



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 187-81
To adopt Amendment Number 77
to the Consolidated Official Plan of
the City of Brampton Planning Area.

The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 77 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 77 to the Consolidated Official Plan of the City of Brampton Planning Area.

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

This 17th day of August 1981.


JAMES E. ARCHDEKIN, MAYOR


RALPH A. EVERETT, CLERK

PASSED August 17th 1981



BY-LAW

No. 187-81

To adopt Amendment Number 77 to the
Consolidated Official Plan for the
City of Brampton Planning Area.

ORIGINAL

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21-OP-0006-77

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AMENDMENT NUMBER 77
to the Consolidated Official Plan
of the City of Brampton Planning
Area

MISC. PLAN NO. 643

LODGED IN THE REGISTRY OFFICE
FOR THE COUNTY OF PEEL

1982 Jan 12 PM 3:12

Gloria J. Smuck

Asst Deputy REGISTRAR OF DEEDS, COUNTY OF PEEL

Amendment No. 77
to the
Official Plan for the
City of Brampton Planning Area

This Amendment No. 77 to the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with section 17 of The Planning Act as Amendment No. 77 to the Official Plan for the City of Brampton Planning Area.

Date *December 10/81*



P.G. Rimmington
Executive Director (Acting)
Plans Administration Division



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

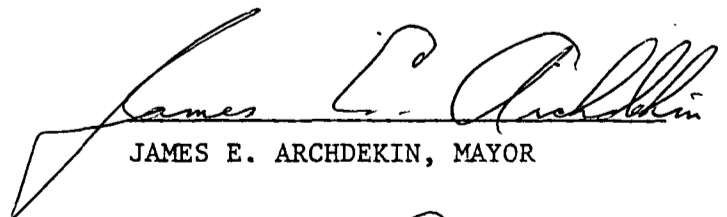
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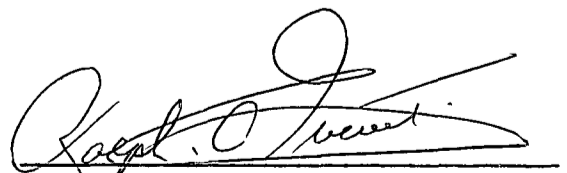
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READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

This 17th day of August 1981.


JAMES E. ARCHDEKIN, MAYOR


RALPH A. EVERETT, CLERK

AMENDMENT NUMBER 77
TO THE CONSOLIDATED OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1. The purposes of this amendment are to change the land use designation of certain lands as shown on Schedules A and B hereto attached, from Residential to Commercial and from Residential Low Density Area to Park and Open Space Area and Highway Commercial Area, and to establish appropriate development principles for the uses to be permitted.
2. Plate Number 3 (Generalized Land Use) of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by changing the designation of the lands subject to this amendment, as shown on Schedule B to this amendment, from Residential to Commercial.
3. Plate Number 7 (Brampton South Planning District Land Use and Roads) of the Consolidated Official Plan of the City of Brampton Planning Area is hereby amended by changing the designation of the lands subject to this amendment, as shown on Schedule B of this amendment, from Residential Low Density Area to Park and Open Space Area and Highway Commercial Area.
4. Part C, Section B, of the Consolidated Official Plan of the City of Brampton Planning Area, is hereby amended by adding thereto the text set out below, as Chapter B5:

"Chapter B5

1.0 Purpose

The purpose of the chapter is to permit certain lands designated Highway Commercial Area, presently occupied by a detached residence and a motor vehicle repair garage, to be redeveloped as an automotive dealership establishment in accordance with development principles set out herein.

2.0 Location

The lands affected by this chapter are part of Lot 5, Concession 1, West of Hurontario Street, in the geographic Township of Chinguacousy, formerly in the Town of Brampton, now in the City of Brampton, known municipally as 273 and 275 Queen Street West. The lands more particularly described as Parts 1, 2, 3, and 4 on Reference Plan Number 43R-9149, have a

frontage on Queen Street West of 64.173 metres, a west and east property boundary dimension of 51.234 and 51.88 metres, respectively, and comprise an area of 0.340 hectares.

3.0 Development Principles

3.1 The lands designated Highway Commercial Area shall be subject to the following development principles:

- i) notwithstanding the provisions of Part C, Section B, Chapter B, Section B1.0, Subsection B1.2, Paragraph 5.1, Sub-paragraph (v), the only uses permitted are to be an automotive dealership establishment and an existing auto body repair shop.
- ii) the redevelopment of the lands for an automotive dealership shall proceed on the basis that the amenities of the abutting and adjacent residences shall be protected by:
 - a) the provision of easily maintained screen walls, fences and landscaped areas along the property boundaries of the subject lands abutting such residences, with such a length and height of screen walls and fences, and density of planting so as to provide a visual barrier between the commercial uses and the private outdoor areas of the abutting and adjacent residences;
 - b) Regulating the number of storeys, height and sitting of the building to be erected, and the location of windows to minimize shadowing and visual intrusion;
 - c) visually screening garbage refuse collection areas;
 - d) requiring signs, except free standing signs and traffic control or directional signs, to be affixed to the front of the building facing onto Queen Street West, and that the top elevation of such signs not to protrude above the wall of the building;

