



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 20-85

To adopt Amendment Number 50
and Amendment Number 50 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 Regional Municipality of Peel Act, and the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 50 and Amendment Number 50 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 50 and Amendment Number 50 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 28th day of January, 1985.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CITY CLERK

AMENDMENT NUMBER 50

and

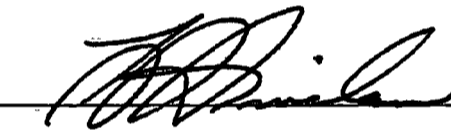
AMENDMENT NUMBER 50 A

to the Official Plan of the
City of Brampton Planning Area

Amendment No. 50A
to the
Consolidated Official Plan
for the
City of Brampton Planning Area and
Amendment No. 50 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 50A to the Consolidated Official Plan and Amendment No. 50 to the Official Plan for the City of Brampton Planning Area.

Date .. *April 1, 1985*



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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

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

This 28th day of January, 1985.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CITY CLERK

AND

1. Purpose:

The purpose of this amendment is to change the land use designation of lands shown outlined on Schedule A to this amendment from Industrial to Highway Commercial, and to provide supplemental principles for the development of the subject lands.

2. Location:

The lands subject to this amendment are located on the north side of Davidson Road, approximately 150 metres east of Rutherford Road, being Lot 7 and part of Lot 6, Registered Plan 644, in the City of Brampton.

3. Amendment and Policies Relative Thereto:(1) Amendment Number 50 :

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

- (a) 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:

- (b) by changing Schedule F thereto, by labelling and identifying the land use designation of the lands shown outlined on Schedule A to this amendment as HIGHWAY AND SERVICE COMMERCIAL;

- (c) by deleting therefrom subsection 7.2.7.18, and substituting therefor the following:

"7.2.7.18 Area 18: Brampton East Industrial

Subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 9, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 18, as amended by Amendment Numbers 3, 8, 28, 35, 42, 62, 72, 73 and 81 to the Consolidated Official Plan, and Amendment Numbers 10A and 50 A to the Consolidated Official Plan, are combined, and shall constitute the Brampton East Industrial Secondary Plan.

(2) Amendment Number 50 A:

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

Secondary Plan (being subsection B2.5 of Chapter B1 of Section B of Part C, and Plate Number 9, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 18, as amended by Amendment Numbers 3, 8, 28, 35, 42, 62, 72, 73, 81 and 10A), is hereby amended:

- (a) by changing, on Plate Number 9, the designation of lands shown outlined on Schedule A to this amendment, from Industrial to Highway Commercial.
- (b) by adding to Part C, Section B, Chapter B1, Subsection B2.5, Paragraph 4.0, the following:

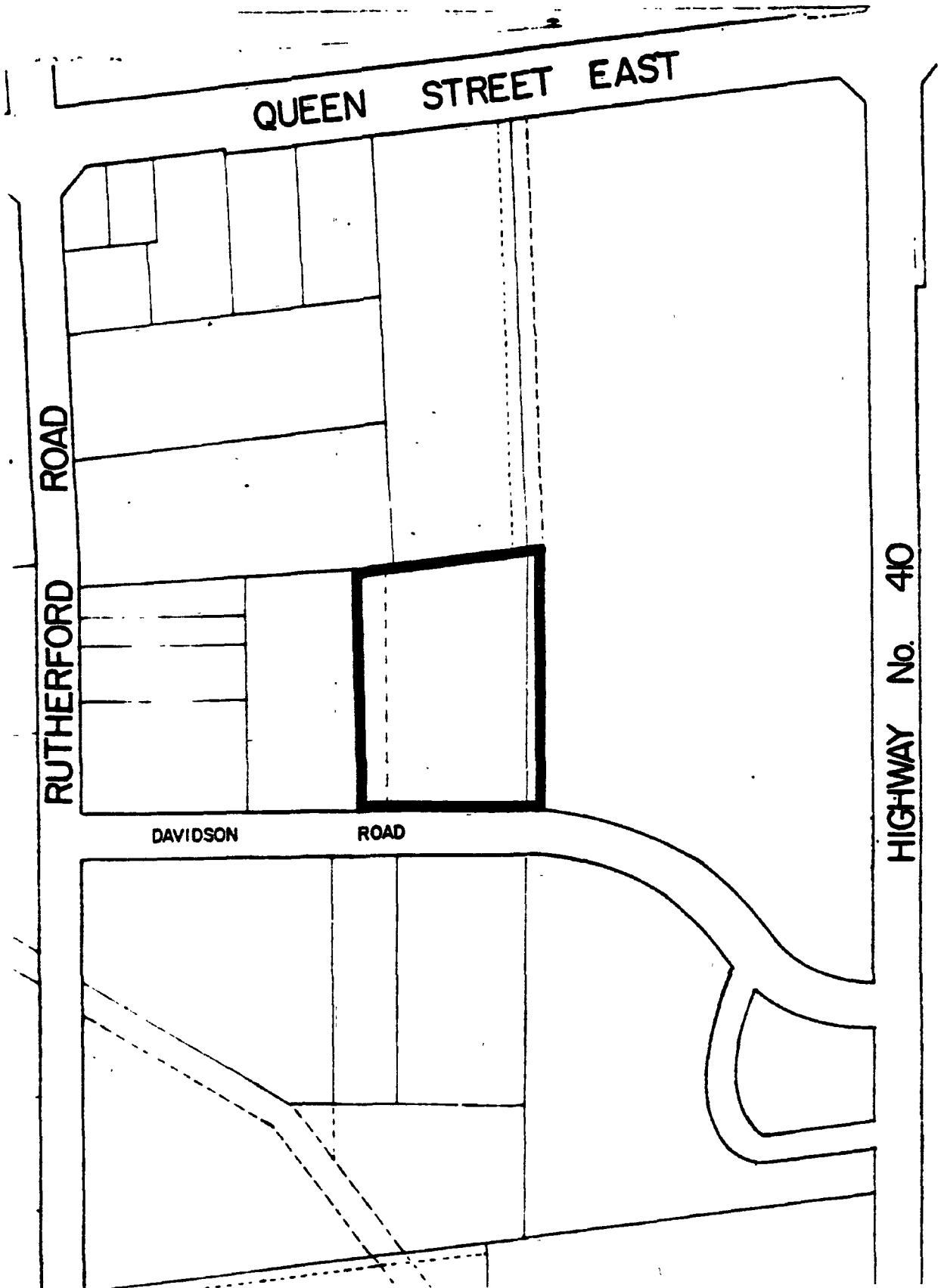
"4.10 The Highway Commercial designation on the north side of Davidson Road, approximately 150 metres east of Rutherford Road, is intended to permit a motel with or without integrated dining facilities and shall be subject to the following development principles:

