



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 62-89

To adopt Amendment Number 158
and Amendment Number 158 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:

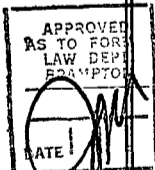
1. Amendment Number 158 and Amendment Number 158 A to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 158 and Amendment Number 158 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 13th day of March, 1989.

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
PETER ROBERTSON, ACTING MAYOR

LEONARD J. MIKULICH - CLERK



ORIGINAL

By kw 62-89

AMENDMENT NUMBER 158

to the Official Plan of the
City of Brampton Planning Area
and

AMENDMENT NUMBER 158 A

to the Consolidated Official Plan
of the City of Brampton Planning Area

21-0P 0031-158 -1

Amendment Number 158
to the
Official Plan
for the
City of Brampton Planning Area

This amendment to the Official Plan for the City of
Brampton Planning Area, which has been adopted by
the Council of the Corporation of the City of
Brampton, is hereby approved pursuant to Section 21
of the Planning Act, 1983, as Amendment Number 158
to the Official Plan for the City of Brampton
Planning Area.

Date: 1989.05.18.....

Diana Jardine
Diana Jardine
Acting Director
Plans Administration Branch
Central and Southwest

CERTIFY.OP



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PETER ROBERTSON, ACTING MAYOR

LEONARD J. MIKULICH - CLERK

AIR
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CERTIFIED A TRUE COPY

Acting City Clerk
City of Brampton

MARCH 16th

19 89

AMENDMENT NUMBER 158

AND

AMENDMENT NUMBER 158 A

TO THE OFFICIAL PLAN OF
THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule A to this amendment from "Highway Commercial" to "Service Commercial" on the applicable secondary plan.

2. LOCATION

The lands subject to this amendment are located on the south side of Queen Street East approximately 65 metres west of Hansen Road and is described as Part of Lot 5, Concession 2, East of Hurontario Street, in the geographic Township of Chinguacousy.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 158 :

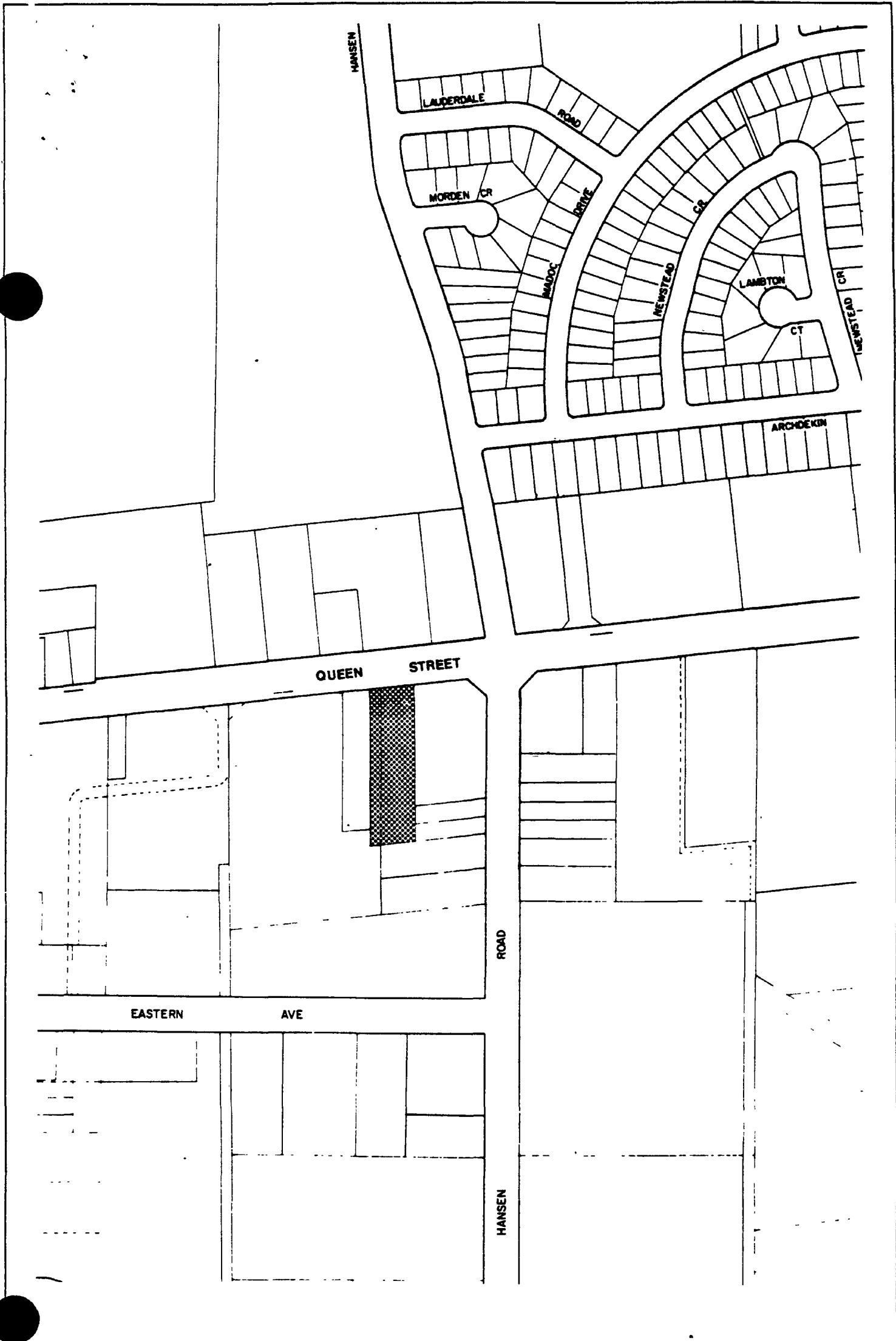
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding, to the list of amendments pertaining to Secondary Plan Area Number 18 set out in the first paragraph of subsection 7.2.7.18, Amendment Number 158 A;

