



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 81-86

To adopt Amendment Number 83
and Amendment Number 83 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 83 and Amendment Number 83 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 83 and Amendment Number 83 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 14th day of April, 1986.

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

ORIGINAL

By AW 81-86

Amendment Number 83
to the Official Plan of the
City of Brampton Planning Area
and
Amendment Number 83 A
to the Consolidated Official Plan
for the City of Brampton Planning Area

21-0P 0031-083-1



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KENNETH G. WHILLANS - MAYOR


LEONARD J. MIKULICH - CLERK

AND

AMENDMENT NUMBER 83 A to the
Official Plan of the City of Brampton
Planning Area

1. Purpose:

The purposes of this amendment are to change the land use designation of the lands shown outlined in Schedule A to this amendment from Low Density Residential to Service Commercial and to add appropriate policies.

2. Location:

The lands subject to this amendment are shown on Schedule A to this amendment and are situated on the east side of Wilson Avenue, north of Queen Street East, being part of Lot 6, Concession 1, E.H.S., in the geographic Township of Chinguacousy, in the City of Brampton.

3. Amendment and Policies Relative Thereto:

3.1 Amendment Number 83 :

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

(a) by adding, to the list of amendments pertaining to Secondary Plan Area Number 8 set out in the first paragraph of subsection 7.2.7.8, Amendment Number 83A.

3.2 Amendment Number 83 A:

(2) The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Brampton North Secondary Plan (being Subsection B2.2 of Chapter B1 of Section B of Part C and Chapter C35 of Section C of Part C, and Plate Numbers 2 and 5, thereof, as amended), is hereby further amended:

(a) by changing, on Plate 5 thereof, the land use designation of the lands shown outlined on Schedule A to this amendment from Single Family Residential to Service Commercial.

(b) by adding the following policy to Subsection B2.2 of Part C, Section B, as policy 4.5:

"4.5 The lands on the east side of Wilson Avenue adjacent to the Brampton Municipal Cemetery that are designated as Service Commercial may only be developed in conjunction with the abutting lands having frontage on Queen Street East, and no vehicular access to Wilson Avenue shall be permitted."

8/3/21

MUNICIPAL CEMETERY

NELSON ST.

WILSON AVENUE

QUEEN STREET EAST

LYNCH ST.

TRUEMAN ST.

 SUBJECT PROPERTY

OFFICIAL PLAN AMENDMENT NO. 83

Schedule A



1:951

CITY OF BRAMPTON
Planning and Development

Date: 86 02 24 Drawn by: K L
File no. CIE6 32 Map no. 43-67H

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 83
AND
AMENDMENT NUMBER 83 A

Attached is a copy of a report from the Planning and Development Services Division, dated October 2, 1985 and a copy of a report from the Planning and Development Services Division, dated November 13, 1985 forwarding the notes of a public meeting held on October 29, 1985.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 2, 1985

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lots 21, 22 and 23, Plan BR-5
Part of Lots 20, 21 and 23 and
All of Lot 22 in Block "C", Plan BR-13
164 Queen Street East, 6 and 8 Wilson Avenue
Ward Number 5
EASTBRAM HOLDINGS LIMITED
Our File Numbr C1E6.32

1.0 Introduction

An application to amend the Official Plan and Zoning By-law to permit an addition to the medical centre on the above noted property has been submitted to the City Clerk and referred to staff for a report and recommendation.

2.0 Property Description

The subject property is located on the north side of Queen Street East approximately 19.8 metres (65 feet) east of Wilson Avenue. The site has frontages of 67.2 metres (220.4 feet) on Queen Street and 39.2 metres (128.6 feet) on Wilson Avenue and a total area of 0.61 hectares (1.5 acres).

The lands which are subject to this application are currently occupied by a three storey building known as the Brampton Medical Centre and three residences. The existing medical centre site is to be expanded through the acquisition of one residential lot on Queen Street and two residential lots on Wilson Avenue. The

existing building has a total gross floor area of 1280.9 square metres (13,788 square feet) and it contains medical offices, general offices and a pharmaceutical dispensary retail store. The balance of the site is being used as a parking area. The parking area is paved and there are approximately 90 spaces. There is a two-way driveway providing access to Queen Street and a narrow one-way driveway providing access to Wilson Avenue. The front yard of the medical centre is landscaped and there is chain link fencing of varying heights around the perimeter of the property.

The land uses surrounding the site are as follows:

- the lands to the east are occupied by a building housing Heart Lake Insurance;
- to the north and northeast is the Brampton Municipal Cemetery;
- to the west, on the west side of Wilson Avenue, are single family dwellings; the two dwellings fronting on the east side of Wilson Avenue have been rezoned to permit commercial uses;
- on the west side of Wilson Avenue are single family dwellings, and
- on the south side of Queen Street is a building containing office and retail commercial uses and a vacant parcel of land that is to be redeveloped into a medical centre.