4.10.1 Provision shall be made for adequate landscaping, fencing, and buffering to minimize the adverse influence of surrounding development upon the motel and to enhance the appearance of the subject lands.

4.10.2 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of parking facilities shall have regard to the convenience and safety of customers and employees.

4.10.3 The illumination of parking and ancillary areas and the illumination of signs shall be controlled to minimize visual intrusion and glare upon the abutting roadways and properties."

Handwritten signature and date:
B/1/22



— Lands Subject to these Amendments

OFFICIAL PLAN AMENDMENT No. 50
 OFFICIAL PLAN AMENDMENT No. 50 A
 Schedule A



1:3100

CITY OF BRAMPTON
 Planning and Development

Date: 84 09 19 Drawn by: R B
 File no. C2E5.16 Map no. 61-340

BACKGROUND MATERIAL TO

AMENDMENT NUMBER 50

AND

AMENDMENT NUMBER 50 A

Attached is a copy of a report of the Director, Planning and Development Services Division, dated October 3, 1984, and a copy of a report from the Director, Planning and Development Services Division, dated November 23, 1984, forwarding notes of a public meeting held on November 21, 1984.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 3, 1984

TO: Chairman of the Development Team
FROM: Planning and Development Department
RE: Application to Amend the Official Plan
and the Zoning By-law
Part of Lot 6 and all of Lot 7,
Registered Plan 644
30 Davidson Road
Ward Number 3
THE DOUGLAS MACDONALD DEVELOPMENT CORPORATION
Our File Number C2E5.16

1.0 Introduction

An application to amend the Official Plan and Zoning By-law has been filed with the City Clerk to permit the construction of a motel.

2.0 Property Description

The subject property is 1.265 hectares (3.13 acres) in size and is located on the north side of Davidson Road, approximately 150 metres east of Rutherford Road. The property has a frontage of 92.305 metres (303 feet) and an average depth of 136 metres (446 feet).

The property is presently vacant. There is no vegetation of any significance and the site is relatively flat.

Surrounding the site are the following uses:

- to the east, lands are developed for commercial purposes and occupied by the parking area of Bramrose Mall;

- to the north, land which forms part of the Bramrose Mall are presently undeveloped. Further north is a fast food restaurant fronting on Queen Street East;
- to the west, lands are developed for industrial purposes with outside storage, fronting on Davidson Road and Rutherford Road, and
- to the south, lands are also developed for industrial purposes with outside storage with the exception of the south-east corner of Davidson Road and Rutherford Road which is occupied by a truck sales and service operation.

3.0 Official Plan and Zoning Status

The subject lands are designated in both the Official Plan and the Secondary Plan for the area as Industrial.

By-law 200-82 zones the subject lands Industrial Two (M2).

Since neither the Official Plan designation or the zoning of the subject lands permit the use proposed, amendments to both the Official Plan and Zoning By-law are required.

4.0 Proposal

The applicant is proposing that the Official Plan and Zoning By-law be amended to permit the construction of a 146 room, 2 storey motel with an ancillary office, lobby, reception area, indoor swimming pool, sauna and change rooms. In addition, the applicant has requested that, although an associated restaurant is not envisaged at the present time, the zoning of the property not eliminate the possibility of such an associated use at a future date.

The applicant has submitted a preliminary site development plan (attached to this report) illustrating the proposed development of the subject lands. The proposed motel consists of a 2 storey, I shaped building having a total floor area of 5610 square metres.

The main entrance, lobby and reception area is proposed in the north-easterly corner of the structure oriented to a circular driveway arrangement proposed in this location.

A total of 159 parking spaces are illustrated along with a 6.7 metre wide drive surrounding the proposed structure.

Access to the site is proposed via a 6.7 metre wide driveway to Davidson Road at the south-west corner of the site and 7.5 metres wide driveway at the south-east corner of the site.

A sizeable portion of the site is proposed as landscaped open space, consisting primarily of a 3 metres wide strip around the periphery of the site, a number of specialty landscaped areas in the vicinity of the main entrance to the structure and a sizeable area on the west side of the structure. A wooden fence with brick pillars is proposed along the west boundary of the site, however, the height has not be indicated.

5.0 Comments for Other Agencies and Departments

Public Works and Building Department

The Public Works Division advises that the driveway locations are generally acceptable, subject to confirmation that the most easterly driveway radius does not encroach upon the radius of the adjacent Bramrose Plaza driveway (not shown on the site plan). If encroachment occurs then this access will have to be relocated westerly. It would appear, based on a preliminary appraisal, that a 5 to 10 metres relocation will be necessary. They also note that both driveways should be a minimum of 7.6 metres wide between the roadway and the first parking aisle. In addition, the main driveway should continue at 7.6 metres as far as the turnaround near the reception area.

The existing left turn storage lane, on Davidson Road, created for the Bramrose driveway, will also serve the main (easterly) access to this site provided that it is to remain within 10 metres of it's currently proposed location.

