



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 28-91

To adopt Amendment Number 196  
and Amendment Number 196 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:

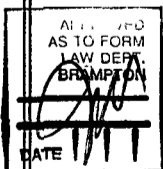
1. Amendment Number 196 and Amendment Number 196 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 196 and Amendment Number 196 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 11th day of February, 1991.

  
\_\_\_\_\_  
PAUL KEISEL - MAYOR

  
\_\_\_\_\_  
LEONARD J. MIKULICH - CITY CLERK

23/90



ORIGINAL

AMENDMENT NUMBER 196  
AND  
AMENDMENT NUMBER 196 A  
to the Official Plan of the  
City of Brampton Planning Area

21-0P 0031-196 -1

AMENDMENT NO. 196 and 196A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON

This Amendment No. 196 and 196A 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: 1991-03-07

*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 28-91

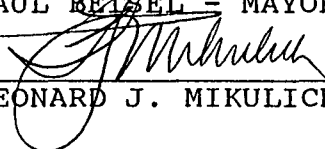
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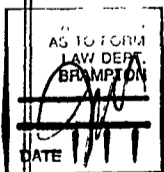
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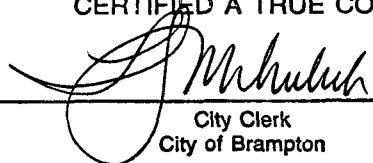
  
PAUL KEISEL - MAYOR

  
LEONARD J. MIKULICH - CITY CLERK

23/90



CERTIFIED A TRUE COPY

  
City Clerk  
City of Brampton

AMENDMENT NUMBER 196  
AND  
AMENDMENT NUMBER 196 A  
TO THE OFFICIAL PLAN OF THE CITY  
OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to change the land use designations and to outline appropriate development principles for the lands shown on Schedule A attached hereto.

2.0 Location

The lands subject to this amendment are situated on the north east corner of Highway Number 7, and Van Kirk Drive, being Part of Lot 11, Concession 1, West of Hurontario Street, in the geographic Township of Chinguacousy. The lands have a dimension of 355.25 metres along Highway Number 7 and a dimension of 237 metres on Van Kirk Drive, and comprise an area of approximately 11.79 hectares. The lands are separated from Highway Number 7 by a 0.3 metre reserve described as Part of Blocks J and L, and Block D, Registered Plan M-286.

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number : 196

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

- (1) by adding to the list of amendments pertaining to Secondary Plan Area Number 2 set out in subsection 7.2.7.2, Amendment Number 196 A.

3.2 Amendment Number 196 A:

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

- (1) by changing on Plate Number 38 thereon, the land use designation of the lands shown on Schedule A to this amendment from INDUSTRIAL USE AREA and MIXED COMMERCIAL-INDUSTRIAL USE AREA to HIGHWAY AND SERVICE COMMERCIAL USE AREA.

- (2) by deleting from the legend of Plate Number 38 thereof, the "Mixed Commercial - Industrial" designation.
- (3) by adding to the legend thereon, a "Highway and Service Commercial" designation.
- (4) by deleting therefrom, Plate Number 54, and substituting therefor, Schedule A to this amendment as Plate Number 54.
- (5) by adding to Part C, Chapter C, Chapter C55 thereto after section 2.3(e) the following:

"2.3(f) Highway and Service Commercial Use Area shall mean lands which are intended to accommodate certain specific purposes as follows:

- (1) The specific commercial purposes permitted for the lands designated as Part 1 and 2 on Plate Number 54 are motor vehicle sales, rental, leasing and service establishments; a motor vehicle repair shop and a motor vehicle parts and accessories sales establishment; a motor vehicle body shop only in conjunction with a motor vehicle sales, rental, leasing or service establishment, a dining room restaurant; a standard restaurant; a take-out restaurant excluding a drive-through facility, which may be free standing or incorporated as part of a mall development; a bank, finance company or trust company, which may be a free standing structure or incorporated as a part of a mall development, and, only in conjunction with another permitted purpose, an automated teller machine.

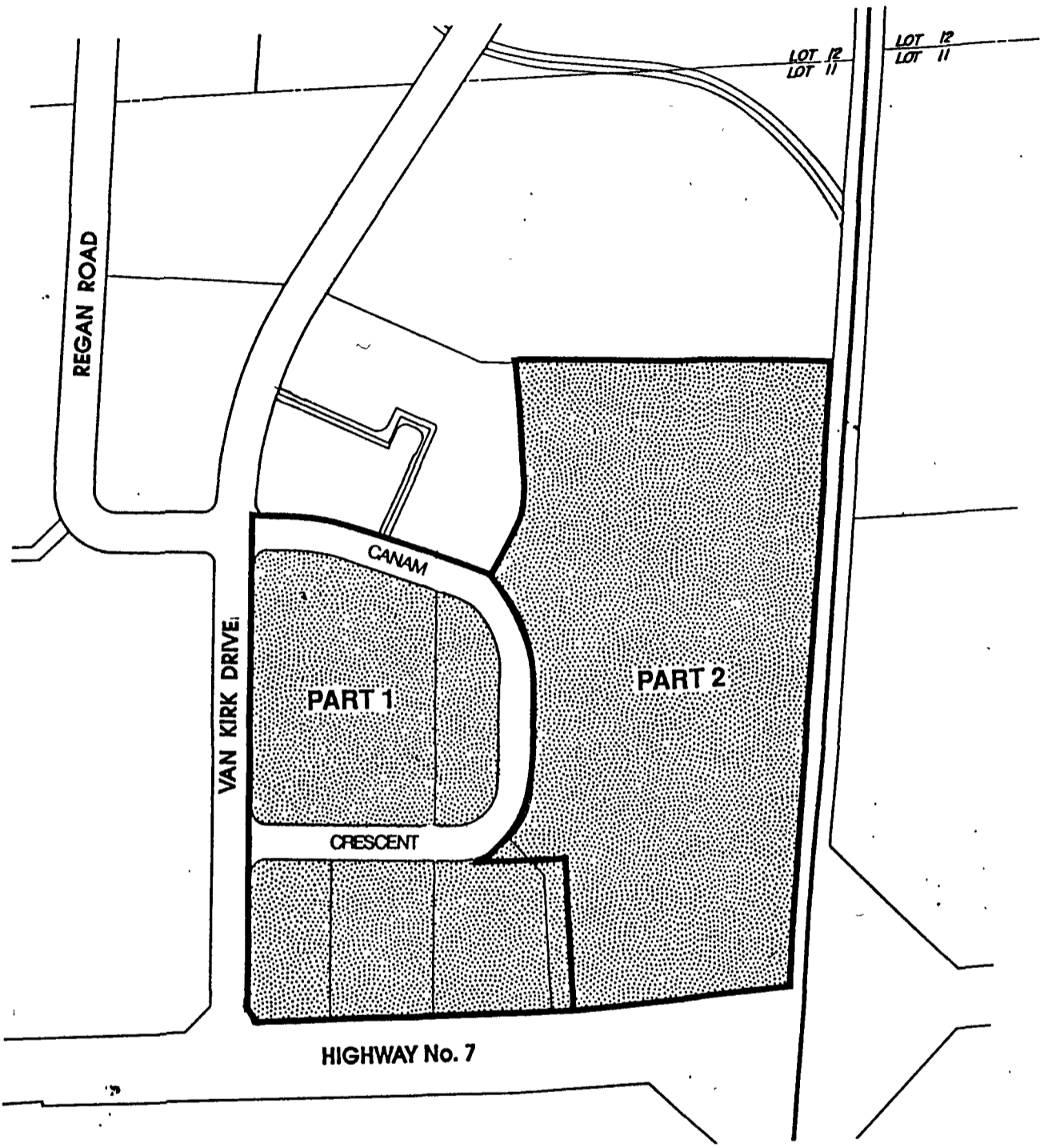
- (2) In addition, on the lands designated Part 2 on Plate 54, permitted purposes shall also include industrial purposes compatible with adjacent/abutting commercial purposes including motor vehicle sales, rental, leasing and service establishments. Industrial purposes that would be injurious by reason of air pollution, noise and outside storage of aggregate resources which may adversely impact abutting or adjacent commercial purposes, shall not be permitted.

2.4 Generalized Development Principles-  
Highway and Service Commercial Use Area



- (a) The Highway and Service Commercial Use Area designation as shown on Plate Number 54 is intended to be schematic only. The exact limits of the individual lots will be established at the time of development in a manner acceptable to the City. The area intended to be developed will comprise approximately 11.79 hectares.
- (b) It shall be the policy of the municipality to ensure that adequate off-street parking and loading facilities are provided, and that the design of the facilities will be in accordance with acceptable traffic engineering standards. Further, the municipality shall ensure that the design and location of the facilities will be in such a manner as to reduce the adverse influence of noise, glare of lights, and traffic hazards upon adjacent uses and on-site uses as deemed necessary by Council.

- (c) It shall be the policy of the municipality to ensure that appropriate measures be taken to regulate the location, size and type of signs, subject to the compliance of any other appropriate authority.
- (d) The type of uses that may be permitted will be restricted to those that are included within the "Highway and Service Commercial Use Area" definition. The number of such uses at one location, the gross floor area and the maximum lot coverage will be regulated by the detailed zoning standards pertaining to each of the Parts 1 and 2, as shown on Plate Number 54.
- (e) The vehicular access to Parts 1 and 2 as shown on Plate Number 54 shall be restricted to the internal roads only with no access permitted from Highway Number 7.
- (f) The architectural treatment of the development along Highway 7 shall be complementary to a gateway entrance to this area of the City."