3.0 Official Plan and Zoning Status

The Official Plan designates the property occupied by the medical centre as Commercial. The more specific commercial designation contained in Schedule "F" to the Official Plan is Highway and Service Commercial. The residential lot on Queen Street that is to be combined with the medical centre has the same Official Plan designation. The two residential lots on Wilson Avenue that are also to be combined with the existing medical centre appear to be designated as Commercial in Schedule A to the Official Plan, but the Secondary Plan designates the properties as Low Density Residential.

By-law 200-82 zones the lands currently occupied by the Brampton Medical Centre and the residential lot on Queen Street as Service Commercial. The residentially occupied lots on Wilson Avenue are zoned as R1B Residential.

4.0 Proposal

The applicant is requesting that the Official Plan and Zoning By-law be amended to permit an expansion to the existing medical centre. The expansion is to consist of a three-storey addition to the east side of the building and a one storey addition across the front of the building adjacent to Queen Street. The total gross floor area of the expanded building will be 4,096.2 square metres (44,093 square feet). The proposed expansion, which has a total gross floor area of 2814.9 square metres (30,300 square feet), is to accommodate the following uses:

Retail Space	548.1 square metres	(5,900 square feet)
Medical Offices	1700.0 square metres	(18,300 square feet)
General Offices	566.7 square metres	(6,100 square feet)

Within the area of the building for retail stores, the applicant has requested that the following uses also be permitted: bank, standard restaurant, take-out restaurant, personal service shop, dry cleaning and laundry distribution station and a printing and copying establishment.

In support of the application, a site plan illustrating the location of the existing medical centre and the proposed addition was submitted. A copy of the site plan at a reduced scale is attached to this report. The site plan also shows an entrance to the site off Queen Street, which proceeds through the building to a circular drop-off area and a parking area with 25 parking spaces immediately behind the medical centre building. At the rear of the property is a parking garage providing access onto Wilson Avenue. The proposed parking garage is two storeys in height plus a basement and accommodates 222 vehicles. The circulation system is one-way with

vehicles entering the property from Queen Street and exiting onto Wilson Avenue.

The site plan makes provision for a 3.0 metre (10 foot) road widening on Wilson Avenue and a garbage disposal area adjacent to the parking garage door at Wilson Avenue.

5.0 Comments

Public Works and Building Department

The Public Works Division has indicated that they require an 8 foot road widening on Wilson Avenue and a 10 foot road widening on Queen Street. In addition, they noted that they require a site plan addressing grading and drainage at the time of redevelopment of the site.

The Building Division provided the following comments:

"We have reviewed the above application and would advise that the minimum side yard requirement for the parking structure where it abuts upon a residential, or institutional zone, is half the height of the structure, with a minimum of 1.5 metres.

The proposed three storey addition shows a zero lot line clearance to the east property line, the by-law requires a minimum of 3 metres.

Since the application is to amend both the Official Plan and the Zoning By-law, the above items should be dealt with."

Community Services Department

The Fire Department provided the following comments:

"Access and hydrants acceptable. A dry pipe system will be required in the proposed parking structure."

The Region of Peel has no objections to the application. They noted that full municipal services are available on Wilson Avenue and Queen Street and Regional roads are not directly affected.

6.0 Discussion

The current zoning of the property on which the existing medical centre is located permits the proposed expansion to the medical centre. In addition, the medical centre and other proposed commercial uses are permitted on the abutting property to the east which has been acquired by the applicant. However, the zoning by-law does not permit commercial uses on the two properties having frontage on Wilson Avenue. In order to provide parking for the expanded medical centre the residential properties must be rezoned for commercial purposes. It appears that Schedule A to the Official Plan would not have to be amended to permit commercial uses at 6 and 8 Wilson Avenue, but the secondary plan for the Brampton North Planning District must be amended.

Staff are initially concerned about the intensity of development proposed by the applicant. The relatively high intensity of development generates a high parking requirement and the need for a two-storey parking garage fronting onto Wilson Avenue. The two-storey parking garage would have a visual impact on the streetscape and there could also be traffic-related impacts on the surrounding neighbourhood.

With respect to the appropriateness of the land use, staff note that Wilson Avenue has been in a state of transition for a number of years. There is presently a mixture of commercial and residential uses on Wilson Avenue. The only remaining properties which are zoned and used for residential purposes are on the west side of Wilson Avenue across from the subject property. All of the other properties situated on the east side of Wilson Avenue and abutting the subject property (excluding the residences that comprise part of the subject property) are zoned for commercial purposes. There is already commercially generated traffic on Wilson Avenue because the existing

medical centre has an exit onto Wilson Avenue. In addition, the Municipal Cemetery at the north end of Wilson Avenue generates a volume of traffic greater than a typical residential area.

The traffic impacts on the residential dwellings on Wilson Avenue are not expected to be significant due to the directional flow of the traffic. Vehicle movements will be in one direction only exiting the parking garage upon completion of a visit to the medical centre and leaving the area. Because the traffic will be moving in only one direction, there will be neither stacking of cars on the street awaiting entry to the parking garage nor traffic congestion related to multi-directional movements. Staff therefore have no objection to the proposed parking garage at 6 and 8 Wilson Avenue provided that the amount of on-site parking is sufficient.

