



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 76-85

A By-law to adopt a Community Improvement Plan for the "Brampton Central Area Community Improvement Project Area".

WHEREAS the Council of The Corporation of the City of Brampton has designated the "Brampton Central Area Community Improvement Project Area" as a community improvement project area:

AND WHEREAS the Council of The Corporation of the City of Brampton has designated the "Brampton Central Area Community Improvement Area" as a community project area by By-law 75 passed pursuant to Section 28(2) of the Planning Act, 1983 on the 18th day of March, 1985;

AND WHEREAS the community improvement plan for the "Brampton Central Area Community Improvement Project Area" conforms with the Official Plan, as amended by Official Plan Amendment No. 44;

NOW THEREFOR THE COUNCIL OF THE CORPORATION OF BRAMPTON, pursuant to Section 28(4) of the Planning Act, 1983, ENACTS AS FOLLOWS:

1. The community improvement plan for the "Brampton Central Area Community Improvement Project Area" consisting of the attached schedule A is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of the aforementioned "Brampton Central Area Community Improvement Project Area" community improvement plan.
3. This by-law shall come into force and take effect on the day of passing thereof.

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

This 18th day of March, 1985.


KENNETH G. WHILLANS - MAYOR


L. J. MIKULICH - CITY CLERK

APPROVED
AS TO FORM
BY DEPT.
SECTION
CC
DATE 3/18/85

Bylaw No. 76-85

Schedule A

Project Area Improvement Plan
for
The Downtown Brampton Business Improvement Area

as required by
The Core Area Improvement Program
(C.A.I.P.)

Ministry of Municipal Affairs
and Housing

City of Brampton
Planning and Development Department
January, 1985

1.0 Introduction

This document summarizes the information required by the Ministry of Municipal Affairs and Housing in connection with its Commercial Area Improvement Program (C.A.I.P.). Under this program, the Ministry will assist the municipality in the financing of rehabilitation works on public land through a loan and partial grant arrangement. This is the first of two project phases under the C.A.I.P. program for which funding assistance has been approved in principle by the Ministry.

The project area is situated in the central business district of the old Town of Brampton. As in many older towns in Ontario commercial activities in this business district are promoted by a Business Improvement Area Association as designated by Municipal By-law 220-76. Since its inception in 1976, this organization has attempted to maintain its traditional share of retail trade in the Brampton area through public relations, sales promotions and aesthetic improvements. Although these initiatives have succeeded in slowing the decline of retail commercial activity there remains the prospect of declining deterioration. It is the view of both the Business Improvement Area (B.I.A.) and City staff that if this trend is to be reversed some major new initiatives must occur. In particular it has been generally acknowledged that extensive and immediate improvements must be made to the pedestrian amenities and aesthetics of the two main streets. Accordingly, the B.I.A. has requested the City's assistance in utilizing the Commercial Area Improvement Program to undertake the works which are described in this document.

2.0 Selection of the Area

2.1 Boundaries of the Project Area

The project area is defined by the boundaries of the Four Corners Business Improvement Area as designated by By-law No. 220-76 (see Fig. 1).

2.2 Geographic and Socio-economic Considerations

The Project area comprises the commercial core of the former Town of Brampton and the recently designated Brampton Central Planning Area. As such it is a major focus of commercial activity in the City. In recent years however, the area's inability to compete with new suburban shopping centres has resulted in a general deterioration in commercial viability with its attendant problems. The B.I.A. and the City are both of the view that rehabilitation of and improvements to pedestrian amenities are a priority in attracting retail and service commercial activity back to the area.

Although significant improvements have already been made, the incentive provided by the C.A.I.P. program has encouraged the City and the B.I.A. to undertake a long range comprehensive rehabilitation program. It is expected that this initiative will in turn attract the necessary private investment which has been absent in recent years.

2.3 Physical Considerations

The infrastructure of the Four Corners, like many older Central Business Districts, is generally old and in need of extensive repairs. Sidewalks are cracked and uneven. Lighting and signage are in some instances substandard.

The physical separation of pedestrian and vehicular traffic is inadequate.

The C.A.I.P. program appears to be well suited to assist in correcting these deficiencies and others which are associated with pedestrian activity in the area.