**LEGEND**

-  LANDS SUBJECT TO THESE AMENDMENTS
-  HIGHWAY AND SERVICE COMMERCIAL USE

SCHEDULE A  
 OFFICIAL PLAN AMENDMENT No. 196  
 OFFICIAL PLAN AMENDMENT No. 196 A



**CITY OF BRAMPTON**  
 Planning and Development  
 Date: 1990 12 04 Drawn by: CJK  
 File no. CIW11.20 Map no. 24-496

BACKGROUND MATERIAL TO  
AMENDMENT NUMBER 196  
AND  
AMENDMENT NUMBER 196 A

Attached are copies of planning reports dated November 5, 1990 and January 4, 1991, which includes notes of a Public Meeting held December 15, 1990 subsequent to notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

Written submissions were also received from the following:

Region of Peel.....June 22, 1990  
Ministry of Transportation (Ontario)....July 31, 1990 and  
.....August 21, 1990  
CP Rail.....September 6, 1990

# INTER-OFFICE MEMORANDUM

E5-1

## Office of the Commissioner of Planning & Development

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November 5, 1990

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

RE: **Executive Summary**  
Application to Amend the Official Plan  
and Zoning By-law  
ARMBRO MATERIALS AND CONSTRUCTION LTD.  
Part of Lot 11, Concession 1, W.H.S.  
Ward Number 2  
Highway 7 and Van Kirk Drive  
Our File : C1W11.20

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The attached staff report reviews a proposal to amend the Official Plan and Zoning By-law to permit an 11.79 hectare (29.12 acre) parcel to be used for an auto mall development. The parcel is located on the north-east corner of Highway Number 7 and Van Kirk Drive, (refer to Location Map attached).

If approved, the proposal would result in the development of approximately 7-8 automobile dealerships along with a restaurant, banks, and automotive related service shops.

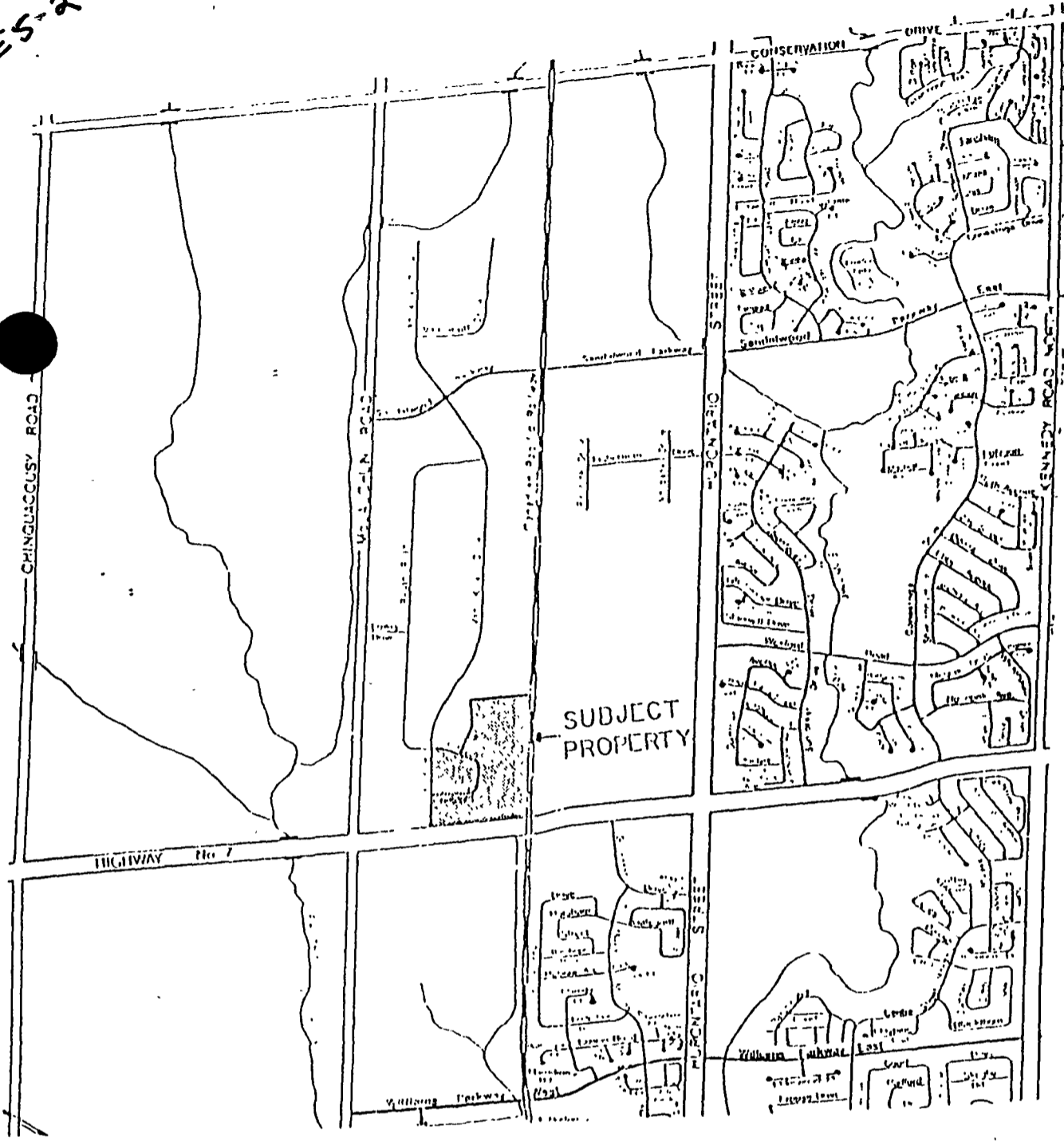
The approval of this development will facilitate the relocation of automobile dealerships from the Queen Street Corridor and therefore, assist in achieving one of the objectives of the Strategic Plan.

In reviewing the proposal staff noted that:

- o the current zoning of the auto mall site includes specific highway and service commercial uses, in addition to industrial uses, which are similar to a number of the uses proposed.

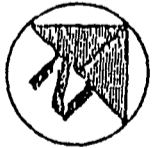
In view of the foregoing, the attached staff report recommends that the application be approved subject to a public meeting.

ES-2



ARMBRO MATERIALS AND CONSTRUCTION LTD.

Location Map



1:25000

CITY OF BRAMPTON  
Planning and Development

Date: 1990 06 05 Drawn by: CJK  
File no. CIW11.20 Map no. 24-49A

# INTER-OFFICE MEMORANDUM

E5-3

## Office of the Commissioner of Planning & Development

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November 1, 1990

To: The Chairman of the Development Team  
From: Planning and Development Department  
RE: Application to Amend the Official Plan  
and Zoning By-law  
ARMBRO MATERIALS AND CONSTRUCTION LTD.  
Part of Lot 11, Concession 1, W.H.S.  
Ward Number 2  
Highway 7 and Van Kirk Drive  
Our File : C1W11.20

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### 1.0 INTRODUCTION

The above referenced application to amend the Official Plan and zoning by-law to permit the development of an auto mall has been received by the City Clerk's department and referred to staff for a report and recommendation.

### 2.0 THE PROPERTY

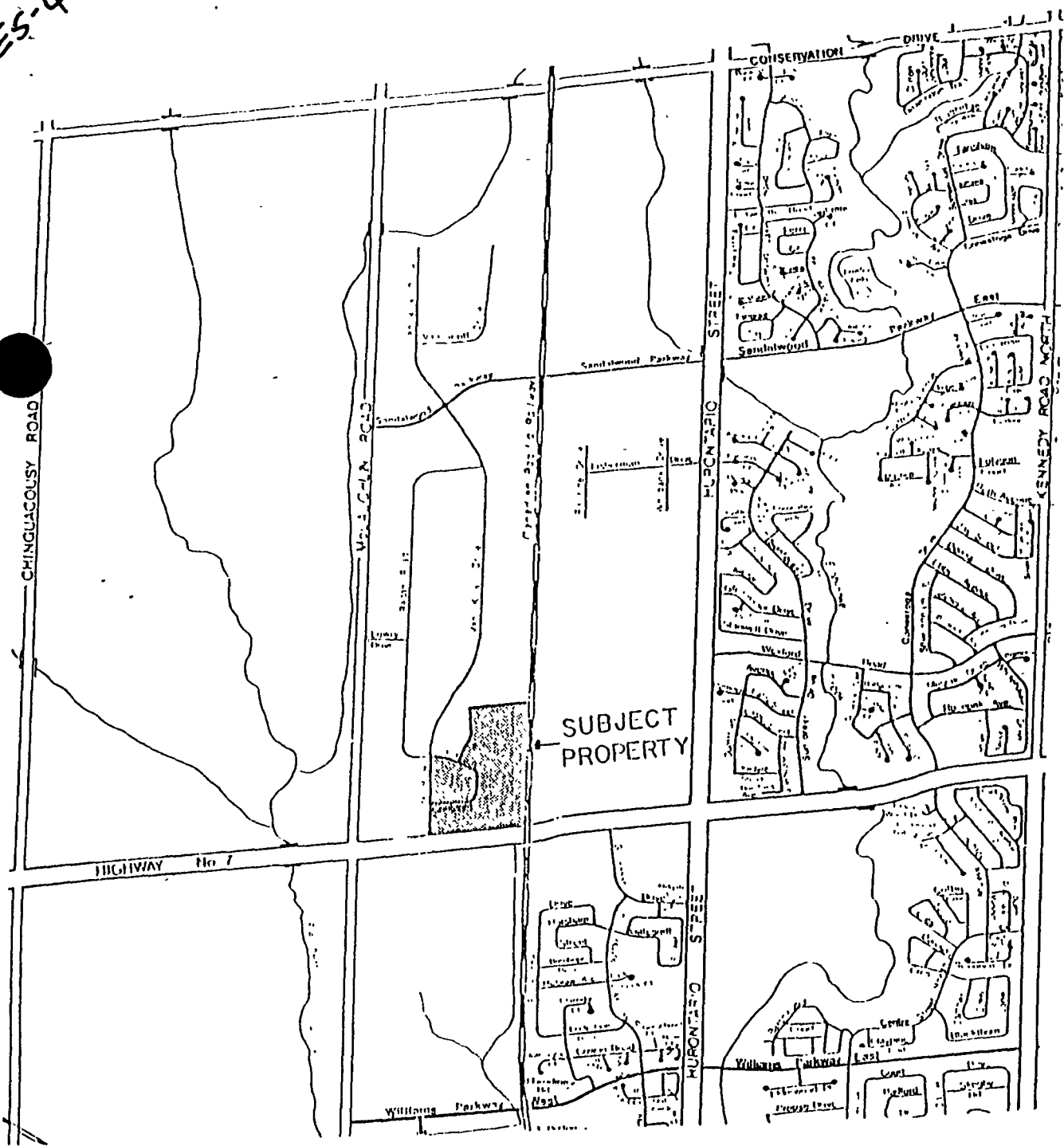
This application relates to a site of 11.79 hectares (29.12 acres) in area, located on the north-east corner of Highway Number 7 and Van Kirk Drive. The 11.79 hectare site is further divided by Canam Crescent, creating a 3.88 hectare property within Canam Crescent and a 7.91 hectare site around Canam Crescent. (Refer to location map which follows.)