3.2 Amendment Number 158 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as amended, which constitutes the Brampton East Industrial Secondary Plan is hereby amended:

- (1) by changing, on Plate Number 9, thereof the land use designation of the lands shown outlined on Schedule A to this amendment, from HIGHWAY COMMERCIAL to SERVICE COMMERCIAL.



Lands Subject To These Amendments

OFFICIAL PLAN AMENDMENT No. 158

OFFICIAL PLAN AMENDMENT No. 158 A

Schedule A



1:4000

CITY OF BRAMPTON
 Planning and Development

Date: 88 07 28 Drawn by: M.J.O.
 File no. C2E5.19 Map no. 61-45E

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 158
AND
AMENDMENT NUMBER 158 A

Attached is a copy of a planning report, dated August 1, 1988, and a copy of a report dated October 7, 1988, forwarding the notes of a Public Meeting held on October 5, 1988, after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands and a copy of all written submissions received.

The Regional Municipality of Peel Planning Department July 4, 1988 and July
26, 1988

12/8/88

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

August 31, 1988

TO: The Chairman of Development Team
FROM: Planning and Development Department
RE: Application to Amend the Official Plan
and the Zoning By-law
Part of Lot 5, Concession 2, E.H.S.
Ward Number 3
FOREST LAWN DEVELOPMENTS
Our File Number: C2E5.19

1.0 Introduction

An application to amend the Official Plan and the zoning by-law to permit the redevelopment of the subject property for offices and various retail commercial uses, has been filed with the City Clerk, and on July 11, 1988 was referred by City Council to staff for a report and recommendation.

2.0 Property Description

The subject property is located on the south side of Queen Street East, approximately 65 metres (213 feet) west of Hansen Road. It has an area of 0.55 hectares (1.362 acres) with a frontage of approximately 39.6 metres (130 feet) and a depth of about 135.6 metres (445 feet).

The subject site is presently occupied by a one storey commercial building on the northerly portion of the site and an industrial style building along the southerly

boundary of the site. This latter building is being used for warehousing purposes while the other is occupied by a restaurant and a fitness club. Between this structure and Queen Street East is an outdoor patio area associated with the restaurant. With the exception of scrub trees at the southwest corner and a narrow landscaped strip along Queen Street East, there is no vegetation on the site and the balance of the site is paved.

Access to the property consists of two driveways to Queen Street East. Parking is currently provided in the paved area of the site to the west and south of the commercial building. A 2.4 metre (8 feet) high chain link and barb wire fence is located along the east, south and west boundary of the site. Two steel refuse containers are located to the east of the commercial building.

The land uses surrounding the site are as follows:

- the abutting property to the east is developed for commercial purposes in the form of an automobile sales and service establishment;
- to the south the abutting property is also being used for commercial purposes (Rogers Cable T.V.);
- the abutting property to the west is developed for commercial purposes in the form of automobile sales and service establishments, and
- to the north, on the opposite side of Queen Street East, lands are being used for commercial purposes, which includes retail outlets, automobile sales and service, automobile accessory sales, restaurants and a motel.

3.0 Official Plan and Zoning Status

The subject property is designated on Schedule A of the Official plan as "Commercial" and on Schedule F as "Highway and Service Commercial". The site is also located within the area identified on Schedule F as part of the "Central Commercial Corridor" The secondary plan for the area, namely Subsection B2.5 of Chapter B1 of Section B of Part C and Plate Number 9 of the document known as the Consolidated Official Plan, as specifically amended by Official Plan Amendment Number 42, designates the site as "Highway Commercial".

By-law 200-82, as amended, zones the subject site "Highway Commercial One" (HC1).

4.0 Proposal

The subject application involves amendments to both the Official Plan and the zoning by-law to permit the redevelopment of the site for offices and various commercial uses. More specifically the applicant is requesting a "Service Commercial"(SC) zoning category which would permit the following uses:

- a retail establishment having no outside storage;
- a service shop;
- a personal service shop;
- a bank, trust company, finance company;
- an office;
- a dry cleaning and laundry distribution station;
- a laundromat;
- a parking lot;

- a dining room restaurant, a fast food restaurant, a standard restaurant, a take-out restaurant
- a printing or copying establishment;
- a garden centre sales establishment;
- a community club;
- a health centre;
- a custom workshop;
- a tavern, and
- purposes accessory to other permitted purposes.

The applicant has advised that the proposal is to demolish the existing structures on the site and construct a new three storey structure. The ground floor of the structure is proposed to be occupied by an as yet undetermined number of the non-office uses permitted in the SC zoning category requested, while the second and third floors are proposed to house offices. The applicant has also advised that medical offices are not proposed.