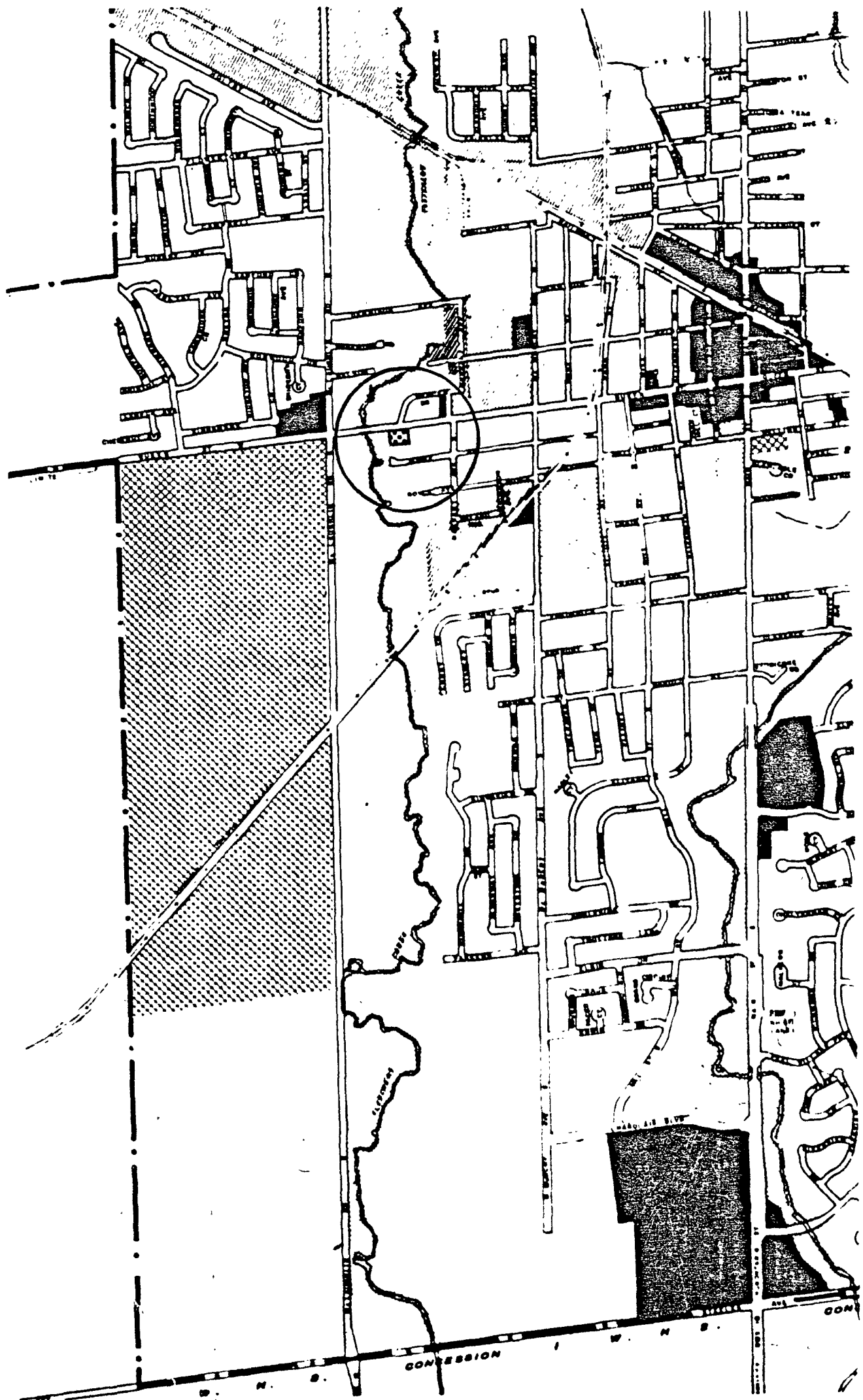
- e) limiting the number and regulating the location, height and illumination of free standing signs to minimize visual intrusion and glare upon the abutting residences;
 - f) requiring illumination of parking and ancillary areas to be directed away from abutting residences, but permitting the location of security or morality lighting adjacent to residences, provided that the elevation and intensity of such lighting is not obtrusive, and
 - g) locating activities and accessory facilities that are likely to generate noise away from residences, and reducing the level of noise that is generated by the provision of acoustical techniques such as barrier walls and appropriate building materials.
- iii) provision shall be made to permit the conveyance of widening of Queen Street West to the satisfaction of the road authority having jurisdiction;
 - iv) off-street parking and loading/unloading facilities shall be provided in accordance with the policies of Part C, Section B, Chapter B1, Section B1.0, Sub-section B1.2, Paragraph 9.0.
 - v) the requirements of the Credit Valley Conservation Authority and the Ministry of the Environment with regard to flood protection and measures to minimize increasing flooding hazards shall be fulfilled.
 - vi) provision shall be made to ensure that services and utilities are available and that grading, drainage and other engineering facilities are provided and completed to the satisfaction of the municipality.

3.2 The lands designated Park and Open Space Area shall be subject to the policies of Part C, Section B, Chapter B1, Section B1.0, Subsection B1.4, where applicable.

4.0 Implementation

- 4.1 This chapter will be implemented by an appropriate amendment to the Restricted area By-law to impose the appropriate zone classifications and regulations in conformity with the development principles outlined in Section 3.0.
- 4.2 The Corporation of the City of Brampton may require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to Section 35a of The Planning Act.





