to the Region and the Transit Director, bus bay facilities.
- (vi) the applicant shall agree to pay City levies in accordance with the Capital Contribution Policy prior to the issuance of building permits;
- (vii) the applicant shall agree to pay City parkland levy, and
- (viii) the applicant shall agree to pay Regional Industrial/Commercial levies prior to the issuance of a building permit.

Respectfully submitted,



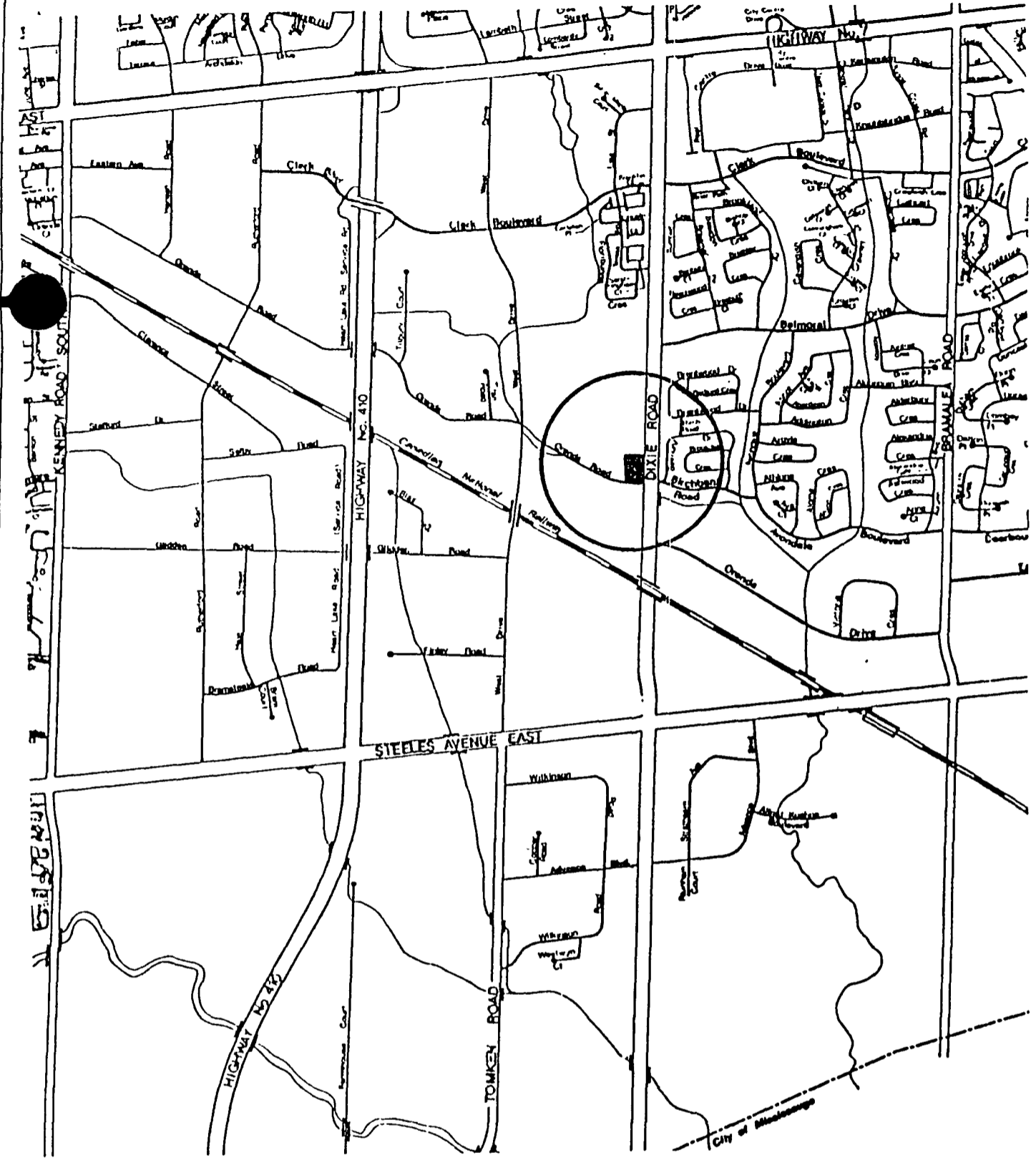
L.W.H. Laine, Director
Planning and Development
Services Division

AGREED:



J.A. Marshall, M.C.I.P.
Commissioner of Planning
and Development

LWHL/jo



DIXIE CORPORATE CENTRE

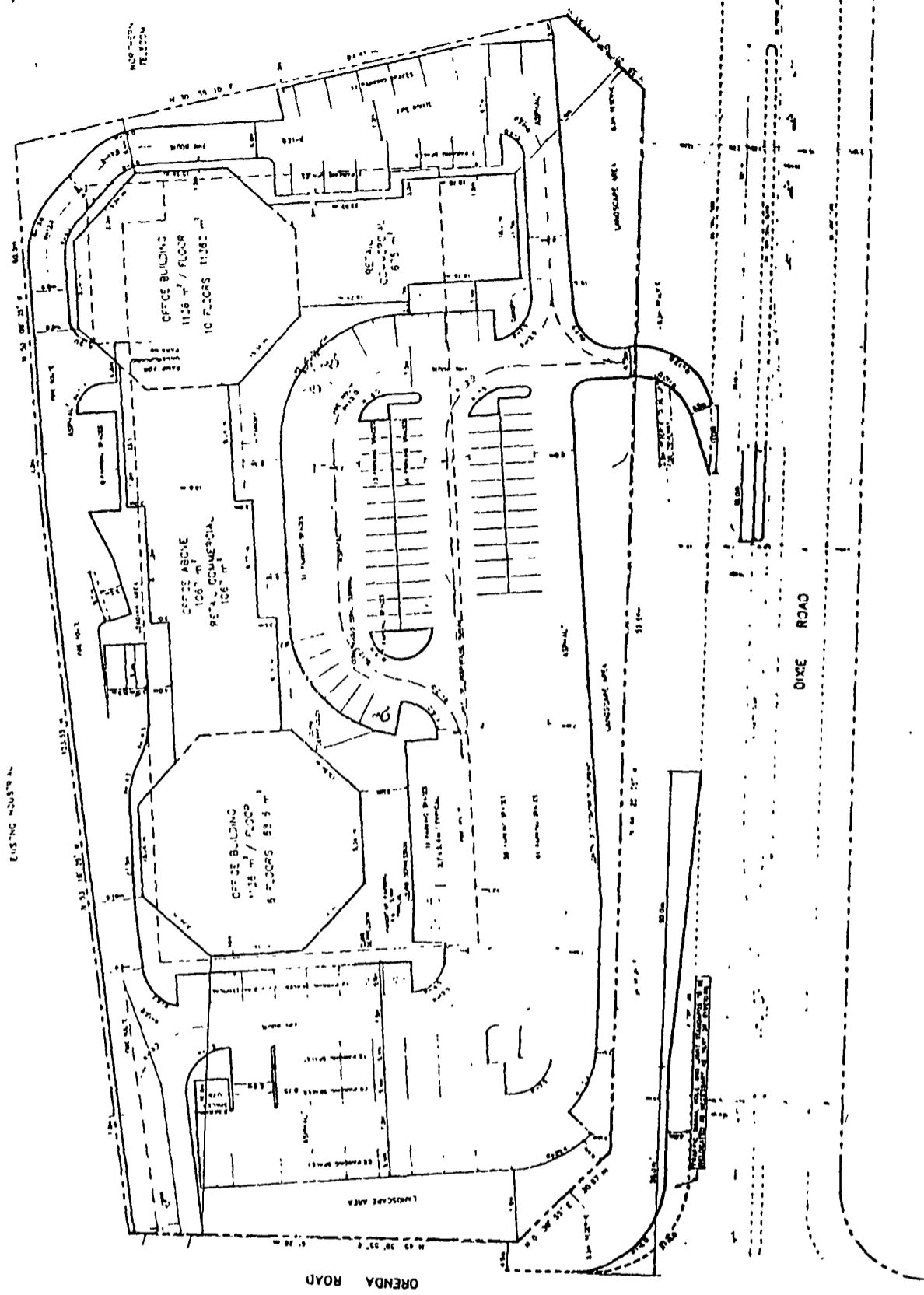
Location Map



1:25000

CITY OF BRAMPTON
 Planning and Development

Date: 1988 05 27 Drawn by: C.R.E.
 File no. C3E2-1 Map no. 62-34A



DIXIE CORPORATE CENTRE

Site Plan - Revised



1:880

CITY OF BRAMPTON
 Planning and Development

Date: 1990 02 05 Drawn by: CJK
 File no. C3E2.1 Map no. 62-34C

INTER-OFFICE MEMORANDUM

PC - April 17

Office of the Commissioner of Planning & Development

April 10, 1990

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 2, Concession 3, E.H.S.
Part Block A, Registered Plan M-640
Ward 8
DIXIE CORPORATE CENTRE INC.
Our File: C3E2.1

Notes of the Public Meeting held on Wednesday, March 5, 1990 are attached for the information of Planning Committee.