In support of the application the applicant has submitted a sketch site plan illustrating the location of the proposed new three storey building on the northerly portion of the site. The total floor area of the building has not been shown on the plan but the plan does indicate a building coverage of 1,021.9 square metres (11,000 square feet), which based on a three storey structure would result in a 3065.7 square metre (33,000 square feet) building. A total of 115 parking spaces are proposed, 18 between the proposed building and Queen Street East, and the balance to the rear of the proposed building.

Access to the site is proposed via two 7.6 metre (25 feet) wide driveways to Queen Street East, one at the westerly boundary of the site and one at the easterly boundary.

Where the driveways continue along the east and west sides of the proposed building to the parking area to the rear of the building they reduce in width to 4.6 metres (15 feet).

Approximately 10 percent of the site is proposed as landscaped open space consisting of landscaped areas along Queen Street East and around the parking area to the rear of the proposed building. No loading area is shown on the sketch site plan and the method of refuse storage has not been illustrated.

5.0 Comments From Other Departments and Agencies

The Region of Peel advise that sanitary sewer and water facilities are available on Queen Street. In addition the Region requires the applicant to enter into an agreement, prior to the passing of a rezoning by-law, for the payment of Regional Industrial/Commercial levies prior to the issuance of a building permit. Subject to the above, the Region has no objections to the proposal.

The Public Works and Building Department

The Development and Engineering Services Division has provided the following comments:

1. We require a 3 metre road widening along Queen Street East.
2. We require a grading plan showing existing and proposed elevations and the proposed storm drainage system.
3. A site plan agreement is required prior to the issuance of a building permit addressing access, grading and drainage.

4. The proposed 15 feet driveways seem extremely narrow. Consideration should be given to one driveway alongside the building with one driveway off Queen Street East (the most westerly one).

The Zoning and By-law Enforcement Division advise that a minimum landscaped area of 1300 square feet (121 square metres) shall be provided in the required front yard and that the parking shall be provided in accordance with the proposed uses within the building as set out in Section 20.3 of By-law 200-82.

The Traffic Engineering Services Division has provided the following comments:

1. The driveways along the side of the building are 15 feet wide and thus are not wide enough for two way traffic. The plan does not indicate one way flow.
2. The curb return for the westerly driveway encroaches upon the an adjacent existing access. The Division recommends that one driveway be permitted to the site (7.5 to 11.0 metres wide) located at least 6 metres from either property line and extending with a two lane width (6 metres minimum) through to the rear parking area.

The Planning Community Design Section advise that in general the section supports this type of redevelopment along Queen Street. However, the following deficiencies should be corrected:

1. The two one way driveways will cause some confusion. It is suggested that the south-west side yard be reduced to 3 metres and be exclusively for

landscaping, whereas the north-east side yard be increased to 7.5 metres in width for two way traffic.

2. There shall be a minimum of 3 metre landscaping along Queen Street.
3. The applicant shall show waste disposal and loading on the site development plan.
4. The applicant shall demonstrate the parking calculation on the site development plan.
5. The updated parking and aisle dimensions shall apply to the site.
6. The applicant shall demonstrate on the site development plan the maneuvering capabilities of garbage trucks on the site.

The Community Services Department has provided the following comments:

Parks and Recreation advise that they have no objections to the application, but indicate that a landscape plan should be prepared for the site plan.

Transit advise they have no comments.

Fire advise they have no comments.

The Planning Policy and Research Division advise that the Official Plan designates this section of Queen Street as part of the "Central Commercial Corridor" and states that:

"the Central Commercial Corridor shall be developed and reinforced as the major retail and office commercial area for the City of Brampton", and that

"in the development and improvement of private commercial uses and public areas and facilities in the Central Commercial Corridor, consideration shall be given to special landscaping and other site planning requirements to reinforce and improve this area as a major functional and visual focus for the City."

In this context, the subject application appears to implement these policy directives insofar as the land use redesignation to a service/office commercial activity. From a design perspective the Division notes the proposal does not fully implement the planning concept denoted by the Official Plan.

The Division indicates that to ensure conformity with the Official Plan objectives for the entire "Central Commercial Corridor" detailed land use, traffic circulation and streetscape/landscape design guidelines should be prepared. However, the subject proposal, with the appropriate site plan modifications such as restricting parking in the front yard and provision for future inter-site traffic circulation, could be approved without adversely affecting any future development option resulting from the development of the aforementioned guidelines.

The Law Department advises it has no comments.

6.0 Discussion

As outlined earlier the subject application involves an amendment to both the Official Plan and the zoning by-law

to permit the re-development of the site for a three storey office building with ground floor retail uses. The site is designated on the secondary plan for the area as "Highway Commercial", which by definition would not permit the above noted purposes and is identified in the Official Plan as part of the "Central Commercial Corridor". The policies contained in the Official Plan state that "the Central Commercial Corridor shall be developed and reinforced as the major retail and office commercial area for the City of Brampton". The use of the site proposed by the applicant, in the opinion of staff, is consistent with this policy of the Official Plan and therefore the requested amendment to the Official Plan and the zoning by-law to permit the re-development of the site can be supported in principal from a planning perspective. To ensure that the uses requested are only permitted within a new building and that the site is in fact re-developed and the uses requested do not occur within the existing structures on the site, it is recommended that the applicant agree that he will not be entitled to any of the uses requested until the site is re-developed in accordance with a site development plan approved by the City and the amending zoning by-law be worded to reflect this.