SUBJECT PROPERTY 

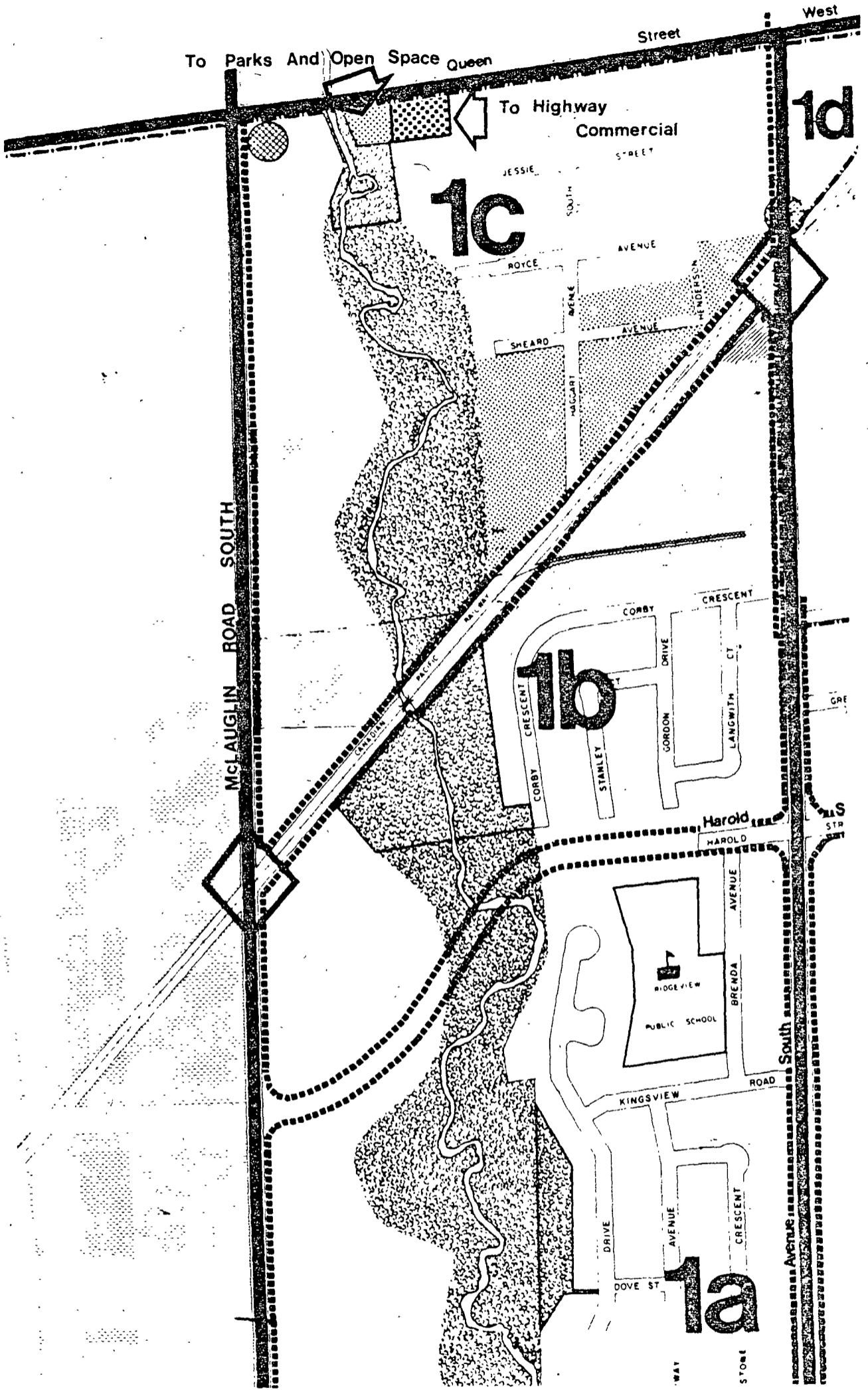
OFFICIAL PLAN
 AMENDMENT NO. 77
 SCHEDULE A.



1:1500

CITY OF BRAMPTON
 Planning and Development

Date: 81.02 4 Drawn by: J.K.
 File no. CIW5.9 Map no. 59-23F



SUBJECT PROPERTY

OFFICIAL PLAN
 AMENDMENT NO. 77
 SCHEDULE B.



1:550

CITY OF BRAMPTON
 Planning and Development

Date: 81.02 4 Drawn by: J.K.
 File no. CIW5. 9 Map no. 59-23E

Attached is a copy of a Report of the Director, Planning and Development Services dated June 20, 1980 and a copy of the notes of a special meeting of the Planning Committee held on October 9, 1980, subsequent to the publication of notices in the local newspapers and mailing of notices to the assessed owners of properties within 400 feet of the subject site and a copy of the notes of a meeting held with representatives of Jessie Street on November 25th, 1980.

INTER-OFFICE MEMORANDUM

F2

Office of the Commissioner of Planning & Development

1980 06 20

TO: Chairman of Development Team
FROM: Planning and Development Department
RE: Application to amend the Official
Plan and Restricted Area By-law
Part Lot 5, Concession 1, W.H.S.
ATTRELL AUTO HOLDINGS
Our File: C1W5.9

1.0 Introduction

An application has been filed to amend the Official Plan and Restricted Area By-law to permit the re-development of the above noted property as an automobile sales and service establishment.

2.0 Property Description

The subject lands are located on the south side of Queen Street West, east of Fletchers Creek and are known municipally as 275 Queen Street West.

The property has a frontage of 64.173 metres (210.54 feet), a depth of 51.081 metres (167.59 feet) along the east boundary and comprise an area of about 0.340 hectares (0.84 acres).

On the property is located a detached dwelling, a concrete block auto repair shop, a wood frame garage and several wood frame sheds. Near the westerly boundary are 4 spruce trees, while towards the rear are a large diameter willow tree that has been heavily trimmed and an oak tree. Scattered at

...2/

F2-2

various locations, principally around the dwelling, are approximately 30 small trees and shrubs.

Along the south boundary is a 1.65 metre (5.4 feet) board fence and along the east boundary board and plywood fencing with sections 1.98 metres (6.5 feet), 1.52 metres (5.0 feet) and 0.85 metres (2.8 feet) high located on the subject site and the abutting property. For approximately one half the distance of the westerly property limit is a page wire fence in poor condition. Near the north-westerly portion of the front lot line is a 0.91 metre (3 feet) high two sail steel fence set into the edge of the sidewalk.

The abutting properties to the south, east and on the north side of Queen Street West are occupied by single detached and semi-detached dwellings. On the west is unimproved valley parkland.

3.0 Official Plan and Zoning Status

The subject lands are designated by the Consolidated Official Plan as Residential Low Density. By-law Number 1827 zones the property Residential-R, whilst By-law Number 25-79 has imposed a Residential Single Family "B" Zone - R1B.

4.0 Proposal

The applicant proposes to remove the single detached dwelling, frame garage and 2 wood frame sheds. The existing auto repair shop will be retained because of lease commitments and a new structure erected. The new structure will consist of a one storey section with a gross floor area of 384 square metres (4133 square feet) to be used as a 10-bay auto service area and a two storey section with a gross floor area of 362.56 square metres (3902 square feet) to be occupied

by a motor vehicle showroom, service counter, parts storage and offices.

A 2 metre (6.5 feet) wide landscaped area will be provided along the Queen Street West frontage and a 1 metre (3.3 feet) landscaped strip along the east boundary.

A 2 metre (6.5 feet) high wood board fence will be erected along the south boundary while the existing fences along the easterly boundary are to remain.