2.4 Existing and Proposed Land Use

As previously noted, the project area consists mainly of retail and service commercial uses bounded by predominantly older low density residential uses on its periphery.

2.5 Property Acquisition/Disposition

Property acquisition in connection with this project will be limited to a portion of the West Walkway located on the north side of Queen Street West. Approximately 13 small parcels and four separate owners are involved in the proposed acquisition. Acquisition costs will not be included in financing under the C.A.I.P. program.

3.0 Proposed Improvements

3.1 Background

In the past ten years the project area has undergone some improvements with respect to road re-surfacing. As well, the Municipality has adopted a policy of replacing concrete sidewalks where necessary and as funding permits with interlocking unit pavers. Aesthetic and pedestrian oriented improvements have included new street trees, benches and planters in various locations.

Although the improvements have been considerable, there was no overall plan to direct these efforts toward a long range comprehensive rehabilitation. Consequently, their impact on the functionality and attractiveness of the area has been minimal.

In recognition of this shortcoming, the City commissioned a study in August, 1984 to determine comprehensive guidelines for future streetscape improvements. The study was completed in November, 1984 and many of the design principals recommended by the consultant are incorporated into this plan.

Specifically, the study recommends immediate extensive reconstruction of sidewalks throughout the area in order to correct serious problems of uneven surfaces and overall appearance. Replacement would be with conventional concrete highlighted with areas of clay brick on a concrete base. Although interlocking unit paving has theoretical advantages over other types of paving, it has been the City's experience that the quality of reinstallation is inconsistent and often results in further remedial work to correct settlement and other problems of poor workmanship. It is the City's intention to continue using interlocking unit paving only in

areas off the main sidewalks where pedestrian traffic is reduced and where appearance is less critical.

In addition, the study recommends extensive modifications to the existing street lighting. Although the present system meets minimum standards for roadways it is relatively old and fails to contribute any visual enhancement to this area.

Other works will include new curbs as well as a variety of decorative and pedestrian oriented amenities such as trees, planters, benches, flag poles and waste receptables.

It is noted that the original application for C.A.I.P. funding indicated eleven separate project sites, however, through a reassessment of long range goals and objectives for the area, it has been concluded that the immediate focus of attention should be on the two main arterial streets.

Accordingly, a number of the originally proposed project sites have been deleted in favour of additional work on Main Street and Queen Street. It is hoped that the initial concentration of effort on the main traffic thoroughfares will be a highly visible advertisement which will attract new retail customers who have traditionally only driven through the area. The project sites are indicated on fig. 1.

3.2 Summary of Proposed Works

3.2.1 Site 1 Main Street and Queen Street

(1) Sidewalks

Approximately one third of the existing concrete sidewalk area is in good condition and will be retained.

The remainder will be removed and replaced with new concrete. Approximately one half of the new concrete will be surfaced with decorative clay brick.

(ii) Curbs

Curbs will be reconstructed in selected locations due to deteriorated condition or as required in connection with sidewalk reconstruction.

(iii) Lighting

The existing "cobra" style fixtures on concrete poles are to be replaced with more attractive fixtures on lower poles. New fixture locations will also be added to the present layout.

(iv) Tree Planting

It is expected that several existing trees will be replaced due to poor condition and that a limited number of new trees will be planted. All trees will be provided with new grates and guards.

(v) Street Furnishings

A variety of furnishings including benches, waste receptacles, planters, flag poles, decorative banners and signage will be provided in various locations throughout the site.

3.2.2 Site 2

Chapel Street east side
(Queen Street to John Street)

(i) Sidewalk and Laneway Paving

In this location, a variety of surfaces in fair to poor condition are to be replaced with a combination of new concrete with some decorative brick surfacing and interlocking unit pavers.

(ii) Tree and Shrub Planting

A significant quantity of new trees and shrubs are to be provided on this site.

(iii) Street Furnishings

A limited number of benches, planters and trash receptacles are proposed for this site.