The Building Division advises that the parking requirements contained in By-law 200-82 for a hotel or motel are one space for each bedroom, plus one space for each 27 square metres of gross floor area devoted to public use, including meeting rooms, conference rooms, recreation facilities, dining, lounge and tavern areas, but excluding bedrooms, washrooms, lobbies, hallways, elevators and stairways.

The Community Services Department has indicated a concern regarding the appropriateness of the site for the use proposed and has suggested that extensive landscaping and screening will be necessary to achieve an on-site environment suitable for a quality motel operation.

The Fire Department advises that due to the setback and configuration of the proposed motel, an internal system of hydrants will be required.

The Region of Peel advise that full municipal services are available on Davidson Road and that no Regional roads are directly affected.

The Ministry of Transportation and Communications advise they have no comments or objections.

6.0 Discussion

As outlined earlier, the subject lands are designated in both the Official Plan and the Secondary Plan for the area as Industrial which does not permit the use being proposed. Consequently, the applicant has requested the redesignation of the subject lands to Highway Commercial in order to facilitate the proposed use. Based on the definition of Highway Commercial contained in the Official

Plan, it is clear that the designation requested is appropriate for the use being proposed. The question at hand is whether the subject lands are suitably located for such a designation and land use.

A motel, like most highway commercial uses, rely on business from the travelling public or on considerable public exposure, thereby requiring a location in proximity to a highway or arterial road.

The subject site is located on Davidson Road, approximately 180 metres west of Heart Lake Road (future Highway Number 410). Davidson Road is a short street which runs from Rutherford Road easterly, becoming Clark Boulevard after crossing future Highway Number 410. Davidson Road is designated in the Official Plan as a collector road. The plans for Highway Number 410, in addition to the Davidson Road overpass which is now constructed, indicate a partial interchange at this location. Access to Davidson Road will be limited to northbound traffic on Highway Number 410 and access to Highway Number 410 from Davidson Road will be limited to southbound movements.

Although not ideal from a viewpoint of accessibility to a highway (i.e. Highway Number 410) the location of the subject lands in proximity to Highway Number 410 and considering the large parking area of the commercial facility to the east, the subject site has considerable exposure to Highway Number 410 to the east and will be partially visible from Queen Street to the north.

Considering the site from a land use standpoint, it is noted that the abutting property to the east is developed for a sizeable retail commercial facility and the lands to the north, although undeveloped, are designated and zoned for retail commercial purposes. To the west and south, lands are developed for industrial purposes with considerable amounts of outside storage of goods and materials associated with their particular industrial operation. As a result, the subject lands can be considered as a location suitable for a land use which in effect will form a transition between the

D1-6

- 6 -

two predominant surrounding land uses. Although the environs of the subject site are not the most satisfactory from an aesthetic viewpoint, with care in the siting, orientation and construction of the structure and the judicious use of landscaping and screening on the site, the effect of the industrial uses to the south and west can be minimized to the degree that the ability of the proposed use to function as a service to both the community at large and the immediate industrial area will not be unduly affected.

In view of the foregoing, staff are of the opinion that the use of the subject lands for a motel can be supported, in principle, from a development perspective. However, there are several aspects of the subject proposal which require careful analysis to ensure the proposed development is functional both now and in the future without adversely affecting the surrounding commercial and industrial operations.

Firstly, the effect the proposal will have on the functioning of Davidson Road as a collector road should be considered. Access to the subject property is proposed via a 7.5 metres wide driveway to Davidson Road at the south-east corner of the site and a 6.7 metres wide driveway to Davidson Road at the south-west corner of the site. After reviewing the subject proposal from a traffic standpoint, the Public Works Department advises that the subject proposal will not have a significant impact on the functioning of Davidson Road. They note that the location of driveways, in principle, are satisfactory considering the existing left turn storage lane on Davidson Road for vehicles entering the existing commercial facility to the east.

Minor revision to the location of the easterly driveway may be necessary during the site plan process to ensure that satisfactory spacing is provided between the driveway and the existing driveway of the abutting commercial operation to the east. In addition, to reduce any potential vehicular congestion at the driveways and within the site, it is recommended that both driveways have a

minimum width of 7.6 metres and the aisle leading from the easterly driveway also have a width of 7.6 metres up to the proposed turn around at the main entrance of the motel.

The second aspect deals with the provision of adequate parking. In this regard, it is noted that the parking standards for a motel require that 1 parking space be provided for each bedroom plus 1 parking space for each 27 square metres of gross floor area or portion thereof devoted to public use which includes meeting rooms, conference rooms, recreational facilities, dining, lounge and tavern areas, but excludes bedrooms, washrooms, lobbies, hallways, elevators and stairways. The preliminary site plan submitted by the applicant indicates that a total of 159 parking spaces are to be provided, which in addition to the 146 bedrooms proposed, is sufficient for an additional public use area (i.e swimming pool, sauna, etc.) of 357 square metres (3,778 square feet). Any increase in the area devoted to public use will necessitate either a reduction in the number of bedrooms or an increase in the amount of parking being provided.

The provision of sufficient on-site parking for the use proposed, in the opinion of staff, is an important factor in ensuring that vehicles associated with the proposed use will not be parked on Davidson Road or on the parking facilities of the surrounding commercial or industrial operations. It is therefore recommended that, regardless of any fine tuning that may go on with respect to the number of bedrooms or the amount of floor area devoted to public use, on-site parking must be provided on the basis of the requirements for a motel contained in By-law 200-82.

The third aspect involves the applicant's request that an amending zoning by-law not preclude the possibility of an associated restaurant being incorporated into the motel at a future date. Although staff have no objection to facilitating a dining facility as part of the proposed motel at a future date, we are concerned that such a facility may be operated as an independent restaurant

thereby creating a potential generator of traffic over and above that generated by the proposed motel. As such, staff are of the opinion that the parking standards for a motel with an associated dining facility would not be adequate. It is thereby recommended that only a restaurant facility directly associated with forming an intricate part of the proposed motel be permitted.