A total of 43 parking spaces will be provided.

Two free standing illuminated signs are proposed to be erected with a height of 4.267 metres (14 feet), 1.219 metres (4 feet) from the front lot line, the larger sign identifying the automobile manufacturer, measuring 1.219 by 3.658 metres (4 x 12 feet) will be erected east of the entrance driveway. The other sign will be located 6.096 metres (20 feet) from the westerly property boundary with dimensions of 1.829 by 1.829 metres (6 x 6 feet) will identify used cars. A fascia sign indicating the dealer's name will be located on the building.

To satisfy the requirements of the Credit Valley Conservation Authority, the new buildings will be elevated slightly above the existing grade, and the outdoor parking areas elevated by 1 to almost 2 metres (3.3 feet to 6.5 feet). However, it is expected that the exterior parking area will be subject to flooding under regional storm conditions to a maximum depth of 0.46 metres (1.5 feet). Flood storage capacity of the present conditions will be retained by the excavating material to a depth of several metres (6.5 feet) at the north-west corner of the subject lands.

5.0 Comments

The Regional Municipality of Peel has advised that a 8.23 metre (27.0 feet) widening is required along Queen Street West though the Region would be willing to enter into an agreement with the applicant to utilize the widening for parking and signs until such time as the lands are required for road widening with the applicant to relocate landscaping, signs and parking at his expense.

The Queen Street West entrance driveway radii should be 7 metres (22.96 feet). The Region By-law 29-80 requires a 45 foot (13.7 metres) setback from the new street line. The signs and their location will require approval of the Roads and Traffic Division - Traffic Section.

Sanitary sewer service is available as well as water service, but frontage change will apply to the Queen Street West frontage.

Preliminary comments by the Credit Valley Conservation Authority indicate that only the north eastern portion of the site is above the (regional) floodline of Fletchers Creek and any additions to structures or alterations including demolition would require the approval of the Authority. The Authority has requested detailed plans (site and grading), which have been forwarded by the applicant's consultant. It is expected that the Authority staff will advise that the detailed plans, if revised, will be acceptable.

The applicant has objected to the land use designation as contained within the Draft Official Plan and the objection was dealt with by the Policy and Research Division in its report dealing with other objections. The report of the Division is included herein:

"Summary of Objection:

Attrell Auto Holdings has an interest in the property located immediately to the east of the Fletchers Creek on the south side of Queen Street West. The property is 0.84 acres in area.

The objection is to the Residential and Open Space designation of the property and a Commercial designation for the purpose of an automobile dealership is requested. The solicitor for the objector presented a preliminary site plan for the site to staff as further information.

Staff Comments:

This property was the subject of an O.P. Amendment and rezoning application in 1978 (Alfred Lazzaro). The applicant proposed to expand the existing repair garage that is a non-conforming use. The application was not approved - no public meeting was held.

The basis for refusing the previous application remains applicable for an automobile dealership. Queen Street West in this area has long been a single-family residential area and recognized as such in Official Plans and Zoning By-laws (1821 and 25-79). An automobile dealership would be a commercial intrusion into the area, detrimentally affecting adjacent residential properties and the traffic carrying function of Queen Street West. The westerly three quarters of the property is located within the flood plain of Fletchers Creek.

Commercial uses along Queen Street West have been contained primarily to the east of McMurphy Avenue. The convenience shopping centre approved at the south east corner of McLaughlin Road has long been zoned and designated for commercial use and is separated from adjacent residential areas by the Fletchers Creek valley.

Recommendation:

No change."

F2-4

The concern of the Policy and Research Division respecting encroachment into Fletchers Creek floodplain apparently can be resolved to the satisfaction of the Credit Valley Conservation Authority. However the fundamental issue of "commercial intrusion" still remains.

The intensity of the proposed and existing development involving building(s) with a gross floor area of about 885 square metres (9 526 square feet), the need to provide outdoor space for the display, storage and parking of motor vehicles and road widening leave little space to provide a high quality buffering that is essential to protect the amenity of the abutting residential uses.

According to the parking requirements of By-law 25-79, and subject to the analyses of building plans by the Building and By-law Enforcement Department it is estimated that the following number of parking spaces will be required:

<u>Use</u>	<u>Gross Floor Area</u>	<u>Ratio</u>	<u>Number of Spaces</u>
Body Shop	138.7 sq. m.	1/18 sq. m.	8
Office (2nd storey)	181.3 sq. m.	1/31 sq. m.	6
Service, etc.	565.3 sq. m.	1/23 sq. m.	<u>25</u>
TOTAL			<u>39 spaces</u>

The total number of spaces proposed to be provided is 43, thus there will be very little space remaining to accommodate a supply of new and used cars on the site. The quantity of available vehicle space will be reduced further when the road widening requirements of the Region are satisfied. There is insufficient space to permit a relocation of the necessary facilities.

...7/

The desire to locate signs near the existing front lot line does not retain the residential character of the locality nor recognize the need to protect the residential community.

6.0 Conclusion

The applicant has expended considerable effort to prepare and submit detailed plans in order that a careful analysis could be performed. In spite of this effort, the applicant has not been able to demonstrate that the use of an automobile dealership can be successfully inserted into a stable residential area.

It is recommended that the application to amend the Official Plan and Restricted Area By-law by Attrell Auto Holdings be refused.