The site is occupied by the original tack room building, an unoccupied house, Chalmers Suspension, Great Lake Brick, and Armbro Diesel. The land bounded by Canam Crescent and Van Kirk Drive is vacant and used in part for parking.

The property is subject to 0.30 metre reserves along Highway Number 7. Part Blocks J and L, and Block D Plan 286.

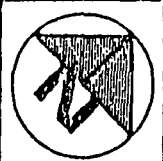
A few large trees occur along Highway 7 and the east side of Van Kirk Drive whilst several smaller trees and shrubs are found on both sides of Canam Crescent. A white board fence runs along the southerly property limit on Highway 7 from the easterly property limit for about 135 metres, and another board fence runs along the east side of Van Kirk Drive and the south side of Canam Crescent for about 125 metres. A chain link fence with a 3 strand barb wire is located on the east property line abutting the Canadian Pacific Railway right-of-way.

ES-4



ARMBRO MATERIALS AND  
CONSTRUCTION LTD.

Location Map



1:25000

**CITY OF BRAMPTON**  
Planning and Development

Date: 1990 06 05 Drawn by: CJK  
File no. CIWII.20 Map no. 24-49A

The site has the following abutting uses:

- north: existing industrial park development including an asphalt plant;
- east: Canadian Pacific Railway tracks and beyond the tracks, industrial and commercial development ;
- south: Highway 7 and south of Highway 7 vacant land subject to a draft plan of proposed subdivision (717495 Ontario Limited, Region of Peel file 21T-88014B, our file C1W9.10);
- west: Van Kirk Drive and beyond Van Kirk Drive, vacant land.

Adjacent concrete sidewalks are located on the west side of Van Kirk Drive and the inner border of Canam Crescent.

3.0

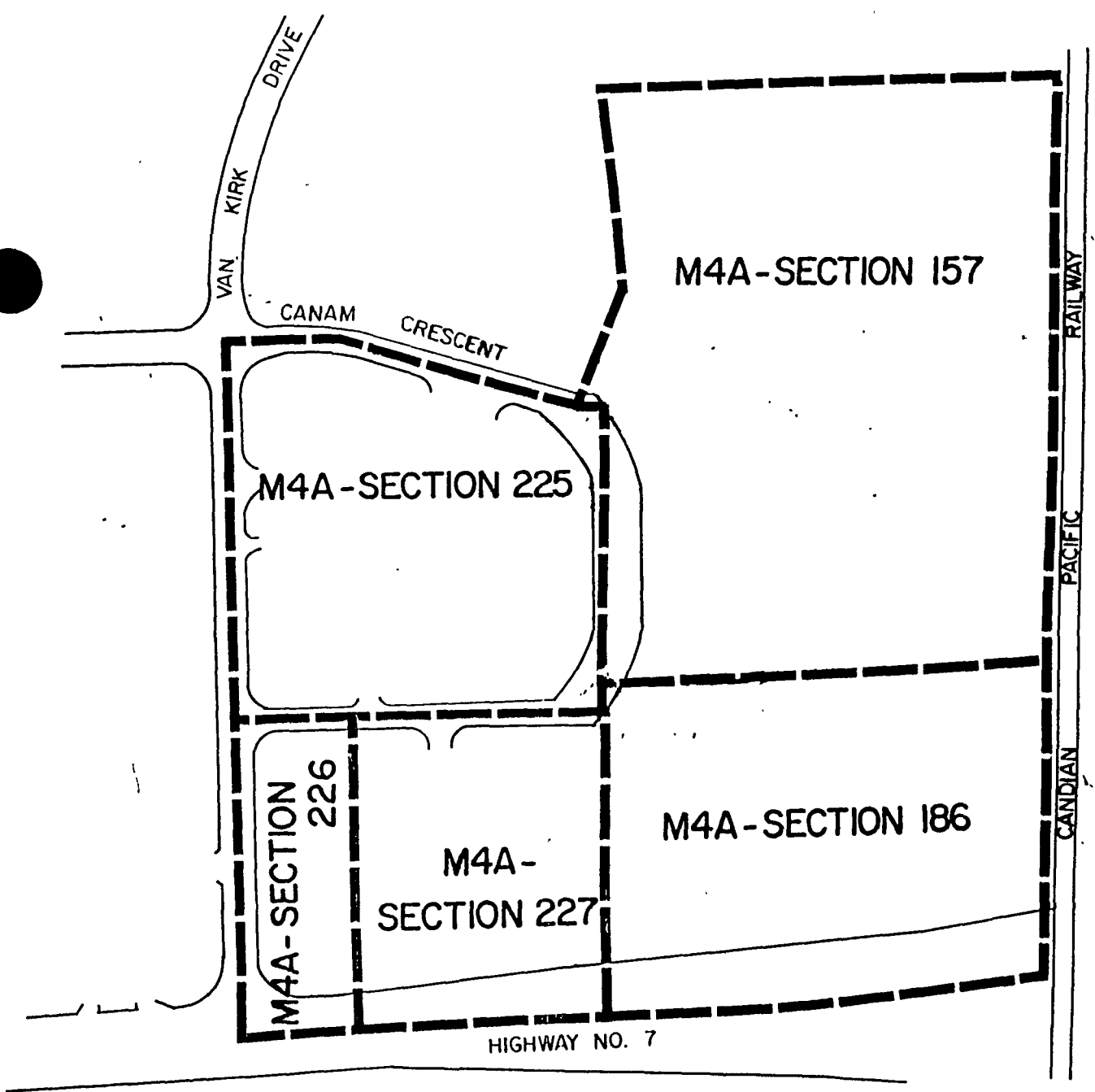
OFFICIAL PLAN AND ZONING BY-LAW STATUS

The property is designated Industrial on Schedule 'A', General Land Use Designations. The Sandalwood Industrial East Secondary Plan designates the easterly portion of the site as Industrial Use Area, and the westerly portion of the site as a Mixed Commercial-Industrial Use Area permitting commercial use, in addition to the industrial uses permitted.

The lands bounded by Canam Crescent on the north, east and south, and by Van Kirk Drive on the west, may contain the specific commercial uses of retail warehouses for home furnishings and home improvement products; building supplies stores; restaurants; banks; commercial offices, excluding any medical, dental or similar practitioner's offices; automobile parts accessories, sports goods and hardware stores; service shops and commercial recreation facilities. The lands at the north-east corner of Van Kirk Drive and Highway 7 can be occupied by the specific commercial uses of a bank or trust company's savings office or similar financial institution. Lands located between Highway 7 and the south leg of Canam Crescent may be occupied by a restaurant and a commercial office building, but excluding the offices of a medical, dental or similar practitioner.

The lands of the site are zoned Industrial Four A - Section 157 (M4A-Section 157), Industrial Four A - Section 186 (M4A-Section 186), Industrial Four A - Section 225 (M4A-Section 225), Industrial Four A - Section 226 (M4A-Section 226) and Industrial Four A - Section 227 (M4A-Section 227). (refer to Current Zoning Boundary map which follows.)

ES-6



----- ZONING BOUNDARY

ARMBRO MATERIALS AND CONSTRUCTION LTD.

ICURRENT ZONING BOUNDARIES



1:3770

**CITY OF BRAMPTON**  
Planning and Development

Date: 1990 10 26      Drawn by: CJK  
 File no. CIW11.20      Map no. 24-49E

24 49E



4.0 PROPOSAL

The applicant is proposing that the land use designation be amended from Industrial to Highway Commercial to allow the development of an auto mall.

The auto mall would be located on the east side of Van Kirk Drive and will require the extension of Canam Crescent. The auto mall would include approximately 7 or 8 dealerships, an automobile repair centre, restaurant, bank, and offices. A landscaped open space area with a width of 9 metres would be provided abutting Highway 7. The landscaped open space area abutting Van Kirk Drive and Canam Crescent would vary between 2 or 3 metres to 6 metres.

The applicant is proposing to proceed with this development in two separate phases (refer to Phasing Plan attached). Phase I is intended to contain automobile dealerships, and would not involve the reconstruction of Canam Crescent. The demolition of two small buildings would be required.

Phase II is intended to contain additional automobile dealerships along with the proposed accessory uses; a bank and restaurants. The reconstruction of Canam Crescent would be completed prior to the commencement of construction of Phase II. Boundaries of Phase I and Phase II are outlined on the Phasing Plan which follows.