The principal concerns were increased traffic volume and speed on Birchbank Road, increased volume of traffic on Dixie Road, and the disruption that would be caused by a 10 storey office building.

The Transportation Policy Division of the Planning Department, Region of Peel, has advised that the Traffic Impact Study assumed the widening of Dixie Road to 6 lanes would be completed by 1995; however, Dixie Road is scheduled to be widened between Steeles Avenue and Orenda Road in 1997, and between Orenda Road and Highway #7 in 1999.

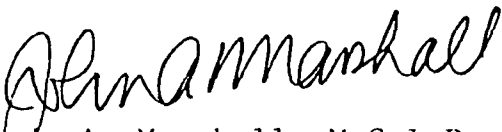
With respect to the impact of the 10 storey buildings upon the privacy of the nearby residents, it must be recognized that the nearest office tower will be about 80 metres (262.5 feet) away from the residential property limits. Trees, 6 to 10 metres (20 to 33 feet) high growing along the east property line of Dixie Road will cause a greater degree of shadowing and disruption than a 30.5 metre (100 feet) high office building on the subject property.


- cont'd. -

IT IS RECOMMENDED THAT Planning Committee recommend to City Council that:

- A) The notes of the Public Meeting be received;
- B) The application be approved according to the conditions approved by City Council at its meeting held on 1990 02 26, and
- C) Staff be directed to prepare the appropriate documents for the consideration of City Council.

AGREED


J. A. Marshall, M.C.I.P.,
Commissioner of Planning
and Development


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

LWHL/ec
attachment

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, March 7, 1990, in the Municipal Council Chambers, 3rd Floor, 150 Central park Drive, Brampton, Ontario, commencing at 8:52 p.m., with respect to an application by DIXIE CORPORATE CENTRE INC. (File: C3E2.1 - Ward 8) to amend both the Official Plan and the Zoning By-law to permit the development of an office complex with accessory commercial purposes.

Members Present: Alderman E. Ludlow - Chairman
Councillor R. Begley
Councillor F. Russell
Councillor P. Robertson
Councillor F. Andrews

Staff Present: J. A. Marshall, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
D. Ross, Development Planner
A. Rezoski, Development Planner
E. Coulson, Secretary

Approximately 13 interested members of the public were present. 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. Marshall replied in the affirmative.

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 members of the public.

Mr. R. Young, 13 Birchbank Road, commented that he did not receive mailed notice of the public meeting, however, residents in the general vicinity received mailed notices for the previous meeting for the same application held in 1988, and that signage located on the subject site is not satisfactory.

- cont'd. -

He inquired about the method of control for the proposed right exit only, noting that traffic is a current problem in the area.

Mr. Laine responded that the centre median will be extended 15 metres to restrict left turns.

Mr. Young questioned the effectiveness of this method. He objected to changes made in the area in recent years and the proposed development due to the potential detrimental impact on the residential aesthetics, traffic volume, privacy, a concern relating to the height of the proposed buildings, a concern relating to the effect on the storm water drainage channel, increased traffic velocity and volume on Birchbank Road and from fast food outlets.

Mr. Laine noted that the storm water drainage area is within its own channel, that the Public Works Department is responsible for storm water management and circulation of the plan produced no concerns in this respect.

Mr. Young requested an explanation of all factors relating to Traffic Studies. Mr. Haig of Read, Voorhees & Associates Ltd., Traffic Consultants, responded.

Mr. E. MacDougall, 14 Birchbank Road referred to the traffic velocity and the potential for doubling traffic volume in the area, as his concerns.

A resident at 81 Brentwood Drive commented that more area residents should have received mailed notice of the public meeting. She was concerned with the prospect of having a view of a 10 storey building from her front window, and asked for an explanation of the permitted uses under the present zoning designation, if a shadow study had been done, the type of office use and number of tenants, and the kind of retail outlets. Also, she expressed concern re increased traffic adding to the existing problems, control for the access on Orenda Road, and the back up of vehicles on Dixie Road, particularly from Northern Telecom.

Mr. Marshall responded that the Planning Committee could direct a shadow study to be done. Also, he read from the by-law with respect to current permitted uses.

- cont'd. -

Mr. N. Davis, Solicitor for the applicant, noted that the uses and other details have not been determined but will be set out in the by-law if the application is approved. He presumed it would be mixed uses.