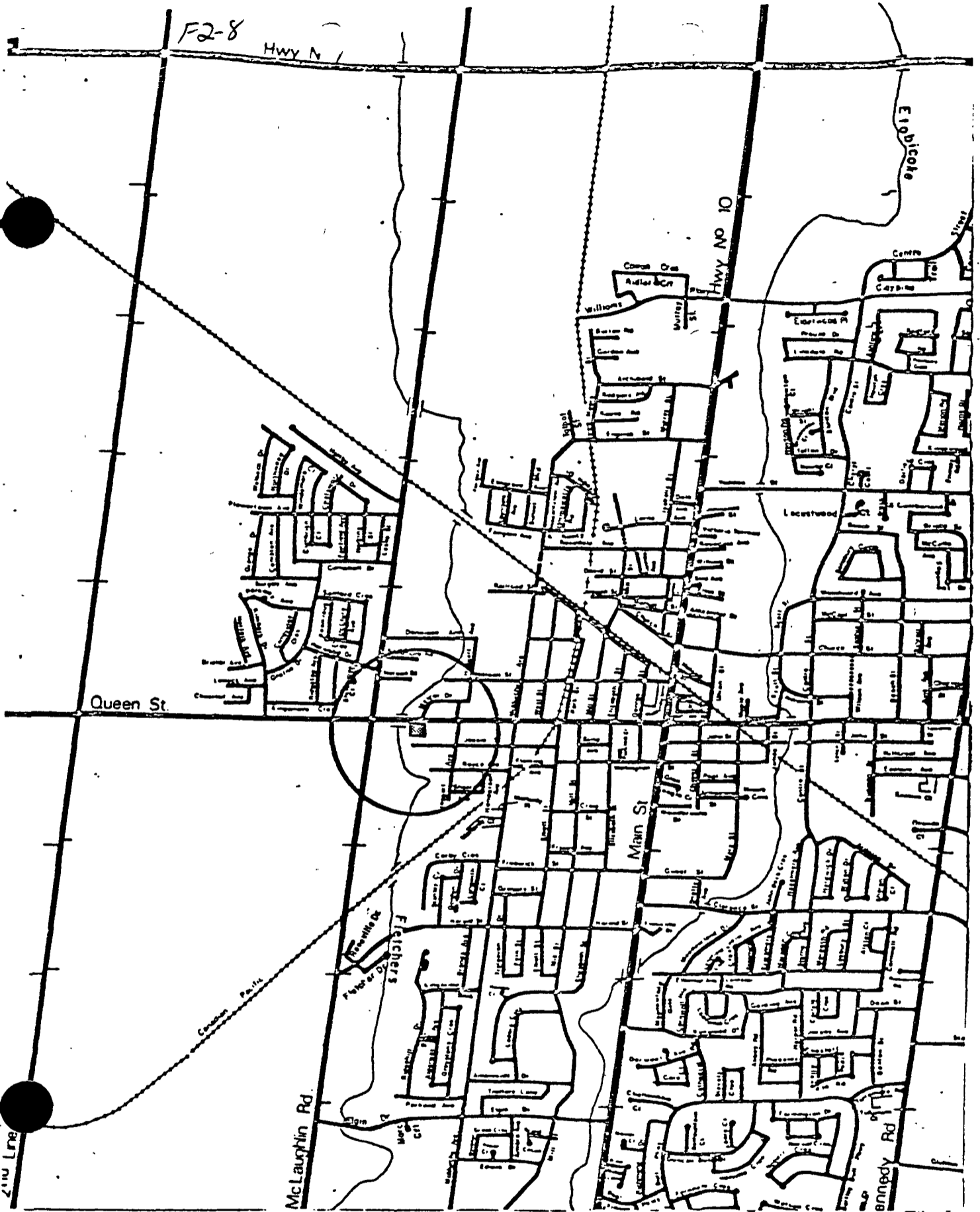
L.W.H. Laine
Director, Planning and
Development Services.

LWHL/af
Encls. (2)

Agreed :