5.0 COMMENTS

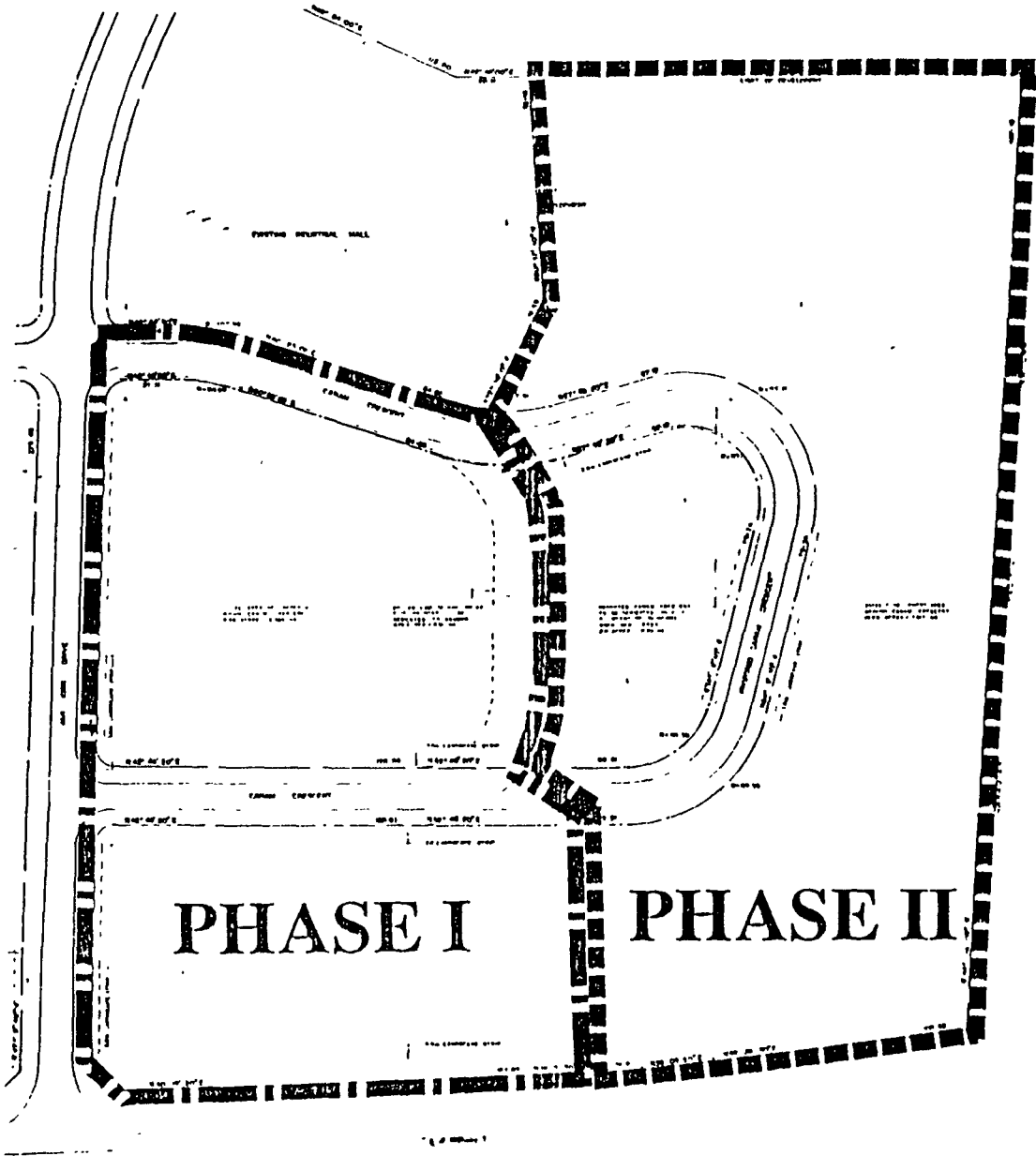
The following departments or agencies have expressed no concerns:

Law Department; Public Works and Building Department, Building Division and Community Services Department, Fire.

The Public Works and Building Department, Development and Engineering Services Division, has the following comments:

- o road widening along Highway 7 required as per Ministry of Transportation;
- o a left turn lane on Highway 7 at Van Kirk Drive if not already existing;
- o site plan agreements addressing grading, drainage and access to private properties are required, and
- o an engineering financial agreement is required between the developer and the City to address the relocation of Canam Crescent.

ES-8



ARMBRO MATERIALS AND CONSTRUCTION LTD.

PHASING PLAN



1:3714

CITY OF BRAMPTON  
Planning and Development

Date: 1990 10 26      Drawn by: CJK  
File no. CIW11.20      Map no. 24-49E

There are no objections to the revised location of Canam Crescent as shown on the plan, provided the required engineering agreement will be entered into to address the (re)construction of all required municipal services including grading and drainage.

Traffic Engineering Services Division has the following requirements:

- o all matters pertaining to Highway 7 (ie. road widening, access, 0.3 metre reserves, intersection improvements at Van Kirk Drive) shall be addressed by the Ministry of Transportation (Ontario) as this road is under their jurisdiction;
- o review/approval by the Canadian Pacific Railway is required as the subject property abuts this authority to the east;
- o access to the individual blocks will be determined during formal site plan review. It is suggested that the applicant align driveways where possible, and
- o the existing entrance to Highway 7 between Van Kirk Drive and the Canadian Pacific Railway is not shown on the plan, therefore, it is assumed that it will be closed.

The Community Services Department, Parks and Recreation, requires the following:

- o that the applicant prepare a landscape/fencing plan for the site development of the individual blocks;
- o that the applicant provided 2% cash-in-lieu of parkland for the individual block prior to the issuance of the building permit, in accordance with the City's Capital Contribution Study.
- o that the applicant provide street tree planting along the Highway 7 frontage and that a high level of architectural detailing of the building facades be encouraged due to the exposure to the travelling public.
- o the applicant shall construct or pay cash-in-lieu for a bicycle path along the north side of Highway Number 7.

Transit requires the following:

- o three (3) 12 foot by 25 foot concrete bus stop pads be shown on the engineering drawings at the following locations:

- o on the east side of Van Kirk Drive at and south of Canam Crescent;
- o on the west side of Van Kirk Drive at and north of Highway 7, and
- o on the north side of Highway 7 at and east of Van Kirk Drive.

Detailed locations of concrete pads to be obtained from Transit staff.

The Planning and Development Department, Urban Design and Zoning Division, have the following comments:

The following landscape strips shall be provided:

- o a 9 metre wide landscaped area along Highway 7 and the daylight triangle for automobile dealers;
- o a 3 metre wide landscaped area along all other public roads.

Traditionally auto dealers always encroach landscaped area for display of automobiles. The applicant shall design such a display area and landscape area as standard features and provide mechanisms to prevent additional encroachment of cars.

An overall buffer planting landscape plan for Highway 7 shall be provided.

The requirements requested in paragraphs two and three must be completed prior to the enactment of the amending by-law.

The applicant shall demonstrate the parking provisions.

Planning Policy and Research Division has the following comments:

The applicant is requesting a very specific highway commercial designation for automotive mall purposes and in support thereof is claiming that:

- o the prospects of achieving the Central Commercial Corridor redevelopment objectives, and specifically the relocation of the Queen Street automobile dealerships, will be greatly enhanced by the provision of a properly designed automobile dealership mall in visible and accessible locations such as the one proposed;

- o adequate interest in the subject site and location is demonstrated by the fact that two automobile dealerships have already entered into conditional agreements with the proponent to locate in the subject auto mall, and
- o approximately half of the proposed auto mall area is already designated for highway and service commercial type uses (but no automobile dealerships) in addition to industrial uses.

On the basis that the proposed auto mall can contribute to the achievement of the Central Commercial Corridor objectives (ie. relocation of existing Queen Street automobile dealerships), the subject application should be approved on the condition that only automobile dealerships and related or ancillary uses be added to the lists of those uses presently permitted in the Official Plan and zoning by-law. The latter condition will ensure that the permission for additional commercial in the subject area is dependant on the attraction of automobile dealerships and related automotive and ancillary uses.

The Regional Municipality of Peel has noted the following:

- o a financial agreement be entered into for the payment of levies where there is an increase in total floor area and an increased need for Regional services is anticipated.

Comments were received from the Ministry of Transportation (Ontario) and Canadian Pacific Railway, and are included as Appendix A to this report. Requirements of these agencies will be included in the discussion section of this report.

6.0 DISCUSSION

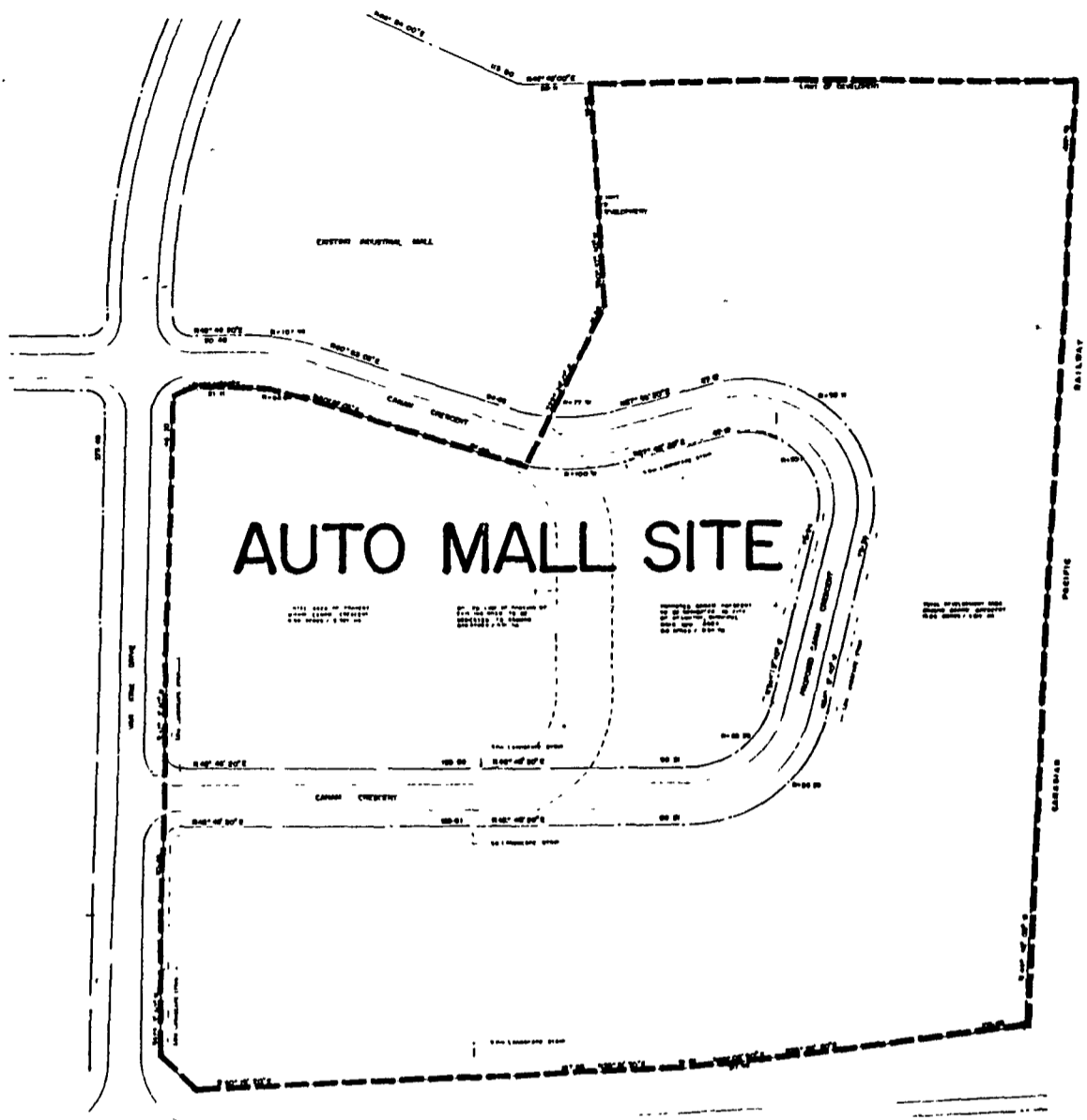
The applicant originally proposed to include a gas bar/car wash facility as part of this application, however the gas bar/car wash has since been deleted from the application. The following Master Site Plan outlines the parcel of land intended for development as an auto mall.