In addition to the foregoing policy, the Official Plan also states that in the "Central Commercial Corridor", consideration shall be given to special landscaping and other site planning requirements to reinforce and improve this area as a major functional and visual focus for the City. Although staff have no objection to the use of the subject site as proposed, staff are concerned with a number of functional aspects of the site design, as illustrated in the sketch site plan submitted by the applicant, including whether or not this major functional and visual focus,

envisaged for the "Central Commercial Corridor", can be adequately addressed.

In this respect, staff note that the sketch site plan submitted by the applicant illustrates that one, three storey building having a coverage of 1,021.9 square metres (11,000 square feet) will be constructed on the site in place of the existing structures. Although a gross commercial floor area for the proposed building has not been provided by the applicant, based on the coverage proposed, it can be estimated that the gross commercial floor area of the proposed building will be in the area of 3,063 square metres (33,000 square feet). The applicant has requested a range of uses which have varied parking requirements, however, has advised that at this time he is not prepared to commit to the precise floor area which will be occupied by the various uses other than to state that the second and third floors of the building will be for office purposes and that medical offices are not envisaged. The applicant has requested that the application be processed on the basis that the amount of parking that will be provided will effectively control the floor area of the building and the floor area which may be devoted to the various uses proposed.

As a result of the foregoing it is not possible at this time to accurately determine the amount of parking required for the subject proposal. For example, should the second and third floor of the building be used for general office purposes and the ground floor be used for five or more retail stores, parking would be required on the basis of the following:

retail stores - 1 space for every 23 square metres
general office - 1 space for every 31 square metres

The result being that 111 parking spaces would be required. If a standard restaurant was to occupy over 10 percent of the gross leasable commercial floor area, say 460 square metres, the parking required would increase to 168 parking spaces. The sketch site plan submitted by the applicant indicates a total of 115 parking spaces.

Considering the foregoing, it is clear that a parking problem would materialize for the subject proposal should the distribution of uses not be commensurate with the amount of parking being provided. Although staff have no objection to the applicant not defining the distribution of the various uses requested on the site at this time, thereby providing some flexibility for marketing purposes, it is recommended that the parking provisions of the "SC" zone be adhered to. As such, all of the various uses proposed and possibly the total floor area envisaged will not be possible and it will be necessary for the applicant to balance the distribution of uses with the amount of parking available on the site.

Also concerning parking, it is noted that the sketch site plan submitted by the applicant illustrates that 18 parking spaces will be provided in front of the building while 97 spaces will be provided to the rear of the proposed building. In addition to providing the sufficient number of parking spaces for the uses proposed, the location of these spaces on the site is also an important element in the functional attributes of the site design. In this respect, it is noted that with commercial developments of this type, the most popular parking spaces are those closest to the

front entrance of the use. By providing the majority of the parking at the rear of the building, it is the opinion of staff that such a parking arrangement may result in vehicular congestion in the small parking area proposed in front of the building impeding access to the majority of the parking to the rear and possibly to the site itself. It is recommended that the entire required front yard (5 metres), less the driveway, be landscaped, with all parking provided to the rear of the building. Such a design feature would not only resolve this functional concern, but as noted by the Planning Policy and Research Division, would ensure the ability of the development to meet the objectives contained in the Official Plan for the "Central Commercial Corridor". For the same reasons, it is also recommended that an entrance design feature be provided at the rear of the building to facilitate access from the parking area and that the applicant agree to access arrangements between the subject property and abutting properties, including the granting of any necessary easements or rights-of-way, at no cost, if and when determined appropriate by the City.

Concerning loading it is noted that based on the standards contained in By-law 200-82, at least one loading space is required. No loading space has been shown on the plan, nor has the proposed arrangements for refuse storage and pick-up. It is recommended that both the loading and refuse storage arrangements be provided to the rear of the building and be designed and screened such that these features do not have a negative impact on abutting properties or on the appearance and functionality of the subject development. As indicated by the Community Design Section, the applicant will be required during the site plan review process to illustrate loading and waste

disposal facilities as well as demonstrate the ability of the site design to accommodate the maneuvering of refuse pick-up vehicles.

With respect to access, the Development and Engineering Services Division of the Public Works and Building Department has requested that consideration be given to only one driveway from Queen Street East and only one driveway alongside the building. Similarly the Community Design Section notes that the two one-way driveways shown on the sketch site plan are not acceptable and suggest that one side yard be reduced to 3 metres and be exclusively for landscaping, while the other be increased to 7.5 metres to accommodate two-way traffic.

In view of the forgoing, it is recommended that the approval of this application be subject to the revisions to the design of the re-development on the site requested by the Development and Engineering Services Division and the Community Design Section.

Whether or not the subject proposal will reinforce and improve the area as a major functional and visual focus for the City is to a large degree, a function of the architectural design and the landscaped treatment approved for the subject development. In this respect, staff are of the opinion that the amount of landscaping proposed does not afford sufficient opportunity to achieve this objective of the Official Plan. It is recommended that the landscaping on the site, especially along Queen Street East, and the architectural design of the building be given special attention during the site plan review process and as requested by the Planning Policy and Research Division a landscaped area having a minimum width equal in depth to

the minimum building setback (5 metres), less the driveway, be provided along the Queen Street frontage of the site.