The fourth matter involves the steps being taken in the design of the site to overcome any detrimental effects resulting from the industrial operations to the south and west. As noted earlier, the main entrance to the motel is located in the north-east corner of the structure, as far removed as possible from the industrial operations to the south and east. In addition to the specialized landscaped areas proposed at the main entrance and throughout the proposed parking area, a 3 metres wide landscaped area is proposed around the entire site. A landscaped area, approximately 15 metres by 53 metres is also proposed abutting the west wall where units will face the existing industrial operation to the west and a wood fence with brick pillars is proposed to be erected along the westerly limit of the site abutting the existing industrial property to the west.

The foregoing features proposed by the applicant to a certain degree respond to the effect the abutting industrial operations could have on the proposed motel. The landscaped areas proposed, if planted extensively with the objective of creating a visual buffer for the motel, especially where units will face abutting industrial operations, will substantially minimize any adverse effects of the abutting land uses. The fence proposed by the applicant will further assist in screening the motel from the abutting industrial operation. To enhance the aesthetic and effectiveness of the proposed fence, it is recommended that the fence be a minimum of 1.8 metres in height, be of high quality wood construction between brick pillars commensurate with that normally associated with noise abatement fencing and be extended along the northerly property boundary for a distance of 20.77 metres.

In addition to the effect of the surrounding area on the exterior environment of the subject proposal, the interior environment should also be considered. Although staff are not aware of any significant odour problems which may affect the subject proposal, it is noted that noise associated with the adjacent industrial operations, coupled with traffic noise generated from both Davidson Road and future Highway Number 410 could, if not recognized in the design and construction of the proposed motel, have a detrimental effect on the interior environment. It is therefore recommended that prior to the issuance of a building permit, the applicant engage the services of a consultant to undertake a noise study to recommend noise control features satisfactory to the City and implement the approved noise control features in the design and construction of the proposed motel.

7.0 Conclusion

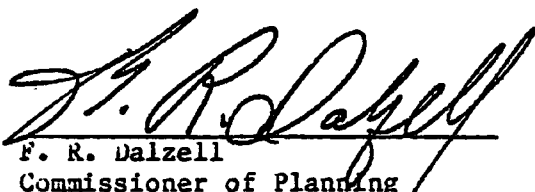
As outlined earlier, staff are of the opinion that although the site is not ideal with respect to setting, the proposal to amend the Official Plan and the Zoning By-law to permit the subject lands to be used for a motel, it can be supported from a planning standpoint. It is therefore recommended that:


- A. A public meeting be held in accordance with City Council's procedures;
- B. Subject to the results of the public meeting, appropriate amendments to the Official Plan and Zoning By-law be prepared for the consideration of Council, subject to the following conditions:
 1. The site specific zoning by-law include the following:
 - (a) the site shall only be used for:
 - (i) a motel;

- (ii) a dining room restaurant directly associated with and forming an integral part of a motel, and
 - (iii) purposes accessory to the other permitted purposes.
- (b) the maximum gross commercial floor area of all structures shall not exceed 5610 square metres;
 - (c) the maximum height shall not exceed 2 storeys;
 - (d) the maximum number of bedrooms shall not exceed 146;
 - (e) parking shall be provided on the basis of the requirements of the HCl zone;
 - (f) all garbage and refuse containers shall be totally enclosed;
 - (g) garbage and refuse containers for a restaurant shall be located within a climate controlled area within the building;
 - (h) an adult entertainment parlour shall not be permitted, and
 - (i) building envelope, parking area and the landscaped areas shall be identified, which are consistent with the preliminary site plan.
2. Prior to the enactment of the site specific zoning by-law, a development agreement shall be enacted.
 3. The development agreement shall contain the following:

- (a) a provision that prior to the issuance of a building permit, a site plan, a landscaping plan, a grading and drainage plan, elevation cross section drawings, and a fire protection plan shall be approved by the City;
- (b) a provision that all lighting on the site shall be designed and oriented so as to minimize glare on adjacent roadways and other properties;
- (c) a provision that the applicant, construct a 1.8 metre high solid wooden fence with brick pillars along all property boundaries which abut a Industrial zone, to the satisfaction of the City;
- (d) a provision that prior to the issuance of a building permit, a noise study shall be approved by the City and that the noise control features recommended in said study shall be implemented in the design and construction of the proposed motel;
- (e) the proposed driveways shall have a width of 7.6 metres from the parking area to Davidson Road, and
- (f) the aisle from the easterly driveway to the main entrance of the motel shall have a width of 7.6 metres.

AGREED:

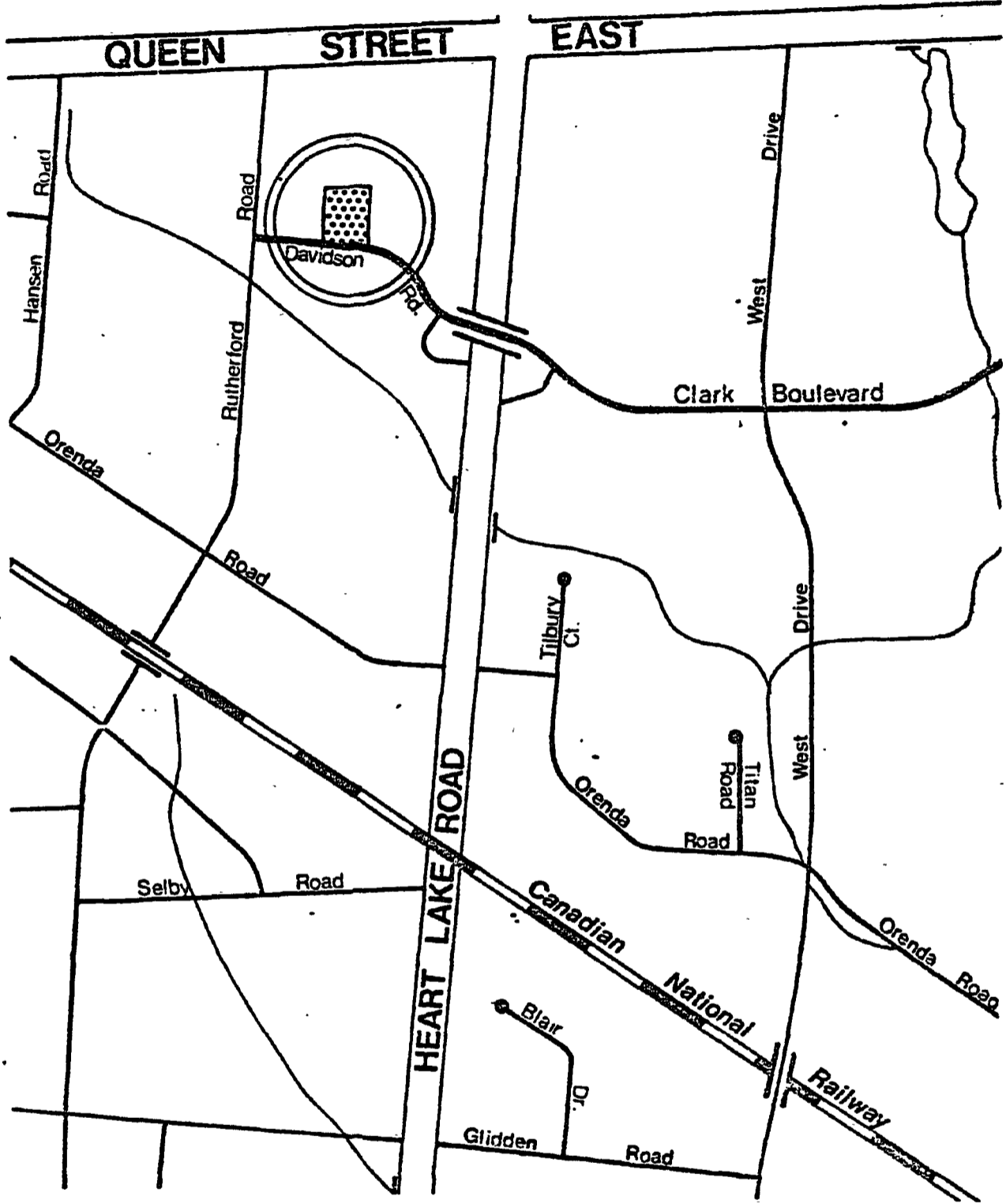

F. R. Dalzell
Commissioner of Planning
and Development


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

Enclosure - 4

DR/thk/13

D1-12



DOUGLAS MacDONALD
DEVELOPMENT CORPORATION

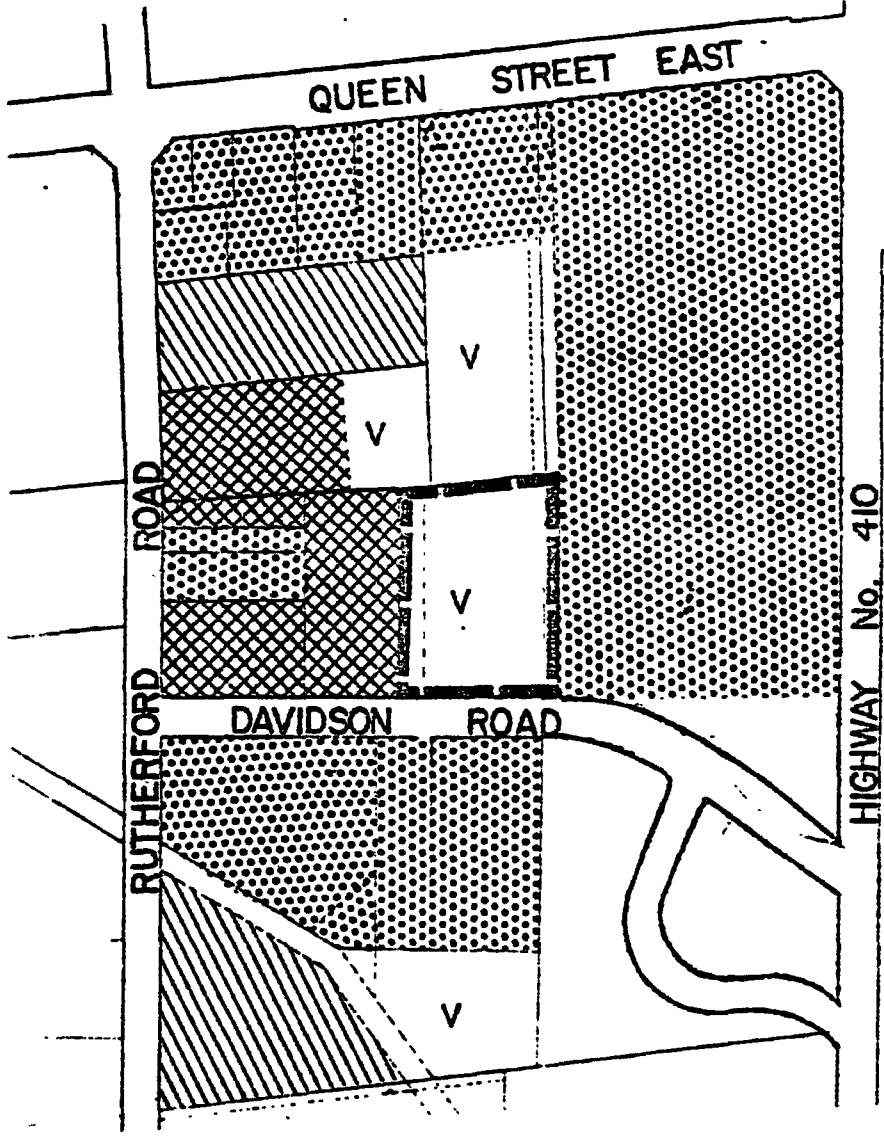
Location Map








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CITY OF BRAMPTON
Planning and Development