6.1 Zoning Provisions

Currently, the property is subject to a number of site specific zoning by-law regulations. The Industrial Four A zone permits the following uses:

- Section 44.2.1
- (a) Industrial:

ES-12



**ARMBRO MATERIALS AND CONSTRUCTION LTD.**

**Master Site Plan**



1:3714

**CITY OF BRAMPTON**  
Planning and Development

Date: 1990 08 07 Drawn by: CJK  
File no. CIW11.20 Map no. 24-49C

- o the manufacturing, cleaning, packaging, processing, repairing or assembly of goods, foods, or materials within an enclosed building, but excluding a motor vehicle repair shop and a motor vehicle body shop as a principal or accessory use;
- o a printing establishment;
- o a warehouse, and
- o a parking lot.

(b) Non-Industrial

- o a radio or television broadcasting and transmission establishment;
- o a recreational facility or structure, and
- o a community club.

(c) Accessory

- o an associated educational use;
- o an associated office;
- o a retail outlet operated in connection with a particular purpose permitted by section 44.2.1(a)(1) and 44.2.1(a)(2), provided that the total gross commercial floor area of the retail outlet is not more than 15 percent of the total gross industrial floor area of the particular industrial use, and
- o purposes accessory to the other permitted purposes.

Additional specific commercial uses are permitted through several site specific sections of the zoning by-law. The specific uses are outlined on the chart, Table One-Commercial Uses Permitted in addition to Industrial Uses in the Industrial Four A Zone - Sections 157, 186, 225, 226 and 227 which follows.

The applicant has requested that the Official Plan designation for the site be amended to Highway Commercial, to permit the development as proposed. In addition, the zoning is proposed to be amended to Highway Commercial One zone (HC1) with a special section to recognize the proposed uses. The parcel is to be further subdivided into separate lots as shown schematically on the concept plan attached.

Approximately 7 or 8 lots will be created and are proposed to be used for the following purposes:

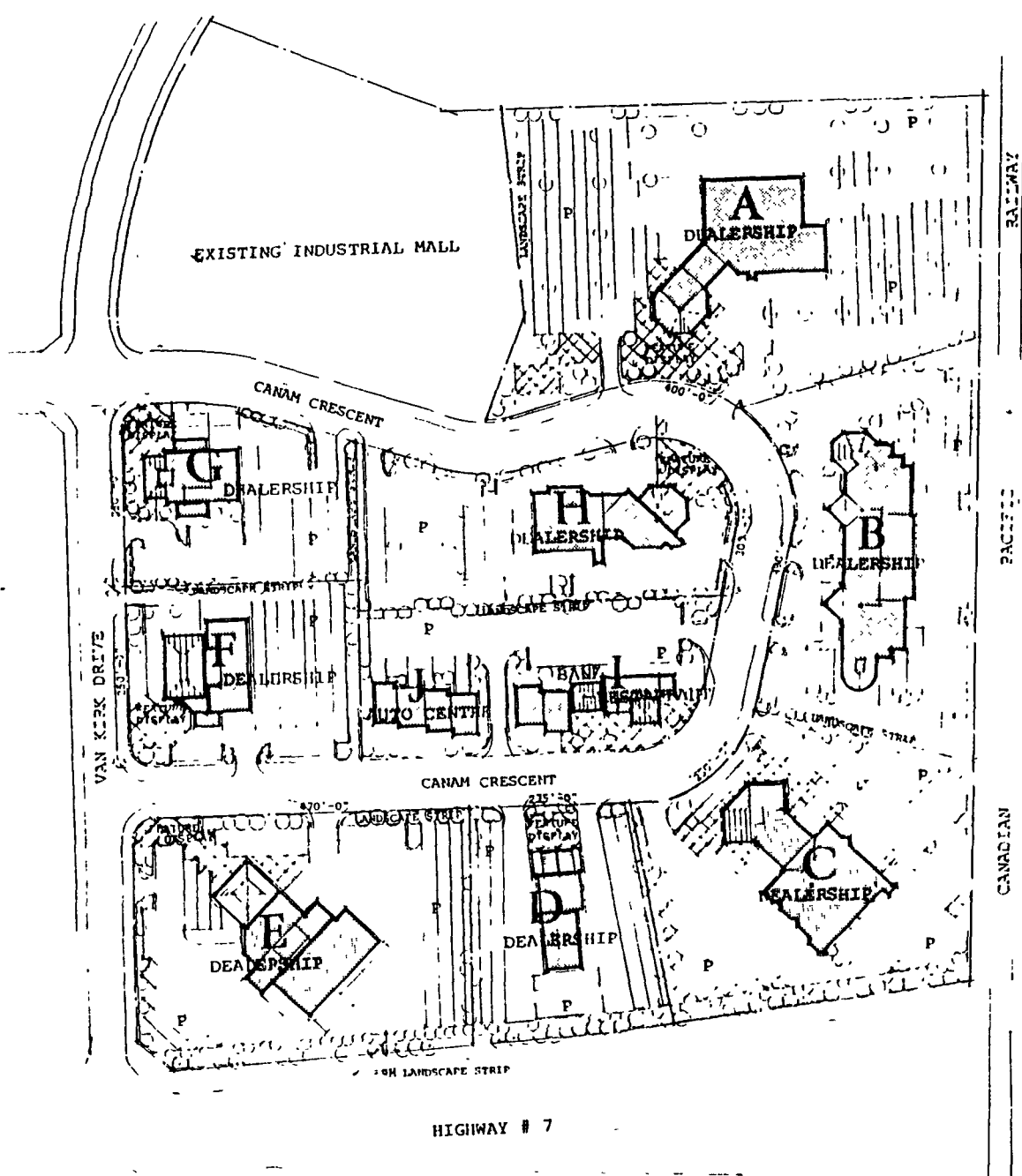
- o a motor vehicle sales, rental, leasing or service establishment, a motor vehicle repair shop and a motor vehicle parts and accessories sales establishment;
- o only in conjunction with a motor vehicle sales, rental, leasing or service establishment, a motor vehicle body shop; and

**Table One - Specific Commercial uses permitted in addition to Industrial uses in the Industrial 'Four A' Zone  
Sections 157, 186, 225, 226 and 227**

INDUSTRIAL 'FOUR A' SECTION 157	INDUSTRIAL 'FOUR A' SECTION 186	INDUSTRIAL 'FOUR A' SECTION 225	INDUSTRIAL 'FOUR A' SECTION 226	INDUSTRIAL 'FOUR A' SECTION 227
<p align="center"><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Uses permitted in the M4A zone ;</li> <li>• Manufacturing, assembly, storage and distribution of semi-finished and finished products ;</li> <li>• Dry cleaning plants, laundry and dyeing establishments excluding any dangerous uses ;</li> <li>• Dairy products plants and bakeries ;</li> <li>• Builders supply yard or yard include a repair and assembly shop but excluding any scrap metal storage or salvage yards ;</li> <li>• Any use accessory to the foregoing uses ;</li> </ul>	<p align="center"><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• The warehousing and storage of goods, products and materials within an enclosed building ;</li> <li>• The manufacturing and assembly of the following products :               <ul style="list-style-type: none"> <li>( 1 ) Clothing and finished textile or fabric products ;</li> <li>( 2 ) Printing , bookbinding and lithography ;</li> <li>( 3 ) Die casting involving the use of plastics and light metals including aluminium and zinc ;</li> <li>( 4 ) Light manufacturing activities including the manufacturing of tubing, pipes, tools and instruments, electrical components, building hardware, telephone, television, radio and electronic components, drug and pharmaceutical products, cosmetics and associated products ;</li> </ul> </li> <li>• Shops for the repair or manufacturing of small goods and wares ;</li> <li>• Business, professional and administrative office connected with another permitted use of land ;</li> <li>• Exhibition and conference halls ;</li> <li>• Radio, television broadcasting and transmission facilities ;</li> <li>• One dwelling unit as part of an industrial building for the use only of a caretaker or night watchman employed in connection therewith ;</li> <li>• Any public use of the same general character as the other permitted uses ;</li> <li>• Any use accessory to any of the foregoing uses ;</li> </ul>	<p align="center"><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Uses permitted in the M4A zone ;</li> <li>• Building supplies sales establishment ;</li> <li>• Service shops ;</li> <li>• Personal service shops ;</li> <li>• Banks, trust companies, financial institutions ;</li> <li>• Offices excluding the offices of medical, dental, and similar practitioners ;</li> <li>• Dining room and standard restaurants, and taverns ;</li> <li>• Home furnishing and improvement retail warehouse ;</li> <li>• Dry cleaning and laundry establishments and distribution stations ;</li> <li>• Custom workshops ;</li> <li>• Motor vehicle parts, retail outlets or combination motor vehicle parts / accessories, sports goods / hardware stores.</li> </ul>	<p align="center"><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Purposes permitted in an M4A zone ;</li> <li>• A bank, a trust company's savings office or similar financial institution ;</li> </ul>	<p align="center"><b>PERMITTED USES</b></p> <ul style="list-style-type: none"> <li>• Purposes permitted in an M4A zone ;</li> <li>• A dining room restaurant including a tavern and a commercial office building, but excluding the offices of medical, dental and similar practitioners ;</li> </ul>

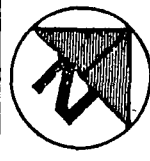
Source : By-law 151-88





ARMBRO MATERIALS AND  
CONSTRUCTION LTD.

Concept Site Plan



1:3770

**CITY OF BRAMPTON**  
Planning and Development

Date: 1990 06 05 Drawn by: CJK  
File no. CIW11.20 Map no. 24-49B

ES-16

- o uses accessory to the permitted uses.

The amending by-law will include a site plan schedule to address minimum lot size, outdoor storage and landscaping areas.

Canadian Pacific Railway requires that a 1.8 metre high chain link fence be erected and maintained by the developer, along the common property lines. There is an existing chain link and barb wire fence along the Railway right-of-way, which must be maintained by the developer. No additional fencing is needed along the Railway right-of-way.