There was discussion on the accuracy of traffic impact studies.

Mr. Young requested that notices be sent to all area residents regarding the Planning Committee meeting.

There were no further questions or comments and the meeting adjourned at 9:55 p.m.



March 14, 1990

City of Brampton PLANNING DEPT.	
Date	MAR 15 1990 Rec'd
File No.	C3E2.1

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

Attention: Mr. L. W. H. Laine, Director
Planning and Development

Re: Official Plan Amendment and
Rezoning Application
Dixie Corporate Centre Inc.
Pt. Lot 2, Concession 3, E.H.S.
Your File: C3E2.1
Our File: R42 3E32B
City of Brampton

Dear Sir:

Further to our recent correspondence, please find attached for your information and files, a copy of comments dated February 27, 1990 as received from the Regional Transportation Policy Division regarding the above noted proposal.

We trust that these comments are of assistance.

Yours truly,

D. R. Billett
Director of
Development Control

JL:nb
Encl.



MEMORANDUM

	ACTION	INFO	SEEN
COMMISSIONER			
DEVELOPMENT CONTROL			
PLANNING DEPARTMENT			
TRAFFIC ENGINEERING			
DATE	February 27, 1990		

To D.R. Billett, P. Eng
Director, Development Control

From P.M. Crockett, P. Eng.
Acting Director
Transportation Policy

Subject Dixie Corporate Centre
Traffic Impact Study
R42 3E 32 B
City of Brampton
03 14 90

We have reviewed the above noted traffic impact study and provide our comments herein:

The study assumes that the widening of Dixie Road to six lanes will be completed by 1995. However, Dixie Road is scheduled to be widened between Steeles Avenue and Orenda Road in 1997, and between Orenda Road and Highway 7 in 1999.

Public Works will have to confirm that traffic from the proposed development can be accommodated on the existing road system during the interim period. As well, the exits only driveway onto Dixie Road, as now proposed, should be approved by Public Works.

Provision for widening Dixie Road (to 45 M) and 0.3 M reserve on Dixie Road should be obtained prior to draft approval.

Yours truly,

Peter M. Crockett, P. Eng.
Acting Director

RP/lb

cc. C. Otten (Public Works)

C50: DIXIE.CORP

City of Brampton
Clerks office
150 Central Park Drive,
Bramalea,
City of Brampton,
Ontario.

CITY OF BRAMPTON
PLANNING DEPT.

Date	SEP 16 1988	Rec'd
File No.		

[Handwritten signature]

Dear sir;

Please consider this our request to be placed on the agenda of the Planning meeting of September 19th 1988.

the item we wish to speak to will be the Dixie Centre, located on the Northwest corner of Orenda and Dixie road.

Our Spokesperson for the residents of Birchbank road will be decided before the meeting and will be limited to two or less people.

Trusting this is satisfactory notification,

We remain,

Yours truly,

Concerned Residents of Birchbank Road.

[Handwritten signature]
460919-

June 30, 1988
File: D-04186W

City of Brampton,
Planning Dept.,
150 Central Park Drive,
Brampton, Ontario
L6T 2T8

City of Brampton PLANNING DEPT.	
Date	JUL - 4 1988 Rec'd
File No.	C3E.2.1

Attention: Mr. R. Burnette

Re: Dixie Corporate Centre
Northwest corner, Dixie Rd at Orenda Rd

The traffic impact study carried out by F.J. Reinders and Associates Canada Limited, did not, in itself, provide adequate information on which to analyze the impact the proposed development would have on the road system abutting the development. Although the trip generation rates were reasonable, full trip distribution data was not provided, and the discussion related to capacity appeared to be confusing. The capacity analysis method (TRB) is unfamiliar to us.

In order to complete our analysis of this report, we assumed trip distribution factors and carried out our own capacity analysis. Based on all the information available, we have the following comments:

- ° A controlled access providing right turns in and right turns out only shall be permitted on Dixie Road to this development. If the developer wishes to obtain a full access to this development on Dixie Road, we suggest that he enter into an agreement with Northern Telecom for joint use of Northern Telecom's most southerly access which runs along the northerly border of this property. If such access is arranged, no further access shall be permitted on Dixie Road.
- ° Assuming that a right in/right out access is provided on Dixie Road, the first set of side drives on the driveway shall not be permitted in order to ensure a clear access driveway of 30 metres measured from property line. In addition, a 60 metre taper shall be required on the inbound right turn lane on Dixie Road in order to minimize the impact on the through traffic.
- ° The access on Dixie Road will primarily service the surface parking for the retail development. It will, in our opinion, provide minimal access to the office component parking which is underground due to the location of the ramp for the underground parking.
- ° Although Orenda Road is not under Regional jurisdiction, we have concerns about the Orenda Road access as proposed. The majority of vehicles using the underground parking shall enter and leave via this access due to the location and orientation of the underground garage ramp. Consequently, our calculations indicate that at least two outbound lanes must be provided. Even with this, it is likely that the exiting vehicles will queue back to the garage ramp, due to the heavy exiting volumes and anticipate difficulties in entering Orenda Road.

. . .2

June 30, 1988
File: D-04186W
Page 2.

With the additional volume generated by this development, our calculations indicate that the Dixie Road/Orenda Road intersection will be operating at a level D to E during the morning and evening peak periods.

We have some concerns about the density of development on this parcel of land, as it relates to the volume of traffic which will be generated. We don't believe the single full access on Orenda Road can adequately service the office complex, however, at the same time, we do not feel that the Region has any option but to restrict access on Dixie Road to right in/right out only. Unless a joint access with Northern Telecom can be arranged, we would strongly suggest that the density of this development be reduced.

Upon receipt of a satisfactory site plan, the applicant shall provide engineering drawings, securities and a letter of Undertaking for any works required on Dixie Road for the construction of a centre median to control turning movements on Dixie Road and any deceleration lane required at the approved Dixie Road access.

It should be noted that the building set-back for Dixie Road including underground garages is 14m from the widened street line.

Yours truly,



D.J. Kiteley,
Technical Analyst,
Engineering &
Construction Division

DJK/dm

c.c. D.R. Billett

FROM

W Brown

Region of Peel

DEPARTMENT

Traffic Section

DATE

June 30 / 88

SUBJECT

Dixie Corporate Centre

L Luane, Allan R. Burnett
City of Brampton Planning

MESSAGE

In response to a request from R Burnett attached please find a copy of my memo to Mr Zamora of our office concerning the traffic study for the Dixie Corporate Centre. This is for information only.

Formal comments will be forthcoming from either Mr Zamora or our Planning office.

W Brown

City of Brampton
PLANNING DEPT.
Date JUL - 5 1988 Rec'd.
File No. C3E21

[Handwritten signature]

A 10-E or D 5905 (250 pkg) D 4905 (50 pkg)

REPLY FROM

DATE

S-marque

INTER-OFFICE MEMO

TO REPLY RETAIN WHITE ORIGINAL - RETURN PINK

M. Zamojc

June 20, 1988

W. H. Brown

Dixie Corporate Centre
Northwest corner
Dixie Rd at Orenda Rd

The traffic impact study carried out by F. J. Reinders and Associates Canada Limited, did not, in itself, provide adequate information on which to analyze the impact the proposed development would have on the road system abutting the development. Although the trip generation rates were reasonable, full trip distribution data was not provided, and the discussion related to capacity appeared to be confusing. The capacity analysis method (TRB) is unfamiliar to me.

In order to complete my analysis of this report, I assume trip distribution factors and carried out my own capacity analysis. Based on all the information available, I have the following comments:

- A controlled access providing right turns in and right turns out only shall be permitted on Dixie Road to this development. If the developer wishes to obtain a full access to this development on Dixie Road, I suggest that he enter into an agreement with Northern Telecom for joint use of Northern Telecom's most southerly access which runs along the northerly border of this property. If such access is arranged, no further access shall be permitted on Dixie Road.
- Assuming that a right in/right out access is provided on Dixie Road, as suggested by F. J. Reinders, the first set of side drives on the driveway shall not be permitted in order to ensure a clear access driveway of 30 metres measured from property line. In addition, a 60 metre taper shall be required on the inbound right turn lane on Dixie Road in order to minimize the impact on the through traffic.
- The access on Dixie Road will primarily service the surface parking for the retail development. It will, in my opinion, provide minimal access to the office component parking which is underground due to the location of the ramp for the underground parking.
- Although Orenda Road is not under Regional jurisdiction, I have concerns about the Orenda Road access as proposed. The majority of vehicles using the underground parking shall enter and leave via this access due to the location and orientation of the underground garage ramp. Consequently, my calculations indicate that at least two outbound lanes must be provided. Even with this, it is likely that the exiting vehicles will queue back to the garage ramp, due to the heavy exiting volumes and anticipated difficulties in entering Orenda Road.