Date: 84 09 10 Drawn by: RB
File no. C2E3.16 Map no. 61-34A



LEGEND

-  SUBJECT PROPERTY
-  COMMERCIAL
-  INDUSTRIAL
-  INSTITUTIONAL
-  VACANT

DOUGLAS MacDONALD
DEVELOPMENT CORPORATION

Land Use Map

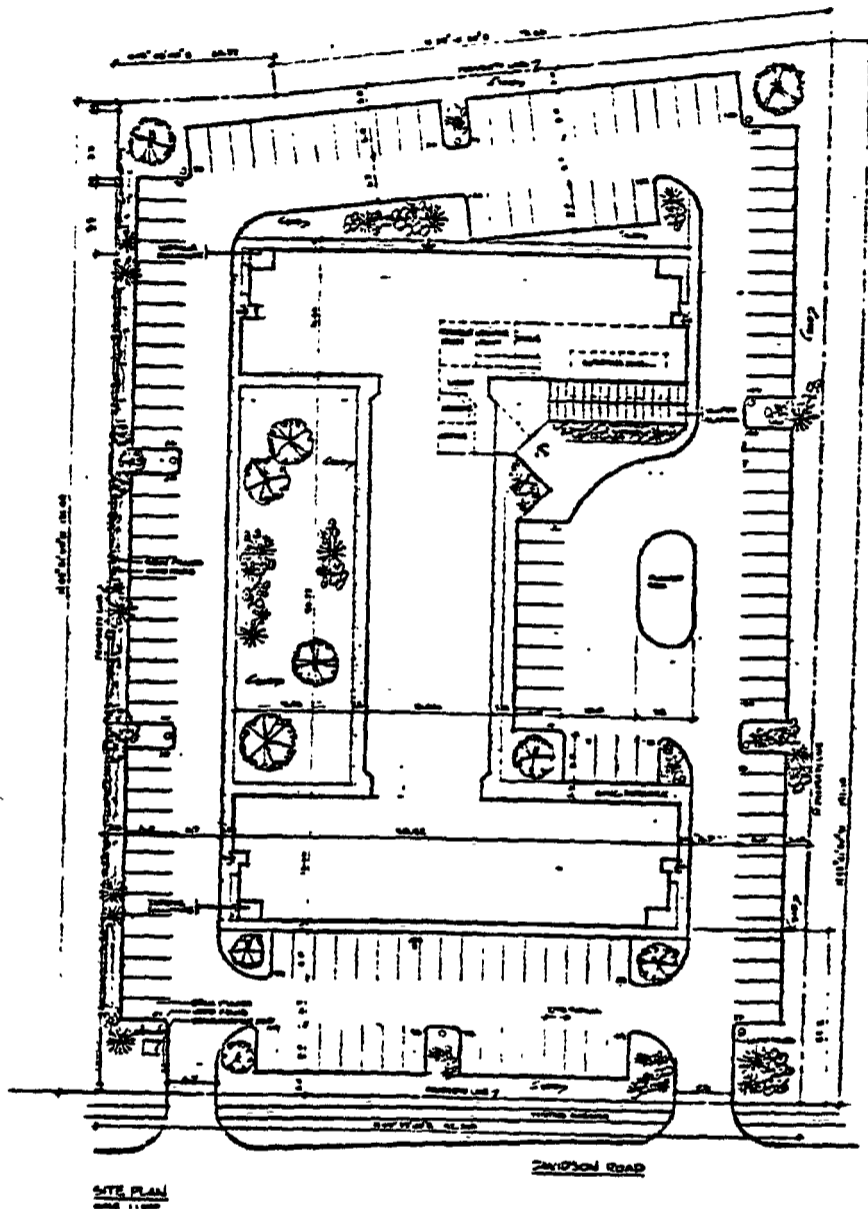


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CITY OF BRAMPTON
Planning and Development

Date: 84 09 12 Drawn by: RB
File no. C2E5.16 Map no. 61-34C

D1-14



SITE INFORMATION

Proposed Zoning — Highway Commercial
Lot Area — 1.265 ha
Ground Floor Area — 2805 m²
Total Building Area — 5610 m²