Outdoor storage of automobiles for sale or repair is necessary for those lots intended to be developed for auto dealers. It would not be appropriate to have outdoor storage visible from Highway Number 7. Therefore, any outdoor storage on these lots abutting Highway Number 7, should be screened from view by a solid fence of not less than 1.8 metres in height but not more than 3.0 metres in height. For those lots abutting the Canadian Pacific right-of-way and whose access is from Canam Crescent, outdoor storage shall be screened from view by a solid fence of not less than 1.8 metres in height and not more than 3.0 metres in height.

In addition to the lots proposed for motor vehicle dealerships, the applicant is proposing to create one or two lots to be used for restaurants, bank facilities and automotive related service shops, such as a lube shop, auto glass repair centre and muffler repair shop. The applicant has requested that the amending by-law allow the following permitted purposes:

- o a dining room restaurant, a standard restaurant, a take-out restaurant; a fast food restaurant but excluding a drive-through facility;
- o a bank, trust company or finance company;
- o a parking lot;
- o motor vehicle related service shops;
- o motor vehicle accessories, parts retail, and
- o uses accessory to the permitted uses.

No outside storage will be allowed. All restaurant refuse disposal facilities must be contained within the building in a climate controlled storage area.

The amending by-law will address the different uses separately through special sections addressing the specific highway commercial uses for the proposal. As well, a site plan schedule will be included to address the minimum lots sizes, areas of outside storage and landscaping.

6.2. Development Criteria

6.2.1 Criteria Relating to Both Phase I and Phase II

As a result of the circulation of this application, a number of requirements for the design and development of the site were identified.

This proposal will enable the existing Queen Street automobile dealerships to relocate from Queen Street, thereby enabling the realization of the objectives of the Central Corridor Study pertaining to existing automotive dealerships, and is therefore, supported by staff. It would appear that there is interest in the site on behalf of the dealers, as two conditional agreements have already been entered into. In addition, the majority of the site already has commercial uses permitted in addition to the industrial uses. The requested uses would be replacements, not additions to the existing uses permitted.

The applicant must submit a fencing/landscape plan for the individual lots, and also pay a 2% cash-in-lieu of parkland fee for each lot, prior to the issuance of the building permits.

Street tree planting is required along the Highway 7 frontage of this development. This is not indicated on the current concept site plan, and the plan should be revised to indicate this. The street tree planting is in addition to the landscaped strip along Highway 7.

The applicant must submit a site grading plan and a stormwater management report for approval by the City, the Ministry of Transportation (Ontario) and the Canadian Pacific Railway.

The Ministry of Transportation has requested that the applicant obtain the necessary building/land use and sign permits prior to any construction. The applicant must contact the Ministry directly in order to facilitate the receipt of permits. In addition, the Ministry requires a 14 metre (45 foot) setback from Highway 7 for all new commercial buildings.

The concept site plan indicates the 9 metre landscaped strip along the Highway 7 frontage, and the 3 metre landscape strip along all other public roads. Urban Design and Zoning Division staff have indicated that display of vehicles will be permitted within the 9 metre landscape strip, only for those lots abutting Highway Number 7, and only one display area per lot. The design of display areas shall be finalized through site plan approval.

Historically, auto dealers tend to encroach into the landscaped area with the displays of automobiles for sale. The applicant is required to design a display area and landscape area as a standard feature of lots intended for auto dealers and to provide a mechanism to prevent further encroachment. The mechanism and specifics of the display area design will be finalized through site plan approval.

Prior to the enactment of the amending by-law, the applicant must provide the City's Urban Design and Zoning Division with an overall buffer planting landscape plan for Highway 7, and a revised concept plan indicating the display and landscaped areas for lots intended for auto dealers.

The site plan as submitted does not indicate a left turn lane at Highway 7 and Van Kirk Drive. A lane is existing, and the plan should be revised to indicate it.

Access to the individual lots will be finalized at site plan review stage, however, it would appear that traffic flow and circulation would be improved if the driveways on opposing sides of Canam Crescent were to be aligned.

#### 6.2.2 Phase I

The lands proposed to be developed in Phase I are as outlined on the Phasing Plan attached to this report. The following requirements are specifically related to Phase I and would be required to be completed as part of the construction of Phase I.

Two small existing buildings located on the lands situated between Highway Number 7 and the south leg of Canam Crescent, must be demolished prior to any construction on these lands.

As indicated in Section 5.0 of this report, Transit requires three (3) concrete bus pads. The engineering drawings must reflect the requested bus pads. The bus pads shall be constructed as part of Phase I.

The proposed dealerships located on the southerly leg of Canam Crescent will be visible from Highway 7 and the proposed residential development to the south. Therefore, it is important that the architectural detailing be considered very thoroughly, so the commercial uses will not adversely impact upon the residential development.

Noise from body shop machinery and public address systems employed by most auto dealers must be minimized. The requirements for minimizing noise will be addressed through site plan approval. The building design and orientation should take into account the visual impact from Highway Number 7 and the proposed plan of subdivision south of Highway Number 7. In addition to building design, the site plan for Phase I should include the proposed design for the entrance to the auto mall. A concept site plan for Phase I is required to be submitted.

6.2.3 Phase II

The lands proposed to be developed in Phase II are as outlined on the Phasing Plan attached to this report and include the proposed new Canam Crescent.

The following requirements are specifically related to lands to be developed as Phase II.

The existing buildings located on the lands to be developed as Phase II shall be demolished prior to the issuance of building permits for Phase II.

The plan does not indicate the existing access to Highway 7 at the Chalmers Suspension building, and therefore, that access will be closed and the property reinstated to Ministry of Transportation standards.

The proposed site plan indicates that Canam Crescent is to be realigned as a part of Phase II development. Therefore, it shall be included as part of the development agreement that the applicant complete the reconstruction of Canam Crescent prior to the commencement of construction of Phase II as shown on the Phasing Plan attached.

The applicant must obtain approval of a Road Closure By-law prior to the reconstruction commencing. Following the reconstruction, the applicant will be required to prepare the necessary documentation and reference plan for the dedication of the newly aligned Canam Crescent to the City as a public road. The title to the roadway must be free of encumbrances.



E 5-21

maintained in the following locations;

- i) a 9 metre landscaped open space area abutting Highway Number 7;
  - ii) a 3 metre landscaped open space area abutting all other public roads;
  - g) fencing of a design and material to be determined at site plan review stage;
  - h) for lots abutting Highway Number 7, a display area, for one automobile will be permitted within the 9 metre landscape strip, the design of which shall be determined through site plan approval.
  - i) outdoor storage for uses permitted by B 1(a)(i) and 1(a)(ii) screened from view by a solid fence having a minimum height of 1.8 metres and a maximum height of 3.0 metres.
  - j) for purposes permitted by B 1(a)(iii), (iv), (v) and (vi) no outdoor storage is permitted.
  - k) shall be subject to the requirements and restrictions relating to the HC1 zone and all the general provisions of by-law 151-88 as amended, that are not in conflict with those set out above.
2. Development of this site shall be subject to a development agreement and the development agreement shall contain the following:
- a) prior to the issuance of a building permit, a site development plan, a landscape plan, elevation and cross-section drawings, a grading and drainage plan, an engineering and servicing plan and a fire protection plan shall be approved by the City;
  - b) prior to the issuance of any building permits, grading and drainage plans and storm water management study shall be approved by the City, the Ministry of Transportation of Ontario and the Canadian Pacific Railway, and appropriate securities shall be deposited with the City to ensure implementation of these plans;
  - c) the applicant shall agree that all lighting on the site shall be designed and oriented so as to minimize glare;

- 5-22
- d) the applicant agrees to pay to the City 2% cash-in-lieu of parkland for the individual blocks to be paid prior to the issuance of building permits;
  - e) the applicant shall agree that all garbage and refuse storage, other than restaurant refuse storage, but including any containers for recyclable materials shall be enclosed and screened from Highway 7 and Van Kirk Drive;
  - f) the applicant shall agree to provide a landscape buffer planting plan for Highway 7 to be approved prior to requiring;
  - g) the applicant agrees to pay all applicable City levies prior to the issuance of a building permit;
  - h) the applicant shall submit a landscape plan and a fencing plan for the site development of the individual blocks prior to the issuance of any building permits;
  - i) the applicant shall agree to obtain all the necessary permits from the Ministry of Transportation of Ontario prior to the issuance of City building permits;
  - j) the applicant shall agree to provide street planting along the Highway 7 frontage of the development;
  - k) the applicant shall agree that no access to Highway 7 is permitted;
  - l) the applicant shall agree to enter into a financial agreement with the Region of Peel for the payment of levies as appropriate;
  - m) the applicant shall agree to provide a 3 metre wide landscape area along all other public roadways;
  - n) the applicant shall agree to provide a 9 metre wide landscape area along Highway 7, and the daylight triangle;
  - o) the applicant shall agree to meet all Ministry of Transportation requirements regarding building setbacks from Highway 7;



- p) the applicant shall agree that all costs of roadway improvements on both Van Kirk Drive and Canam Crescent as required, will be borne by the developer;
- q) the applicant shall agree to pursue the further division of the auto mall site into separate lots through the Land Division Committee;
- r) the applicant shall agree to construct or pay cash-in-lieu for a bicycle path where the property is adjacent to Highway Number 7;
- s) Prior to the commencement of construction of Phase I:
  - i) the applicant shall provide three (3) concrete bus stop pads in the location and design satisfactory to the Commissioner of Community Services as part of the construction of Phase I;
- t) Prior to any construction commencing on Phase II:
  - (i) the applicant shall maintain the existing 1.8 metre high chain link fence along the common property line of the developer and Canadian Pacific Railway;
  - (ii) the applicant shall agree that any utilities to be installed over or under the Canadian Pacific Railway right-of-way will be approved by the Railway prior to instalment and subject to the Railway's standard agreement, and
  - (iii) the applicant shall agree to enter into the appropriate agreements and a financial agreement to ensure the reconstruction of municipal services on Canam Crescent;
  - (iv) applicant shall agree to obtain the necessary Road Closure By-law for the existing Canam Crescent and to prepare the appropriate reference plan and documentation for the conveyance of the new Canam Crescent to the City prior to the commencement of construction for Phase II;

ES-24

(v) The applicant shall agree to complete the reconstruction of Canam Crescent prior to the issuance of building permits;

Respectfully Submitted,

*C. Logan*  
Cheryl Logan,  
Development Planner

Agreed:

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

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

ES-25

Appendix A

Comments Received from Outside Agencies

The following comments have been received for outside agencies:

The Ministry of Transportation Ontario:

- o no direct access will be granted from the highway, access must be gained via Van Kirk Drive;
- o all new commercial buildings must be set back at least 14 metres (45 feet) from the Highway 7 property line;
- o prior to the issuance of permits a site grading plan and a stormwater management report must be submitted for review by this Ministry to ensure that all drainage is directed away from the highway right-of-way, and
- o building/land use and sign permits are required from this Ministry prior to any construction, the owner should contact the London District Office in this regard.