F. R. Dalzell
Commissioner of Planning
and Development



ATTRELL AUTO HOLDINGS LIMITED

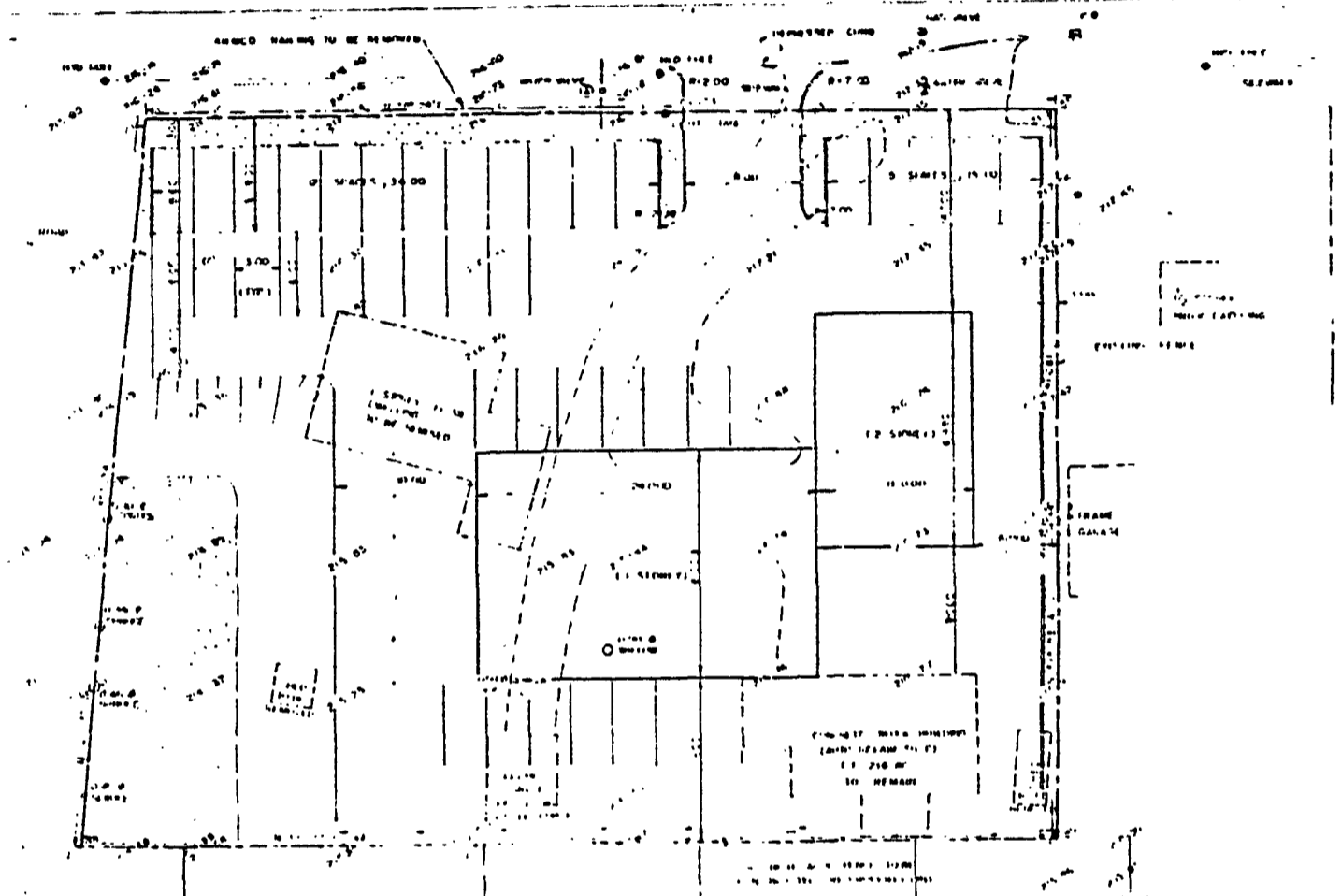


City of Brampton
Planning Department

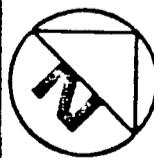
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F2-9



ATTRELL AUTO HOLDINGS LTD.
Site Plan



1:500

CITY OF BRAMPTON
Planning and Development

Date: 1980 07 11 Drawn by: C.R.E.
File no. CIW5-9 Map no. 59-23C

F1-4

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1980 10 15

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to amend the Official
Plan and Restricted Area By-law
Part Lot 5, Concession 1, W.H.S.
ATTRELL AUTO HOLDINGS
Our File: C1W5.9


Attached are the notes of the Public Meeting recorded on Thursday, October 9, 1980 with respect to the above noted application.

Also enclosed are a copy of a letter of objection from Mrs. O. Maxwell of 346 Queen Street West, and a petition signed by residents residing on Jessie Street opposing the application.

The planning report submitted to Planning Committee recommended that the application be refused. No additional information was presented at the Public Meeting nor by communications to suggest that the report recommendation ought to be altered.

It is recommended that Planning Committee recommend to City Council that the application filed on behalf of Attrell Auto Holdings (File C1W5.9) to amend the Official Plan and restricted area by-law be refused.


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

Agreed

F.R. Dalzell
Commissioner of Planning
and Development

Enclosures (3)

LWHL/bt

INTER-OFFICE MEMORANDUM

F1-5

Office of the Commissioner of Planning and Development

PUBLIC MEETING

A Public Meeting was held on Thursday, October 9th, 1980, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:35 p.m. with respect to an application by ATTRELL AUTO HOLDINGS (File No. C1W5.9) to amend both the Official Plan and Restricted Area (Zoning) By-law, to establish a motor vehicle dealership.

Members Present: Councillor Dianne Sutter - Chairman
 Councillor Peter Robertson - Vice Chairman
 Councillor Nancy Porteous
 Alderman Harry Chadwick
 Alderman Fred Kee
 Alderman Bob Crowley
 Alderman Frank Russell
 Alderman Sherrin Macor

Staff Present: F.R. Dalzell, Commissioner of Planning and Development
 L.W.H. Laine, Director Planning and Development Services
 F. Yao, Development Planner
 W. Lee, Development Planner
 J. Singh, Development Planner
 B. Thordarson, Secretary

Approximately sixty five (65) members of the public were present.

The Chairman opened the meeting by explaining the purpose and procedure to be followed.

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

The Chairman advised that a letter of objection had been received from Mrs. Maxwell of 346 Queen Street West.

The Chairman requested Mr. L.W.H. Laine to outline the development proposal by Attrell Auto Holdings.

Mr. Laine outlined the proposal by Attrell Auto Holdings to establish a motor vehicle dealership by removing a single detached dwelling, a frame garage, and two wood frame sheds that are presently on the site, by retaining an existing auto repair shop and adding a new structure consisting of two sections, a single storey section and a two storey section. He also discussed the provision of a total of 43 parking spaces.

Mr. Clare Riepma representing Attrell Auto Holdings expanded upon the details of the site plan which he prepared. He pointed out that the existing body shop could legally remain because of its non-conforming status. The effect of drainage was reviewed and the involvement of the Credit Valley Conservation Authority noted. Mr. Riepma mentioned that the site plan provides for new fencing along the boundary. He indicated that discussions have been held with the City as to the type of fencing material to be used, and the colour of the fencing, but no decision had been made to this date. He did say though that Attrell Auto Holdings want a pleasing appearance for the area concerned.

In response to the noise in the neighbourhood, made by Mrs. Maxwell in her letter, he stated that there would not be any significant change. The matter of lighting was discussed. The lighting would face the building and not onto the neighbourhood so this should be no problem.

Councillor Sutter asked for questions from the floor:

Mr. G. Gerard at 98 Jessie St, acting as spokesman for himself and his neighbours, opposed this application. He objected to the noise that will come from the auto body shop and he cannot see how it will not become worse when they add the extra bays to it. Because of the expansion and extra parking spaces he also expressed concern about the revving of the car engines and working on the cars in the area also will cause a problem.

He indicated that the lights will go over the building onto Jessie Street and the people don't want them as they will disturb people sleeping at night.

Mr. Gerard expressed concern about flood levels. The existing grasslands now absorb some of the rain which falls. He said that runoff is from Queen Street to the back of the lot and from there, onto their street. The property is higher than Jessie Street and it would take a certain amount of fill to make it higher. If they pave this area he feels that the runoff will become greater than ever onto their street.

He indicated the elevation of the proposed fence will be three feet below his bedroom window. He enquired as to the elevation of the fence when they build the land up, kind of fencing to be erected, its strength and who will maintain it?

Mr. Gerard suggested that much effort went into the preparation of the Official Plan and zoning by-laws. If a change were allowed now, he felt that no one will have any faith in the Plan. If one property were rezoned, then other applications for rezoning will have to be approved because of the precedent established by the first application.