Total Number of Rooms — 146
Total Parking Spaces — 159

DOUGLAS MacDONALD
DEVELOPMENT CORPORATION



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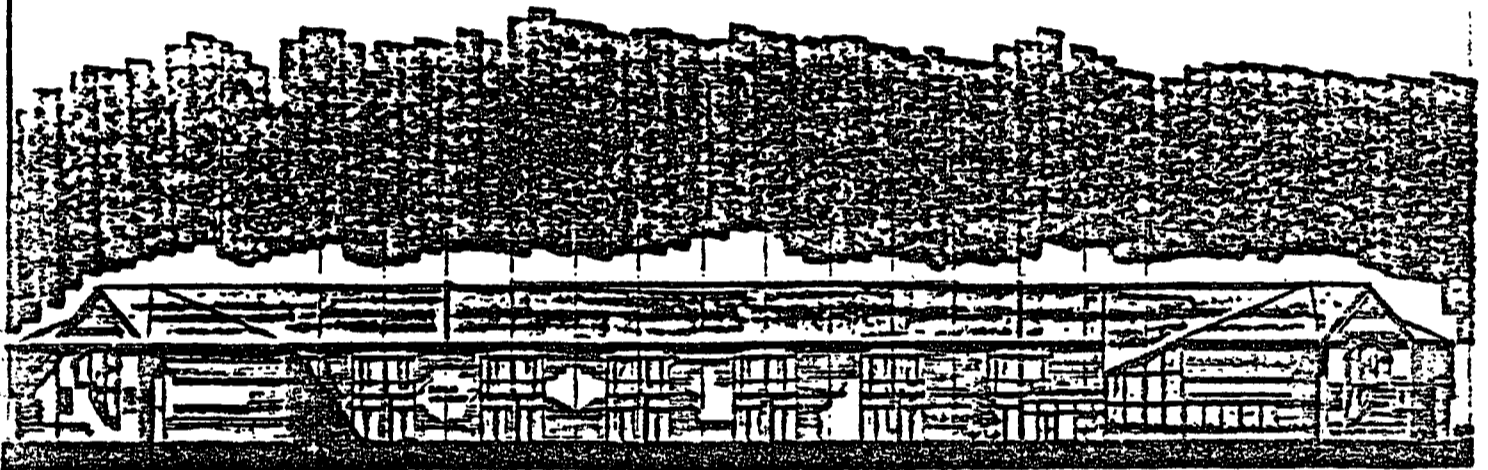
CITY OF BRAMPTON
Planning and Development

Date: 84 09 10
File no. C2E5.15

Drawn by: RB
Map no. 61-348

Site Plan

DI-15



↑
MAIN ENTRANCE

↑
POOL AREA

DOUGLAS MacDONALD
DEVELOPMENT CORPORATION



CITY OF BRAMPTON
Planning and Development

Date: 84 09 24 Drawn by: RB
File no. C2E5.16 Map no. 61-34 H

Proposed Main Elevation

E2

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1984 11 23

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 6 and all of Lot 7
Registered Plan 644
30 Davidson Road - Ward 3
THE DOUGLAS MACDONALD DEVELOPMENT CORP.
Our File: C2E5.16

The notes of the Public Meeting held on Wednesday, November 21, 1984 are attached for the consideration of Planning Committee.

One member of the public attended the meeting, Mr. J. M. Noonan, representing Sentry Department Stores Limited the owners of Bramrose Mall. Mr. Noonan spoke in opposition to the approval of the subject proposal and submitted a letter to this effect, a copy of which is enclosed.

The objection was primarily based on three areas of concern, namely the suitability of the site from a marketing standpoint, the compatibility of the proposed use with the surrounding area, and the effect of the proposed use on his client's commercial operation, especially with respect to traffic.

In response to the concerns raised by Mr. Noonan, staff note that the applicant has had a summary of a market review prepared by Laventhol and Horwath-Management Consultants, which states that 'the site is suitable for the proposed hotel development' and 'that the market is sufficiently strong to support the proposed Welcominn'.

- cont'd. -

Concerning the issue of land use compatibility, staff is of the opinion that a 'Highway Commercial' use such as the proposed motel is compatible with both industrial and retail commercial uses. Examples in the City (Holiday Inn adjacent to Bramalea City Centre) and in Mississauga (Ramada Inn, Journey's End and Relax Inn at Dixie Road and Highway 401) clearly support the validity of this opinion. As noted in the staff report of October 3, 1984, staff recognize that the site, due to the abutting industrial operations, is not ideal from an aesthetic viewpoint. However, staff is of the opinion that the care in siting, orientation and construction of the structure and the judicious use of landscaping and screening, recommended by staff and proposed by the applicant will negate negative aesthetic aspects of the site and ensure that the proposed motel is not only functional but has the ability to provide a service to the community at large and the immediate industrial area both now and in the future.

The concern raised by Mr. Noonan regarding the negative impact of the subject proposal on his client's operation appears to involve the potential of patrons of the proposed development, obtaining access from Queen Street via the Bramrose Mall parking area. Staff note that the existing parking configuration of Bramrose Mall encourages the movement of vehicles between Queen Street and Davidson Road. Staff is of the opinion that the development of the subject land for a motel will not result in a more significant increase in traffic than would be generated if the land was developed within the current "M2" Zoning. It is also noted that the movement of vehicles between Queen Street and Davidson Road via Bramrose Mall currently exists and is encouraged by the parking layout of Bramrose Mall. Staff is of the opinion that the problem outlined by Mr. Noonan will not be significantly aggravated by the proposed development. The ability, and perhaps the obligation to discourage such traffic movements, in the opinion of staff, rests with those who created and encourage the problem, namely the shopping centre itself.


E2-3

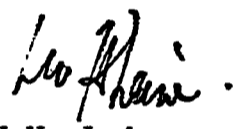
- 3 -

In view of the foregoing, it is recommended that Planning Committee recommend to City Council that:

- 1) The notes of the Public Meeting be received;
- 2) The application to amend the Official Plan and Zoning By-law be approved, subject to the conditions contained in the staff report dated October 3, 1984, and
- 3) Staff be directed to prepare the appropriate amendment to the Official Plan and Zoning By-law.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


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

LWHL/DR/ec
attachment

E2-4

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, November 21, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:38 p.m. with respect to an application by DOUGLAS MACDONALD DEVELOPMENT CORPORATION (File: C2E5.16) to amend both the Official Plan and Zoning By-law to permit the construction of a 146 room, 2 storey motel and that the Zoning By-law amendment be such that an associated restaurant facility be possible at a future date.

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

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

One member of the public was in attendance.

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

Mr. Dalzell replied in the affirmative.

The Chairman was advised by the member of the public that a presentation on this item was not necessary.