Canadian Pacific Railway:

- o a 1.8 metre high chain link fence to be erected and maintained along the common property line of the Railway and development by the developer at his expense;
- o there shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway, and
- o any proposed utilities under or over the Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

CL/armbro

# INTER-OFFICE MEMORANDUM

F9

## Office of the Commissioner of Planning & Development

---

January 7, 1991

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 11, Concession 1, W.H.S.,  
Highway Number 7 and VanKirk Drive  
Ward Number 2  
ARMBRO MATERIALS AND CONSTRUCTION  
Our File: C1W11.20

The notes of the Public Meeting held on Wednesday December 5, 1990 are attached for the information of Planning committee.

No members of the public were present with respect to the application. No persons have contacted staff to note any concerns with the proposal.

On November 29, 1990 staff met with Mr. William Lawrence, the lawyer for the applicant, to discuss permitted purposes, outdoor storage and lot configuration. It was agreed that, on lands to be developed as Phase II, industrial uses not incompatible with the commercial uses would be allowed, pending commercial development. This stipulation will be contained in the Official Plan amendment for this application.

Outdoor storage as applicable to motor vehicle dealerships will be further defined to include motor vehicles displayed for sale. It is also proposed that the applicant will be required to submit a concept site plan as an evolving instrument with each lot to be created through the existing Part Lot Control Exemption for the site. Development of the individual blocks will be subject to site plan control procedures.

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 on 1990, 11, 26, as amended as follows:

F9-2

- (1) Condition B1 (i) be deleted and the following substituted therefor:

"With the exception of motor vehicles, new and used, displayed for the purposes of sale, outdoor storage for purposes permitted by B1(a)(i) and B1(a)(ii) shall be screened from view by a solid fence having a minimum height of 1.8 metres, and a maximum height of 3.0 metres.

- (2) Condition 2(w) shall be added thereto; and shall consist of the following:

"(w) The applicant shall agree, by agreement that, prior to the approval of the site plan for the first individual lot, the applicant shall also submit a concept site plan for the overall site development, which is to be approved in accordance with site plan approval procedures."

- C) Staff be directed to prepare the appropriate documents for the consideration of City Council.

*Cheryl Logan*  
 Cheryl Logan,  
 Development Planner

AGREED:

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

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

CL/Armbro

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, December 5, 1990, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:31 p.m., with respect to an application by ARMBRO MATERIALS AND CONSTRUCTION LIMITED (Our File: C1W11.20 - Ward 2) to amend both the Official Plan and zoning by-law to change the land use designation from "Industrial" to "Highway Commercial" to permit the development of an auto mall.

MEMBERS PRESENT: Alderman A. Gibson - Chairman  
Alderman E. Ludlow  
Alderman P. Palleschi

STAFF PRESENT; John A. Marshall, Commissioner of Planning and Development  
L.W.H. Laine, Director, Planning and Development Services  
K. Ash, Development Planner  
D. Ross, Manager, Development Planning  
C. Logan, Development Planner  
E. Coulson, Secretary

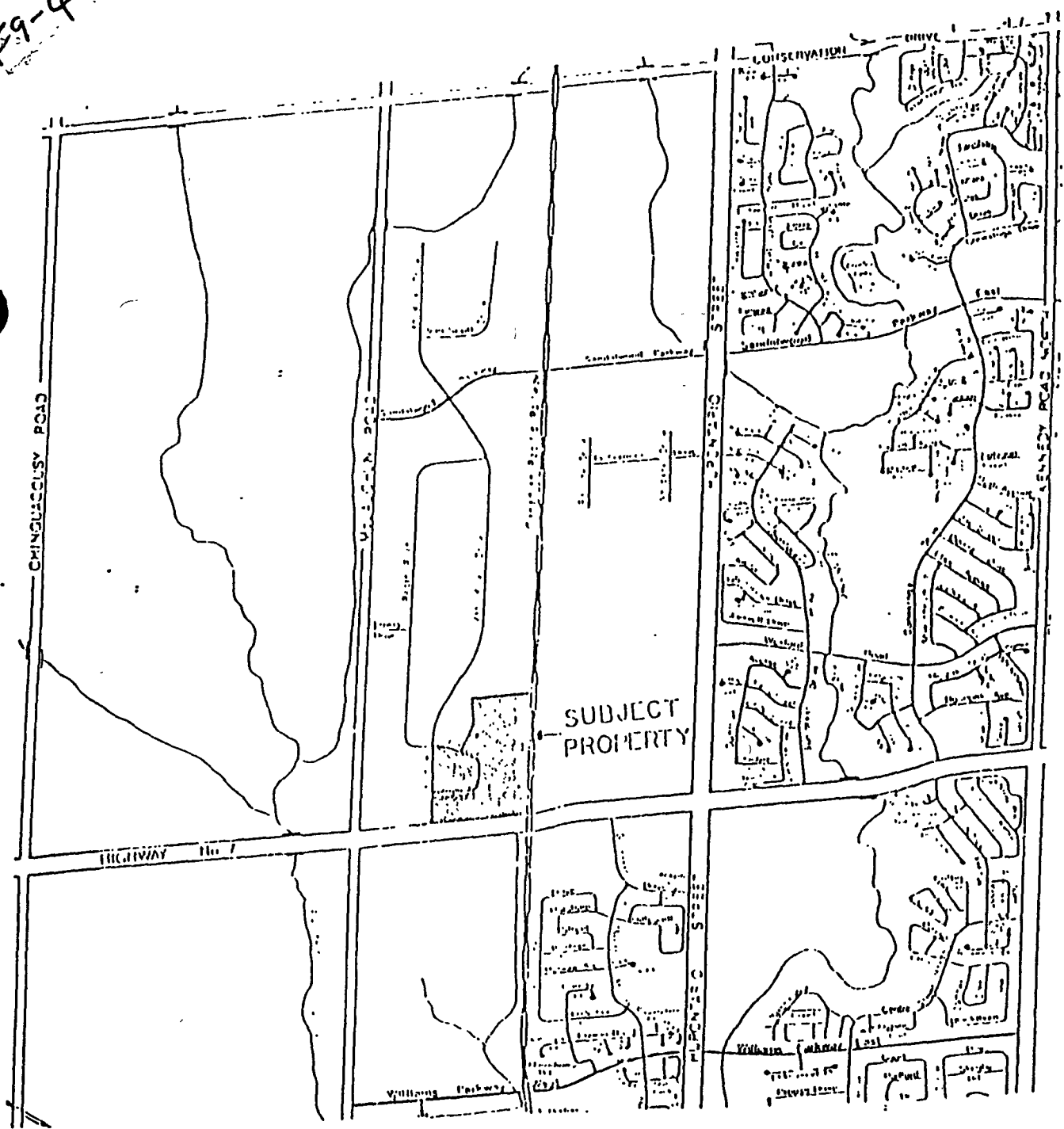
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The Chairman inquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Marshall replied in the affirmative.

There were no interested members of the public in attendance and the meeting adjourned at 7:32 p.m.

69-4



ARMBRO MATERIALS AND CONSTRUCTION LTD.

Location Map



1:25000

CITY OF BRAMPTON  
Planning and Development

Date: 1990 06 05 Drawn by: CJK  
File no. CIW11.20 Map no. 24-49A



June 22, 1990

City of Brampton PLANNING DEPT.	
Date	JUN 29 1990 Rec'd
File No.	CIW11-20

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

Attention: Ms. Cheryl Logan  
Development Planner

Re: Proposed Official Plan Amendment and  
Zoning By-law  
Armbro Materials & Construction Ltd.  
Pt. Lot 11, Con. 1 W.H.S. (Ching.)  
City of Brampton  
Our File: R42 1W50B

Dear Ms. Logan:

Further to your letter of June 5, 1990 on the above noted application, please be advised that the Regional Public Works Department has no objections as municipal services are currently available, and Regional roads are not adversely affected.

The Regional Transportation Policy has also reviewed the proposal and has no objections.

It is required that a Financial Agreement be entered into for the payment of levies, where there is an increase in total floor area and an increased need for Regional Services is anticipated.

We trust that this information is of assistance.

Yours truly,

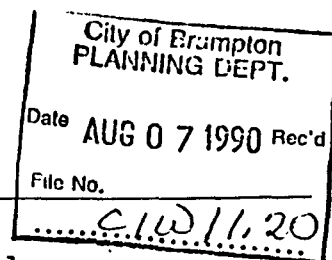
D. R. Billett  
Director of  
Development Control

900629

JL:nb

cc: L. Eason, Finance





Telephone No. 235-3828

Transportation Corridor  
Management Office  
2nd Floor, West Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

July 31, 1990  
File: C1W11-20

Ms. Cheryl Logan  
Development Planner  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Ms. Logan:

Re: Proposed Official Plan/Zoning By-law Amendment (Armbro)  
City of Brampton  
Pt. Lot 11 Conc. 1 WHS, Hwy #7  
Use: Commercial

We have now reviewed this proposal. As the site is affected by Hwy #7, we note the following:

- No direct access will be granted from the highway. Access must be provided via Van Kirk Drive.
- All new commercial buildings must be setback at least 14m (45 feet) from the highway property line.
- Prior to issuance of permits a site grading plan and a stormwater management report must be submitted for review by this Ministry to ensure that all drainage is directed away from the highway R.O.W.
- Building/land use and sign permits are required from this Ministry prior to any construction. The owners should contact our London district office in this regard.