Mr. Riepma responded to Mr. Gerard's questions on the ground elevation causing more serious flooding. The Conservation Authority will not permit the building to be raised so the elevation will be the same as it is. The Conservation Authority has also investigated the drainage of the land and they have approved their plan and see no problem of flooding.

Mr. John Werrhoven of 94 Jessie Street, asked what privacy he is going to have when this building goes up with his swimming pool in the rear yard. He feels that he will not have any privacy at all.

Mr. Riepma replied to Mr. Werrhoven by stating there will be no windows at the back of the building, and if it were any other two storey buildings there would be some windows.

The meeting was adjourned by Councillor Sutter at 8.30 P.M

F1-8

346 Queen St West,
Brampton, Ontario.
L6X 1B2.

For the attention of Mr. LAINE.

Date 1980 10 03 2nd October 1980.

File No. CIW5.9

Planning & Development Dept.
Corp. of the City of Brampton,
150 Central Park Drive,
Brampton. Ont. L6T 2T9.

(Telephone 451-3985)

Dear Mr. Laine,

Your File #CIW5.9.

Further to our very interesting telephone conversation this morning, and in reference to the above File, I am writing to place on record my feelings regarding the proposal.

During the past two years my husband and I have been very much annoyed by noise emanating from the premises directly across Queen Street from our home. We made no serious complaint, however, since we understood that the nuisance was to be temporary; in fact, the premises have now been demolished.

It is now proposed that a very similar, if not identical, type of activity should be established only a very short distance away, and we wish to record a strong protest against such a proposal.

Our objections are to any noise which is inappropriate to a residential neighbourhood; specifically, the sounds of air compressors; automobile body work, automobile engine testing, and all such sounds associated with the type of activity proposed. We have no objection to the presence of an automobile dealership, provided that we are assured that no noises of the type mentioned will be permitted now or in the future.

Please bring these views to the attention of the appropriate authorities.

Yours truly,

(Mrs.) Osalena Maxwell

(by hand)
To file 80.10.03

City of Brampton
PLANNING DEPT.

Date OCT 9 1980 Rec'd.

File No. _____

*Received
Public Meeting
Oct 9/80*

E1-7

BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT

RE: Attrell Auto Holdings (File No. CLHS.9) regarding amendment of Official Plan.

We the undersigned are opposed to the application for rezoning for the following reasons:

1. Noise from vehicles being moved in and out of the 10 service bays.
2. Flood lights at night.
3. Water flood levels onto other properties.
4. View and probable storage of tires, exhaust pipes, oil drums, etc.

And last but not most important the most probable effect on the surrounding area and start of another commercial zone contrary to official plan.

SIGNATURES

[Handwritten signatures]
 + *[Signature]*
 + *[Signature]*
 Ben Ferguson
 + Sharon Ferguson
 Jack Honeywell
 + *[Signature]*
 + *[Signature]*
 + *[Signature]*
 + *[Signature]*
 + *[Signature]*
 + *[Signature]*
 + *[Signature]*

ADDRESSES

[Handwritten addresses]
 92 JESSIE ST
 92 Jessie St.
 97 Jessie St.
 97 Jessie St.
 90 Jessie St.
 90 Jessie St.
 70 Jessie St.
 99
 96
 94
 91
 90
 86
 86
 95 JESSIE ST

F1-10

BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT

RE: Attrell Auto Holdings (File No. C1W5.9) regarding amendment of Official Plan.

We the undersigned are opposed to the application for rezoning for the following reasons:

1. Noise from vehicles being moved in and out of the 10 service bays.
2. Flood lights at nights.
3. Water flood levels onto other properties.
4. View and probable storage of tires, exhaust pipes, oil drums, etc.

And last but most important the most probable effect on the surrounding area and start of another commercial zone contrary to official plan.

SIGNATURES

ADDRESSES

Urbano R Demelo	85 Jessie St.
Adovina Demelo	" "
Muriel Switzer	83 Jessie Street.
Das Williams	81 Jessie St.
Florence E Williams	81 Jessie St.
W. F. Pape	79 Jessie St.
M. E. Elizabeth Harrison	79 Jessie St.
Francis C. Harrison	79 Jessie St.
H. S. Harrison	79 Jessie St.
Rosemary C. Reid	73 Jessie St.
Theresa Reid	73 Jessie St.
Wm. J. Reid	73 Jessie St.
J. W. W. W.	75 Jessie St.
McTear	71 Jessie St.
J. Krizan	71 Jessie St.

BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT

Ref: Attrell Auto Holdings (File No. C1W5.9)
regarding amendment of Official Plan.

We the undersigned are apposed to the application for rezoning
for the following reasons:

1. Noise from vehicles being moved in and out of the 10 service bays.
2. Flood lights at night.
3. Water flood levels onto other properties.
4. View and probable storage of tires, exhaust pipes, oil drums, etc.

And ~~asix~~ last but most important the most probable affect on the surrounding area and start of another eommerical zone contrary to official plan.

Signature _____

Addresses:

Rose Marie Mingard	87 Jessie St. Brampton
x Army Merrill	87. Jessie St Brampton
Frank D. Julian	89 " " "
Josephine Julian	89 " " "
Bill Laddad	93 Jessie St
Anne Laddad	93 Jessie St
Mike Bell	" " "
Jack Harris	95 " "
Debbie Harris	95 " "
Helen Harris	95 Jessie St.
James Allison	98 JESSIE ST.
Rich Gerard	98 Jessie St.
Gail Gerard	98 Jessie St.

F1-12

BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT

Ref: Attrell Auto Holdings (File No. C1W5.9)
regarding amendment of Official Plan.

We the undersigned are apposed to the application for rezoning
for the following reasons:

1. Noise from vehicles being moved in and out of the 10 service bays.
2. Flood lights at night.
3. Water flood levels onto other properties.
4. View and probable storage of tires, exhaust pipes, oil drums, etc.

And maxix last but most important the most probable affect on the surrounding area and start of another sommercial zone contrary to official plan.