3.2.3 Site 3

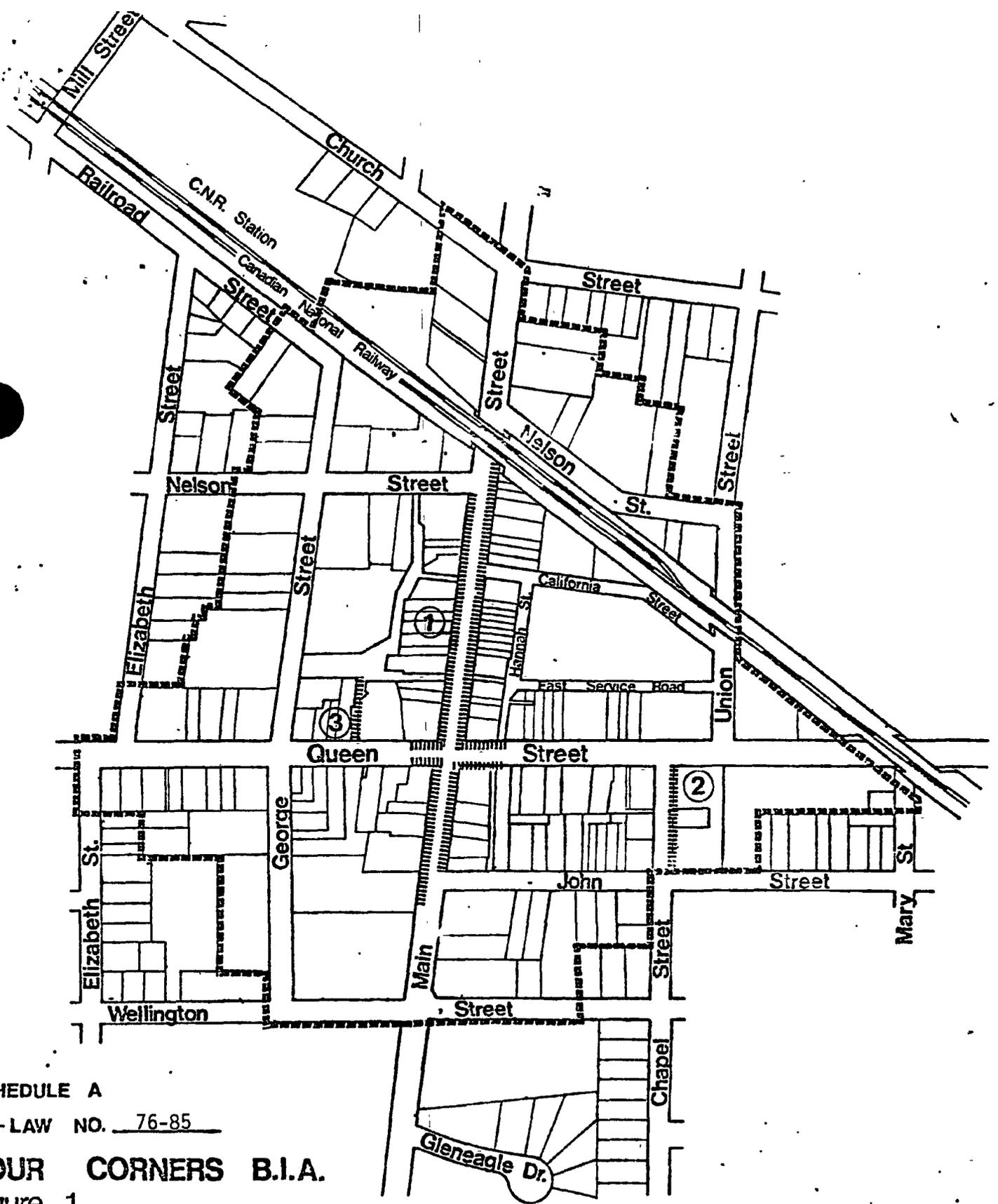
The West Walkway

(i) Walkway Paving

This site is an existing vehicular and pedestrian lane-way surfaced with asphalt in poor condition. It is to be resurfaced with interlocking unit pavers and closed to vehicular traffic.

3.3 Cost Estimates

The following chart summarizes estimated costs for general work categories and cost sharing breakdowns between Municipal and Provincial funding.



SCHEDULE A

BY-LAW NO. 76-85

FOUR CORNERS B.I.A.

Figure 1

LEGEND

Site No. 1 — Main Street & Queen Street

Site No. 2 — Chapel Street

Site No. 3 — West Walkway

Project Area and B.I.A. Boundary

Scale: 1:2000

Date: November 1934
 Drawn by: RKB.