It is clear from the foregoing that significant changes are required in the design of the re-development proposal for the subject site. Although staff are of the opinion that the sketch site plan submitted by the applicant should not be viewed as the general concept for the site, staff are also of the opinion that the redesign of the plan can best be dealt with through the site plan approval process when the detailed functional, and visual aspects of the development can be reviewed in relation to the general objectives of the Official Plan regarding the "Central Commercial Corridor".

7.0 Recommendation

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

- A. A Public Meeting be held in accordance with City Council's procedures.
- B. Subject to the results of the Public Meeting, staff be instructed to present the appropriate documents to Council, subject to the following conditions:
 - 1. The site specific zoning by-law shall contain the following:
 - a) the site shall only be used for those uses permitted in a "SC" zoning category and shall be subject to the provisions of the "SC" zoning category and the general provisions of by-law 200-82, as amended.

- b) the uses permitted in the "SC" zoning category shall not be permitted on the subject site until a new site plan has been approved by the City, in accordance with by-law 96-86 and a new building has been constructed in accordance with the new site plan.
 - c) the maximum gross commercial floor area of all non-office uses shall not exceed 33 percent of the total gross commercial floor area of the building.
 - d) no parking shall be permitted between any building or structure and Queen Street East and the entire front yard, less the driveway, shall be provided and maintained as landscaped open space.
 - (e) all garbage and refuse containers shall be enclosed.
 - (f) garbage and refuse containers for a restaurant shall be located within a climate-controlled area within the building.
2. Development of the 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, a road work, parking areas and access ramp plan and a fire protection plan shall be approved by the City and the appropriate securities shall be deposited with the City to ensure implementation of these plans in accordance with the City's site plan review process.

- b) all lighting on the site shall be designed and oriented so as to minimize glare on adjacent roadways and properties.
- c) the applicant shall agree that he will not be entitled to use the site for the uses permitted within the "SC" zoning category until the site is re-developed in accordance with a new site development plan approved by the City.
- d) the applicant shall agree that the distribution of uses on the site shall be commensurate with the amount of parking being provided on the site, in accordance with the parking standards contained in By-law 200-82, as amended and shall agree that only a use for which there is sufficient parking shall be entitled to occupy the building.
- e) the site development plan shall show the entire front yard, less the driveway, as landscaped open space.

- f) the site development plan shall show a entrance design feature to the building from the parking area to the rear of the building.

- g) the site development plan shall show one driveway only from Queen Street East and one driveway only to the rear of the building, both of a design and in a location satisfactory to the City. In this regard, the applicant shall convey a 0.3 metre reserve along the entire frontage of the site, which shall be lifted at the approved driveway location.

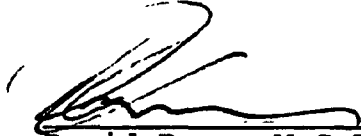
- h) the site development plan shall show one side yard having a minimum width of 3 metres and devoted to landscaped open space and the other a minimum of 7.5 metres to facilitate a driveway for two way traffic.

- i) the site development plan shall show loading and refuse storage areas to the rear of the building with designs and screening such that these features do not have a negative impact on abutting properties or on the appearance or functioning of the subject development.

- j) the landscape plan shall illustrate a landscape treatment along Queen Street East which reflects the objective of the Official Plan to reinforce and improve the area as a major visual focus of the City.

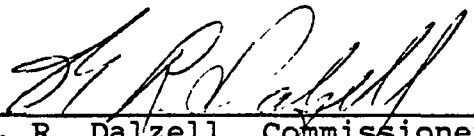
- k) the applicant shall agree to access arrangements between the subject property and abutting properties, including the granting of any easements or rights-of-way, at no costs, if and when determined appropriate by the City.
- l) the applicant shall convey to the City a 3 metre road widening along Queen Street East where it abuts the subject site.
- m) the applicant shall agree to pay City levies in accordance with the Capital Contribution Policy prior to the issuance of a building permit.
- n) the applicant shall agree to pay Regional Industrial/Commercial levies prior to the issuance of a building permit.

Respectfully submitted,

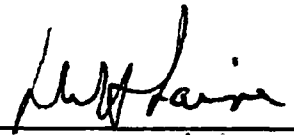


 David Ross, M.C.I.P.
 Development Planner

AGREED:

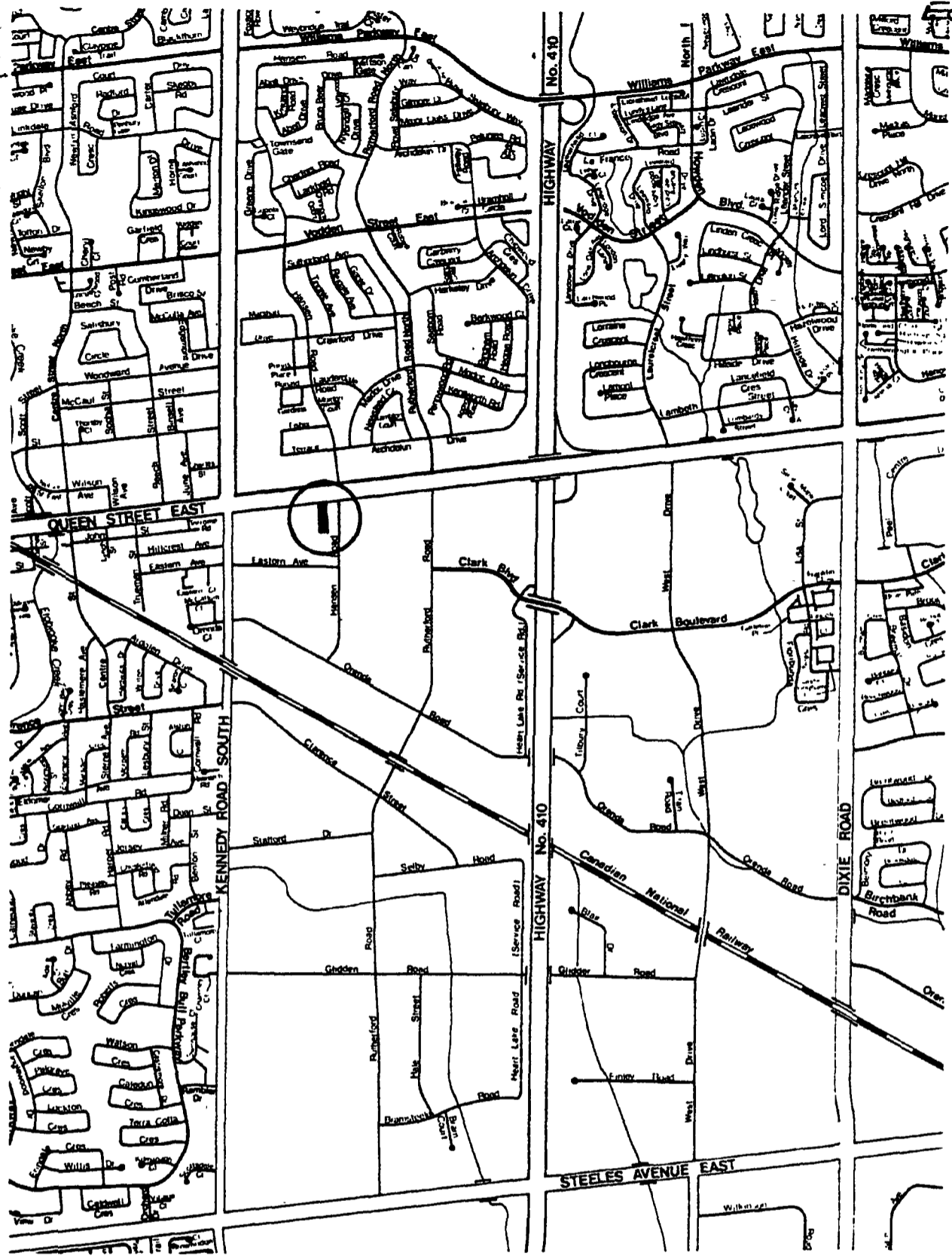


 F. R. Dalzell, Commissioner of
 Planning and Development



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

DR/hg/icl



FOREST LAWN DEVELOPMENTS

Location Map

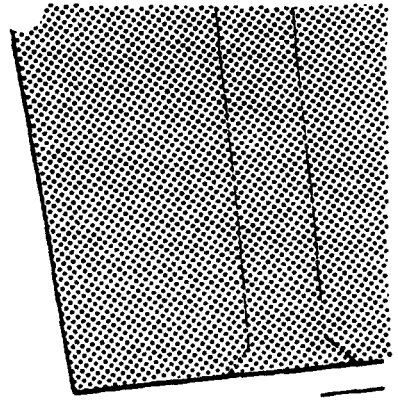


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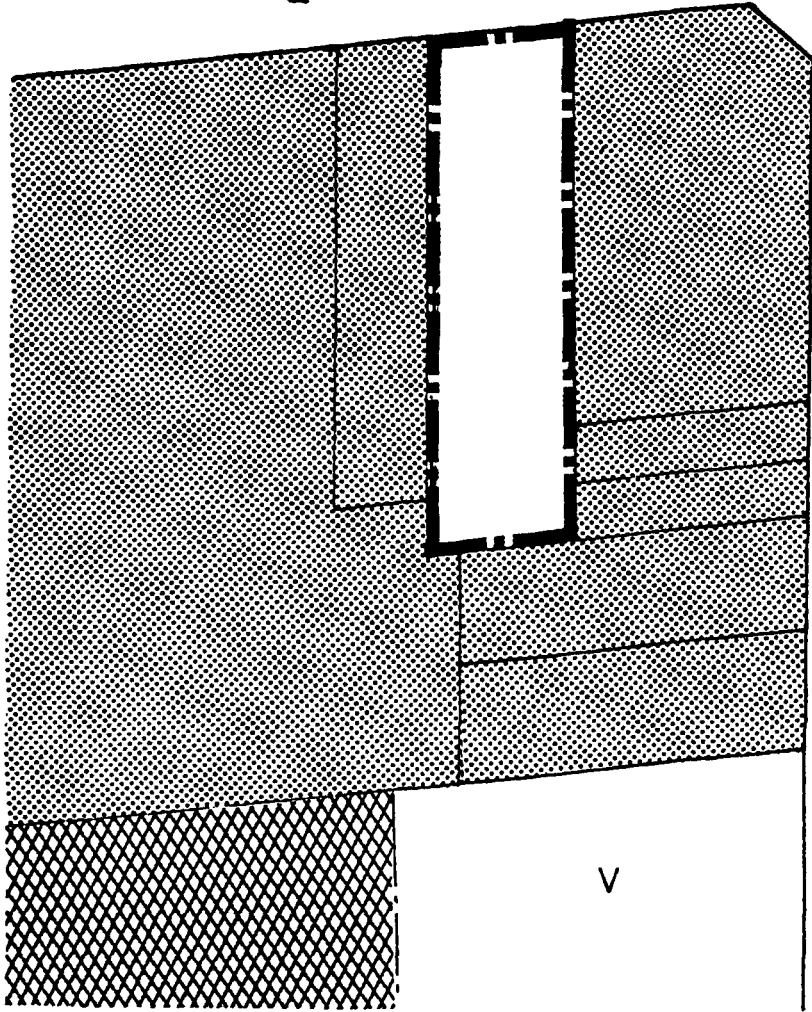
CITY OF BRAMPTON Planning and Development