Signature _____

Addresses:

Finn McPhee
B. McPhee
Mrs. W Jackson
Mrs E. Henderson
[Signature]
Gene Klumpfenhauer
George Payne
Dorothy M. New
G. Duncan Gibson
Margaret Gibson
Bill Gibson
Donna Niskler
[Signature]

89 Jessie St.
84 Jessie St.
82 Jessie St.
80 Jessie St.
78 Jessie str.

78 Jessie str.
72 Jessie St.
" " "
70 Jessie St.
70 Jessie St.
70 Jessie St.
80 Jessie St.
80 Jessie St.

City of Brampton
 PLANNING DEPT.
 Date OCT 9 1980 Rec'd.
 File No. _____

Received
 Public Meeting
 Oct 9/80
 F1-9

BRAMPTON PLANNING AND DEVELOPMENT DEPARTMENT

RE: Attrell Auto Holdings (File No. ClW5.9) regarding amendment of Official Plan.

We the undersigned are opposed to the application for rezoning for the following reasons:

1. Noise from vehicles being moved in and out of the 10 service bays.
2. Flood lights at night.
3. Water flood levels onto other properties.
4. View and probable storage of tires, exhaust pipes, oil drums, etc.

And last but not most important the most probable effect on the surrounding area and start of another commercial zone contrary to official plan.

SIGNATURES

ADDRESSES

<i>[Signature]</i>	92- JESSIE ST
x <i>[Signature]</i>	92 Jessie St.
<i>[Signature]</i>	97- Jessie St.
x <i>[Signature]</i>	97 Jessie St.
Ben. Ferguson	90 Jessie St.
x Sharon Ferguson	90 Jessie St.
Jack Honeywell	74 Jessie St.
x Eva Honeywell	
Meriel Burridge	99 Jessie St.
Mania Lima	96 Jessie St.
<i>[Signature]</i>	96 Jessie St.
<i>[Signature]</i>	94 Jessie St.
<i>[Signature]</i>	94 Jessie St.
<i>[Signature]</i>	94 Jessie St.
<i>[Signature]</i>	91 Jessie St.
<i>[Signature]</i>	
<i>[Signature]</i>	86 Jessie St.
<i>[Signature]</i>	86 Jessie St.
<i>[Signature]</i>	98 JESSIE ST

INTER-OFFICE MEMORANDUM

F1

Office of the Commissioner of Planning and Development

1980 12 05

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan
and Restricted Areas By-law
Part of Lot 5, Concession 1, W.H.S.
(Chinguacousy Township)
ATTRELL AUTO HOLDINGS LIMITED
Our File: C1W5.9


Attached for the information of Planning Committee are notes of a meeting, held with representatives of the residents of Jessie Street and the applicant.

Planning Committee will recall that City Council approved a Committee recommendation that the application of Attrell Auto Holdings Limited be referred back to staff for further discussion.

It is staff's opinion that matters of a detailed nature respecting the proposal can be resolved through the willingness of the applicant and the advice of the residents. However, the residents are still opposed at this time, to the principal of further commercial development along Queen Street West.

It is recommended that Planning Committee recommend to City Council whether it wishes to reject the application or to request staff to prepare the appropriate documents to permit the proposal to proceed for the consideration of City Council.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development

LWHL/ec attachment


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

F1-2

NOTES OF MEETING - ATTRELL AUTO HOLDINGS
(CIW5.9) HELD NOVEMBER 25, 1980

Notes of a meeting held on November 25, 1980, in the Committee Room, Third Floor, Municipal Offices, convened at 7:00 p.m. In attendance were the following:

Gail Gerard - 98 Jessie Street
Mars Hardens - 92 Jessie Street
John Werkhoven - 94 Jessie Street
Alderman Frank Russell
F. R. Dalzell, Commissioner of Planning and Development
Bob Attrell - Guild Toyota
George Struk - Solicitor
Clare Repma - Planning Consultant
William Pol - Planning Consultant
L.W.H. Laine, Director, Planning and Development Division

The meeting was held in response to a recommendation of Planning Committee to refer the application of Attrell Auto Holdings Limited (File CIW5.9) back to staff for further discussion with the applicant and the residents of Jessie Street.

The applicant's Planning Consultant, Clare Riepma, reviewed the essential elements of the proposal using a coloured site plan to indicate the location of the various buildings, fencing, landscaped area, parking areas, building entrances, sign location and lighting.

The applicant, Mr. Attrell, noted that the hours of operation would be for service purposes - 8:30 a.m. to 5:00 p.m. on Friday, and for sales 9:00 to 6:00 p.m. Friday and Saturday with Saturday closing the months of July and August.

It was further noted by the applicant's Planning Consultant that that the fence abutting the residences on the south and east would be an 'Evercrete' type of fence, whilst a chain link security fence would be erected on the west and north-east sides, to be in line with the corners of the proposed building.

The residents' representatives expressed several concerns which are summarized as follows:

1. Still concerned about commercial development extending or spreading along Queen Street West.

- cont'd. -

2. Accept the existence of the present auto body shop with its discomfort but a larger proposal will only compound the existing problems.
3. Flooding of rear yard areas must cease and the likelihood of flooding being aggravated by the development must not occur.
4. Loss of amenity through 'overlook' from the second storey level of the dealership, noise from the operation of the air compressor, presence of open storage and refuse container, excessive lighting 'spill-over', and paint spray and fumes.

The applicant felt that the concerns can be resolved through various procedures such as :

- i) No open storage is required.
- ii) Garbage container can be 'hidden' in the rear angle of the building between the office/parts storage section and the service bays section.
- iii) Security lighting only will be required in the rear and whilst the lighting system for the front portion has not been determined as yet, it could be in the form of cluster lighting on two poles.
- iv) There would be no openings in the rear of the two storey portion of the building.
- v) The operation of the dealership involves mechanical work on the motor vehicles with no body work to be performed. The existing auto body shop operation has a lease with approximately four more years remaining and this operation likely would be removed.
- vi) The proposed sodded drainage swale could be deleted and the drainage swale shifted northerly and paved to minimize overflowing into the abutting lots.
- vii) The requirements of the Credit Valley Conservation Authority, which are intended to ensure that downstream situations are not made worse by the proposal, will be adhered to.

The meeting adjourned at 8:15 p.m.