...cont'd

Page 2
June 20, 1988

With the additional volume generated by this development, my calculations indicate that the Dixie Road/Orenda Road intersection will be operating at a level D to E during the morning and evening peak periods.

I have some concerns about the density of development on this parcel of land, as it relates to the volume of traffic which will be generated. I don't believe the single full access on Orenda Road can adequately service the office complex, however, at the same time, I do not feel that the Region has any option but to restrict access on Dixie Road to right in/right out only. Unless a joint access with Northern Telecom can be arranged, I would strongly suggest that the density of this development be reduced.

W. H. Brown, P. Eng.,
Traffic Engineer,
Operations Division,
Department of Public Works.

WHB/lc

The Regional Municipality of Peel

Planning Department

November 10, 1987

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

Attention: Mr. Ron Burnett
Development Planner

Re: Official Plan Amendment and
Rezoning Application
Dixie Corporate Centre Inc.
Your File: C3E2.1
Our File: R42 3E32B

City of Brampton
PLANNING DEPT.
Date NOV 12 1987 Rec'd.
File No. C3E2.1

Dear Sir:

Further to my letter dated November 9, 1987 please find attached a copy of comments dated November 5, 1987 recently received from our Public Works Department concerning access and setbacks from Dixie Road.

We trust that this information is of assistance.

Yours truly,

D. R. Billett
Director of
Development Control

VZ:nb
Encl.

*Bill / Burn
Dixie Corporate
Office
RE*

47.11.13

HARVEY FREEDMAN

BARRISTERS & SOLICITORS

SUITE 100
79 SHUTER STREET
TORONTO, CANADA
M5B 1B3

HARVEY FREEDMAN, LL B
RICHARD N VALE, LL B
CHARLES B WAGNER, B A , LL B
COUNSEL BENJAMIN SALSBERG, LL.B.

December 17, 1987

Clerk,
City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 1T9

RECEIVED
CITY OF BRAMPTON

DEC 19 1987

REG: 8533

FILE NO: 7046
C 3. 2.1

Re: Mike Schmidt Holdings Ltd. et al
Purchase from Carrier Canada Ltd.,
8100 Dixie Road (South West-Corner
Orenda and Dixie) City of Brampton

Gentlemen:

We are the solicitors for the owners of the above noted property.

We understand that the owners of the property at the northwest corner of Dixie Road and Orenda have filed an application to rezone and redevelop this property.

Would you please forward to us all relevant documentation with respect to the foregoing application and place us on the mailing list for any future notices of any hearings at which the above noted application is being considered.

Yours truly,

HARVEY FREEDMAN

HF/dp

c.c. Mike Schmidt Holdings Ltd. et al
c.c. Glen Schnarr & Associates Inc.
c.c. Al Lax, C.A.
Richter, Usher & Vineberg
Chartered Accountants

October 26, 1987.
File: D-04186W

F.J. Reinders and Associates Ltd.
P.O. Box 278
7665 Hurontario Street,
Brampton, Ontario
L6V 2L1

Attention: Mr. Clare Reipma, P.Eng., M.C.I.P., M.E.S.

Re: Orenda/Dixie Corporate Centre.
North - West corner of Dixie Road
and Orenda Road.

This is further to your letter of September 16, 1987 regarding the above site.

Prior to any consideration to a Dixie Road access, a traffic impact study is required as well as the City of Brampton consensus of the proposed use for this site.

We advise you at this time that the Regions set-back limit for underground parking garages is 8M from street line with no access to Dixie Road and 14M from street line if access is permitted from the Regional Road.

Yours truly

M.D. Zamojc, P.Eng.
Planning &
Development Engineer
Engineering & Construction Division

DJK/dm



The Regional Municipality of Peel

Planning Department

November 9, 1987

City of Brampton PLANNING DEPT.	
Date	NOV 12 1987 Rec'd
File No.	C3E2.1
IA	

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

Attention: Mr. Ron Burnett
Development Planner

Re: Official Plan Amendment and
Rezoning Application
Dixie Corporate Centre Inc.
Your File: C3E2.1
Our File: R42 3E32B

Dear Sir:

In reply to your request for comments dated November 3, 1987 concerning the above noted application please be advised that our Public Works Department has examined the proposal and indicates that full municipal services are available. However, they have certain concerns regarding access and will be commenting in detail shortly, which will be forwarded to you when available.

We trust that this information is of assistance.

Yours truly,

D. R. Billett
Director of
Development Control

VZ:nb

57.11.03