Date: 88 06 29 Drawn by: RB
File no. C2E5.19 Map no. 61-45A

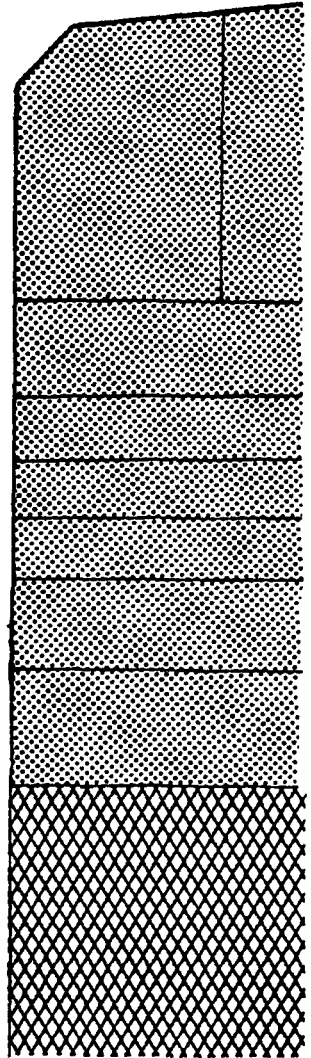
E2-20



QUEEN STREET EAST



HANSEN ROAD



LEGEND

 SUBJECT SITE
 COMMERCIAL

 INDUSTRIAL
 VACANT

FOREST LAWN DEVELOPMENTS

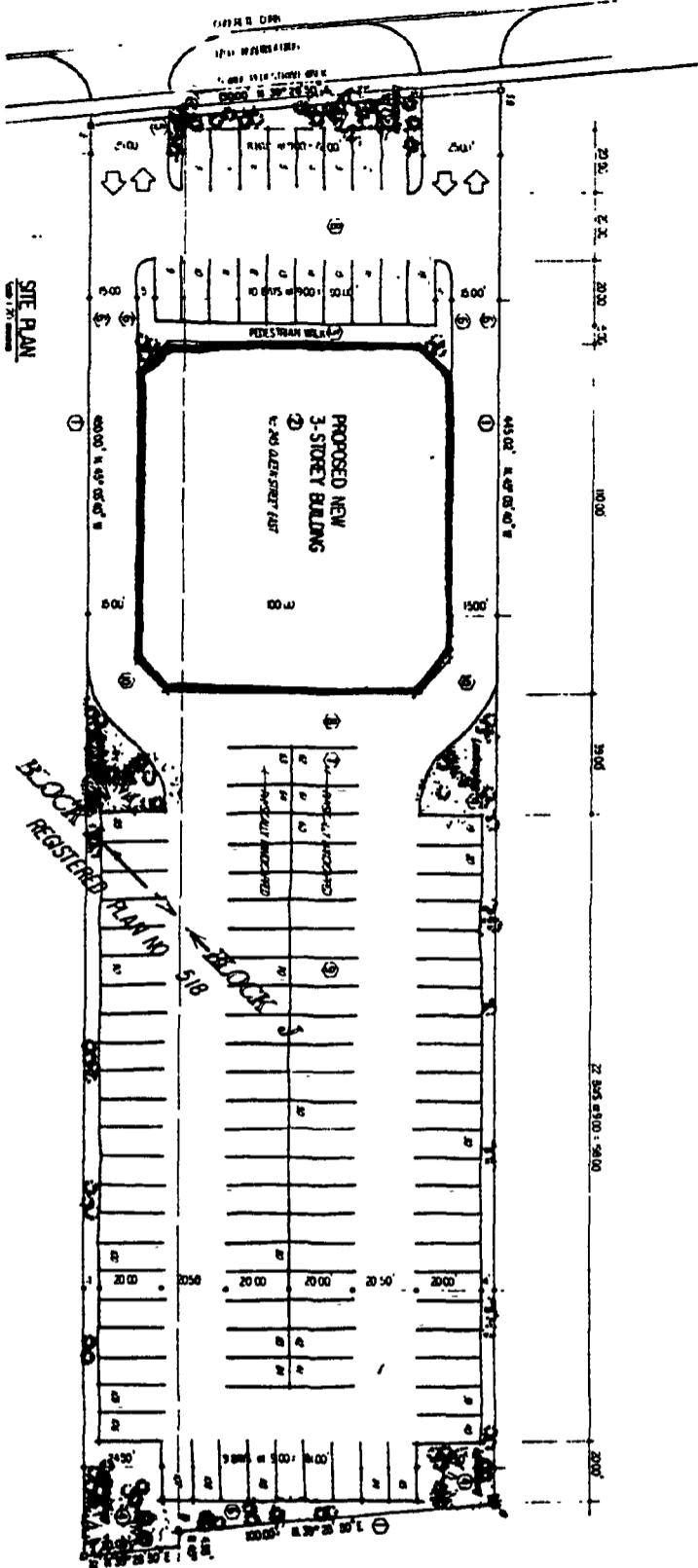


CITY OF BRAMPTON
Planning and Development

Land Use Map

1:2000

Date: 88 06 29 Drawn by: RB
File no. C2E5.19 Map no. 61-45C



PERTINENT SITE DATA:

ZONING	HIGHWAY COMMERCIAL, HC1
APPLICABLE BYLAW	200-82, AS AMENDED
AREA SITE	1.362 Ac (5,511.64) 100.00 %
BLDG COVERAGE	11,000.00 (1,021.90) 18.54 %
BLDG HEIGHT	3 STOREYS
PROPOSED USE	VARIOUS COMMERCIAL OCCUPANCIES
TOTAL FLOOR AREA	TO BE DETERMINED
PARKING PROVIDED	115 BAYS
PAVED PORTION	42,245.72 (3,924.63) 71.21 %
OPEN SPACE	6,883.00 (565.11) 10.25 %

FOREST LAWN DEVELOPMENTS



CITY OF BRAMPTON
Planning and Development

Sketch Site Plan

1:2300

Date: 88 06 29 Drawn by: RB
File no. C2E5.19 Map no. 61-45B

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 7, 1988

To: The Chairman and Members of
Planning Committee

From: Planning and Development Department

RE: Application to Amend the Official plan
and the Zoning By-law
Part of Lot 5, Concession 2, E.H.S.
FOREST LAWN DEVELOPMENTS
Ward Number 3
Our File Number: C2E5.19

The notes of the Public Meeting held on Wednesday, October 5, 1988, are attached for the information of Planning Committee.

No members of the public attended the meeting and no written submissions have been received.

At the Planning Committee meeting of September 19, 1988, a concern was raised with respect to the timing of the proposed re-development of the subject lands and that provisions be included in the development agreement to ensure that the re-development takes place within a reasonable period of time.

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 subject to the conditions approved by City Council on September 26, 1988 and the following additional condition:

"2 o) The applicant shall agree to obtain site development plan approval within one (1) year from the date on which the zoning by-law, rezoning the lands to a Service Commercial (S.C.) zoning category, comes into force, and to commence construction of the re-development of the site, in accordance with said approved site development plan, no later than one (1) year from the date of site development plan approval, failing either of which the City may repeal the zoning by-law. In the event the City exercises its rights to repeal the zoning by-law the applicant agree not to object to the by-law repealing the zoning by-law."

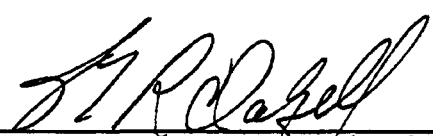
(C) that staff be directed to prepare the appropriate documents for Council's consideration.

Respectfully submitted,



David Ross, M.C.I.P.
Development Planner

AGREED:



F.R. Dalzell, Commissioner
Planning and Development



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

Attachments

DR/icl

A Special Meeting of Planning Committee was held on Wednesday, October 5, 1988, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:32 p.m. with respect to an application by FOREST LAWN DEVELOPMENTS (File: C2E5.19 - Ward 3) to amend both the Official Plan and zoning by-law to permit the redevelopment of the site for offices and various commercial uses.

Members Present: Councillor P. Robertson - Chairman
Councillor F. Russell

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L. Laine, Director, Planning and
Development Services
D. Ross, Development Planner
J. Armstrong, Development Planner
G. Speirs, Development Planner
E. Coulson, Secretary

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

Mr. Laine replied in the affirmative.

There were no interested members of the public in attendance and the meeting adjourned at 7:33 p.m.

July 4, 1988

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

Attention: Mr. D. Ross

Re: Proposed Rezoning
Forest Lawn Developments
Part Lot 5, Concession 2, E.H.S.
City of Brampton
Our File: R42 2E39B

City of Brampton
PLANNING DEPT.

Date JUL - 7 1988 Rec'd

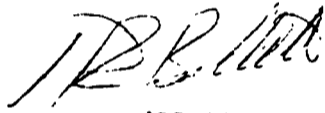
File No. C2E5-15

Dear Sir:

Further to your request for comments regarding the above noted rezoning we note that sanitary sewers and water facilities are available on Queen Street.

We have no objections to the proposal.

Yours truly,



D. R. Billett
Director of
Development Control

MB:nb

The Regional Municipality of Peel

Planning Department

July 26, 1988

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

Attention: Mr. D. Ross

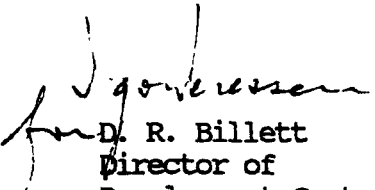
Re: Proposed Rezoning
Forest Lawn Developments
Part Lot 5, Concession 2, E.H.S.
City of Brampton
Our File: R42 2E39B

Dear Sir:

Further to our letter dated July 4, 1988, please be advised that the applicant must enter into agreement prior to the issuance of a building permit, for the payment of Regional Industrial/Commercial levies.

We trust that this information is of assistance.

Yours truly,


D. R. Billett
Director of
Development Control

VZ:nb

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