Mr. J.M. Noonan of Weir & Foulds Law Firm, presented a letter of objection on behalf of Sentry Department Stores Ltd. He expressed concerns relating to the proposal, in particular, three main concerns relating to a) Land Use Compatibility, b) Site Suitability and c) the Relationship to Bramrose Shopping Plaza - the traffic flow is creating a public thoroughfare through the Plaza parking lot. (See attached letter).

- cont'd. -

He requested that the proposal be refused.

Mr. C. Reipma of F.J. Reinders & Associates Ltd., spoke on behalf of the applicant, noting:

- a) The site was specifically chosen in relationship to the industrial area as a source of business;
- b) A Study by consultants shows the subject property to be a desirable financially.
- c) The subject property is easily accessible from highways, especially #410 and Davidson Road;
- d) Access through Bramrose parking lot is not the intent of the applicant. He noted that it is private property and it is the owner's responsibility to discourage traffic from using the plaza parking lot as a public thoroughfare, that access to the proposed motel would be from Davidson Road.

Mr. Reipma explained the landscaping and other provisions to be supplied by the applicant.

There were no further questions or comments and the meeting adjourned at 7:50 p.m.

E2-6

WEIR & FOULDS

Barristers & Solicitors

H.S.O. Morris, Q.C.	J.P. Hamilton	A. McN. Austin	M.S. Archibald, Q.C.	Suite 1600, Exchange Tower
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November 20, 1984

DELIVERED

Chairman and Members of the
Planning Committee
City of Brampton
150 Central park Drive
Brampton, Ontario
L6T 2T9

Dear Sirs:

Re: Application for Official Plan Amendment
and Amendment to Zoning By-law
Douglas MacDonald Development Corporation

We act on behalf of Sentry Department Stores Ltd., the owners of the Bramrose Mall, a shopping centre located immediately to the east of the land subject to the application noted above.

On behalf of our clients, we wish to register our strong objection to the proposed application. It is our clients opinion that the proposal to permit the construction of a 146 room motel complex does not represent sound land use planning, is not in the public interest, and has not demonstrated a financial viability sufficiently clear enough to support the proposal. For these reasons and others to be explained, it is respectfully requested that the Committee recommend to Council that the proposal be refused and the application of the Douglas MacDonald Development Corporation be rejected.

The proposed use of the property by the MacDonald Development Corporation represents a significant departure from the land uses that have developed in the immediate area. The suitability of the site for a motel is highly questionable. The lands to the west and the south of the property have developed for industrial uses with outdoor storage. These uses are of a fairly intensive nature and have associated within a degree of noise, emissions, nuisance and traffic.

E2-7

Chairman and Members of the -2-
Planning Committee

November 20, 1984

The motel proposal, on the other hand, represents the introduction of a quasi-residential, albeit commercial in nature, use into a predominately industrial area. From a planning perspective, it is not appropriate or acceptable to locate incompatible type uses adjacent to one and other.

The suggestion is made that the motel when developed would form a transitional buffer between the industrial uses to the west and the commercial uses of the shopping centre. This type of rationale is not supportable from a planning point of view. If anything, the commercial use associated with the Plaza is more akin in terms of impact and activity to the industrial uses to the west and south. To place a motel in the middle of an area of intense activity cannot be supported on planning grounds. A motel would form a logical transition from commercial to residential and definitely not the other way around.

Within the staff report dated October 3, 1984, the point is made that it will be necessary to take special steps in the design of the motel to overcome any detrimental effects resulting from the industrial uses adjacent to the property. This type of comment, we believe, recognizes the incompatibility of the motel proposal to adjacent land uses.

The suitability of the site for a motel use can also be questioned. To be viable, a motel requires a prominent position in terms of traffic exposure. The location of the site in terms of Highway 410 does not meet this criteria. The Davidson/Clark Street intersection and overpass block any exposure the site might have had from the highway. It is most unlikely that the City will permit the operators of the motel to construct an elevated sign to advertise the business.

Furthermore, the site does not front on a predominant roadway in terms of traffic volumes. This fact alone raises questions about the marketability of the site for a motel use. Many communities in Ontario have sites which currently house former or abandon motels. Because of poor locations, improper marketing or unsuitable sites the use does not remain economically viable. In the absence of any evidence to the contrary, the long term economic viability of the project remains dubious.

Steps should be taken by the proponent of the motel proposal to demonstrate to the Committee and Council the economic viability of the motel proposal. This information would be essential for Council's information in evaluating the long term market opportunities of the area.

E2-8

Chairman and Members of the -3-
Planning Committee

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Accessibility to the site is difficult at best. A partial intersection is presently under construction at Davidson/Clark Road and Highway 410. This interchange will only provide access for those vehicles travelling northbound on Highway 410. All other vehicles would be expected to access the site by a Queen Street/Rutherford Road/Davidson Road. However, it is unlikely that potential patrons of the motel would utilize this route opting instead for direct access through the Bramrose shopping centre's parking lot. This type of arrangement, if the motel was constructed, would be virtually impossible to prevent. An access arrangement of this sort clearly is not suitable from either the City's or our client's perspective.

The request by the applicant to have the amending by-law flexibly framed also causes some concern. The possibility that, as proposed, the motel would not remain a viable proposition, would necessitate an intensification of the site. The City should not be prepared to provide this as of right and should frame the by-law to deal with the motel use only.

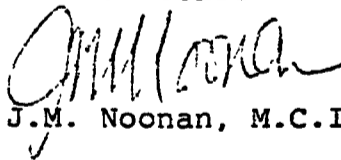
We believe that these points provide sufficient justification from a planning perspective to warrant the refusal of both the application for Official Plan Amendment and Rezoning By-law.

We would ask that the Committee note our concerns and keep us apprised of all further consideration of the proposal by Committee or Council. We would ask that the City notify this office of any further meetings scheduled to consider this application.

We appreciate your consideration.

Yours very truly,

WEIR & FOULDS



J.M. Noonan, M.C.I.P.

JMN:lm