Yours truly,  
  
Noam Saidenberg  
Senior Planner (West)  
Land Development Review

cc: District 6  
Central Region

CW:sh

90 0807



Ontario

Ministry of Transportation  
ministère des Transports

Telephone No. 235-3826

Transportation Corridor  
Management Office  
2nd Floor, West Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

August 21, 1990

File C-1-W-11-20

City of Brampton PLANNING DEPT.	
Date	AUG 30 1990 Rec'd
File No.	...C1W11.20...

Ms. Cheryl Logan  
Development Planner  
City of Brampton  
Planning & Development Dept.  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Ms. Logan:

RE: Proposed Official Plan and Zoning By-law Amendment (Revised)  
Part of Lot 11, Conc. 1 W.H.S.  
City of Brampton  
Use: Commercial  
Armbro Materials and Construction Limited  
Highway #7, District 6 - Toronto

Further to your letter of July 3, 1990, we have reviewed the revised site plan. This Ministry recommends that the proposed entrance to the car wash be located as far away as possible from the Highway No.7 and Van Kirk Drive intersection as shown on the attached sketch.

Our previous comments dated July 31, 1990 which are attached are still applicable.

Yours truly,

*Brenda Stan*

Brenda Stan  
Planner  
Land Development Review

Attach

cc: District #6  
Central Region

BS:sh



Telephone No. 235-3828

Transportation Corridor . .  
Management Office  
2nd Floor, West Building  
1201 Wilson Avenue  
Downsview, Ontario  
M3M 1J8

July 31, 1990  
File: C1W11-20

Ms. Cheryl Logan  
Development Planner  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Ms. Logan:

Re: Proposed Official Plan/Zoning By-law Amendment (Armbro)  
City of Brampton  
Pt. Lot 11 Conc. 1 WHS, Hwy #7  
Use: Commercial

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We have now reviewed this proposal. As the site is affected by Hwy #7, we note the following:

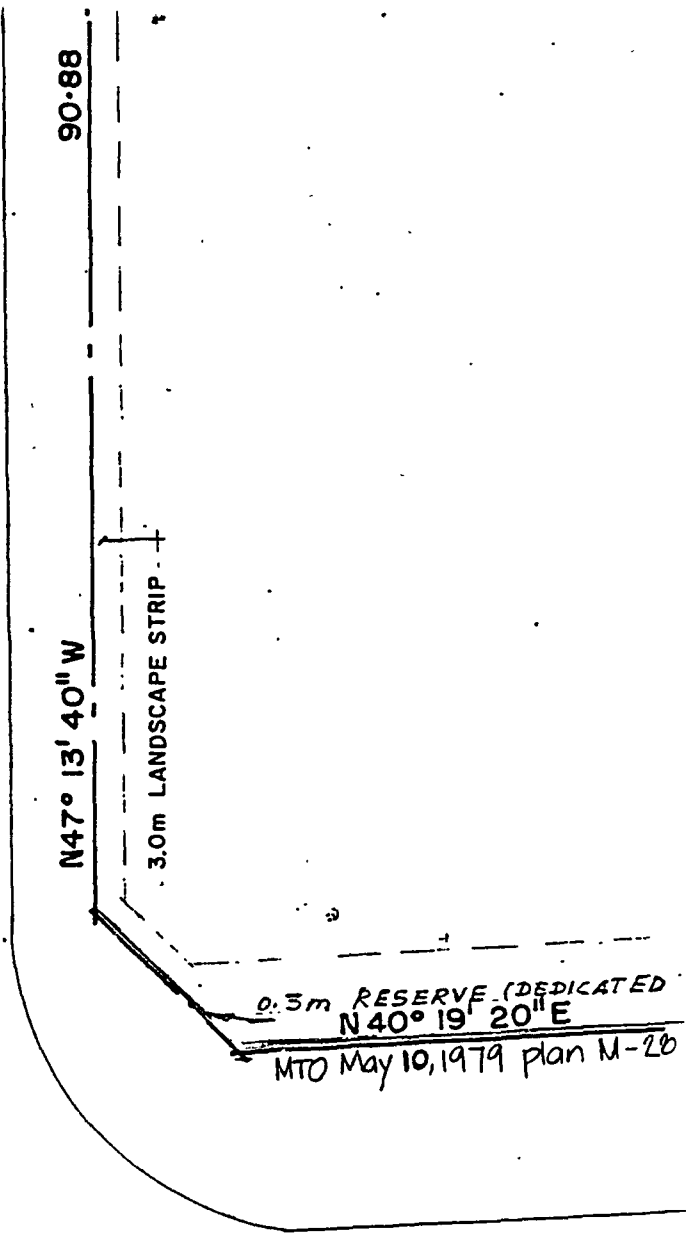
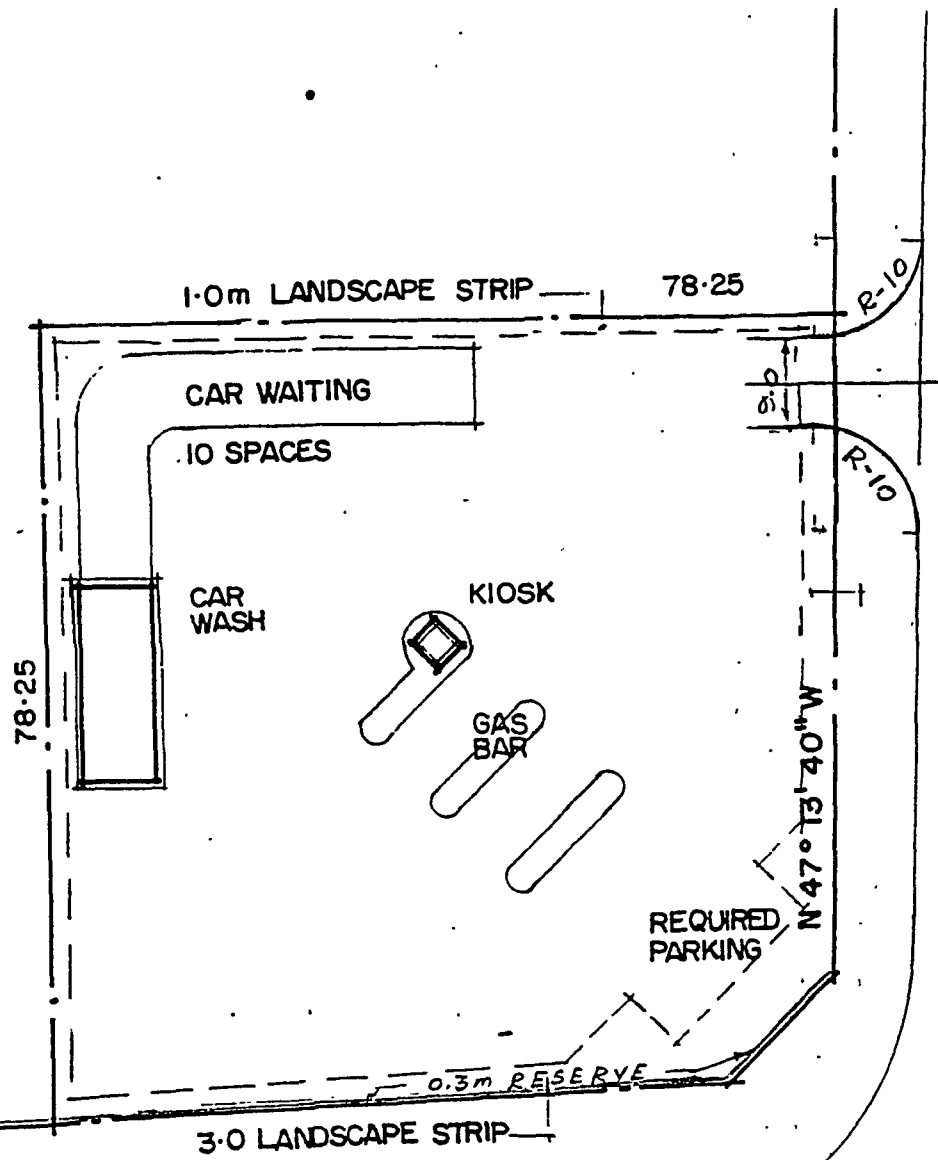
- No direct access will be granted from the highway. Access must be provided via Van Kirk Drive.
- All new commercial buildings must be setback at least 14m (45 feet) from the highway property line.
- Prior to issuance of permits a site grading plan and a stormwater management report must be submitted for review by this Ministry to ensure that all drainage is directed away from the highway R.O.W.
- Building/land use and sign permits are required from this Ministry prior to any construction. The owners should contact our London district office in this regard.

Yours truly,

Noam Saidenberg  
Senior Planner (West)  
Land Development Review

cc: District 6  
Central Region

CW:sh



AUGUST 20, 1990  
 C-1-W-11-20  
 CITY OF BRAMPTON

KA  
Planning

# CP Rail

City of Brampton PLANNING DEPT.	
Date	SEP 11 1990 Rec'd
File No.	C1W11.20



Office of the  
Superintendent

Our File  
Your File

940 Elias Street,  
LONDON, ONTARIO  
N5W 3P2

File: 620.4.05.9.7

*dk*  
*c.h.*  
*Sept 11/90*

Sept.06 1990.

The Corporation Of The City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Ms. Cheryl Logan  
Development Planner

---

Dear Ms. Logan

Re: Application to Amend The Official Plan  
and Zoning By-Law  
Part of Lot 11, Concession 1, W.H.S.  
Van Kirk Drive  
Your File C1W11.20  
Mileage 9.70 Owen Sound Subdivision

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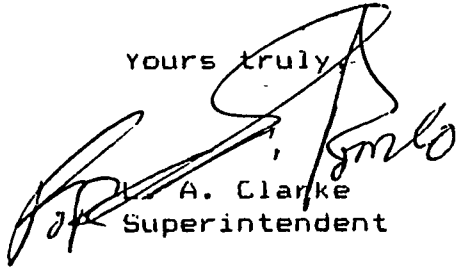
We have reviewed the plan submitted with your letter of July 30/90 concerning the above noted proposed Official Plan Amendment and Zoning By-Law and have no objection providing the following conditions are met:

1. A 1.8 meter high chain link fence to be erected and maintained along the common property line of the Railway and development by the developer at his expense.
2. There shall be no increase or change in the direction of natural drainage affecting Railway property without first obtaining written consent from the Railway.

*Cheryl*  
*9/11/90*

3. Any proposed utilities under or over Railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

Yours truly,



L. A. Clarke

Superintendent