With respect to the necessity of providing sufficient parking, it is noted that any overflow of vehicles from the site would likely park on Wilson Avenue and this is unacceptable from a traffic and safety viewpoint. Wilson Avenue has a narrow pavement width that cannot properly accommodate on-street parking. The occurrence of on-street parking on Wilson Avenue would cause traffic congestion and have a negative impact on the residential neighbourhood. It is therefore essential that adequate parking be provided.

The existing medical centre was constructed in accordance with By-law 1827, which required a total of 33 parking spaces. The applicant is currently providing considerably more parking than is required by By-law 1827 in response to the existing high demand. Staff are seriously concerned that if only 33 parking spaces are allocated to the existing medical centre, a severe shortage of parking will occur. The initial submission by the applicant provided parking in accordance with the latest standards for the proposed addition, but allocated only 33 spaces to the existing building.

In response to this concern, staff conducted a parking survey on four separate days during the month of May, 1985. All vehicles parking on the site were counted at various times of the day and the following results were obtained:

	<u>Time</u>	<u>Total</u>
Tuesday	9:00 am	29
Tuesday	11:00 am	63
Tuesday	1:00 pm	37
Tuesday	3:00 pm	81
Tuesday	12:00 noon	48
Wednesday	9:00 am	34
Wednesday	11:00 am	72
Wednesday	1:00 pm	35
Wednesday	3:00 pm	55
Thursday	9:00 am	40
Thursday	11:00 am	67
Thursday	1:00 pm	35
Thursday	3:00 pm	74
Thursday	12:00 noon	43
Friday	9:00 am	31
Friday	11:00 am	67
Friday	1:00 pm	37
Friday	3:00 pm	51

As shown above, the present parking usage is significantly higher than 33 spaces. To ensure that adequate on-site parking is provided, it is recommended that the parking requirements contained in By-law 200-82 be complied with for the entire building.

Staff cannot calculate the exact number of parking spaces required because the floor areas devoted to the various uses have not been established. However, based on preliminary calculations and assuming that the building does not contain a restaurant (which has a higher parking demand), there is not sufficient on-site parking.

The parking requirements for the expanded medical centre may be reduced on the premise that the peak parking demand for the retail component will occur at a different time of day than that of the office component and therefore permit the sharing of parking facilities. A parking study prepared by the City of Mississauga demonstrated modifications to the parking requirements for individual uses based on variation in demand. The variation in demand contained from the Mississauga study is summarized as follows:

PERCENT OF PEAK PERIOD (Week-Day)

Land Use	Morning	Noon	Afternoon	Evening
Office	100	90	95	10
Retail	80	65	100	100

PERCENT OF PEAK PERIOD (Saturday)

Land Use	Morning	Noon	Afternoon	Evening
Office	10	10	10	10
Retail	80	100	100	30

Subsequent to making adjustments to the parking requirements based on variation in demand, staff conclude that at least 278 parking spaces are required for the expanded medical centre. The site plan

submitted by the applicant provides only 247 parking spaces, which is a shortfall of 31 spaces from the calculated requirements. Staff are seriously concerned about this aspect of the proposal and are extremely reluctant to endorse an application that does not comply with the applicable standards. It is therefore recommended that the building area be reduced to a size that will generate parking requirements commensurate with the quantity that can be provided. The reduction in the floor area of the building can be accomplished by either reducing the depth of the proposed addition, eliminating the portion of the building that extends over the driveway to Queen Street or a combination of these revisions to the building envelope. However, unless the number of parking spaces is increased, the total gross floor area of the medical centre should not exceed 3766 square metres.

With respect to visual impacts related to the proposed expansion to the medical centre, attention is focused on the effect the two-storey parking structure will have on the adjacent residential area. In order to obtain some visual harmony at the interface between residential and commercial uses, it is recommended that the side of the parking garage facing Wilson Avenue be designed to screen the headlights of vehicles in the parking garage and present a visually aesthetic appearance on Wilson Avenue. This may be achieved by using masonry materials and a design that blends with the adjacent residential area. In addition, the design of the parking garage should be subject to Architectural Control.

The parking garage is proposed to have a setback of 5.5 metres (18 feet) from Wilson Avenue, although a road widening 2.44 metres (8 feet) in width is required across the Wilson Avenue frontage. The applicant should be required to provide a high concentration of landscaping on the shallow setback that will remain once the road widening is taken.

On the Queen Street frontage, the proposed building setback is 5 metres (16.5 feet) and a road widening 3 metres (10 feet) in width is required. Staff have no objections to this setback as it will result in a pedestrian orientation at the front of the building. The applicant shall be required to submit site and landscape plans for the proposed expansion, and the landscape plans must provide for landscaping on both the Queen Street and Wilson Avenue frontages as well as on the interior of the lot in the outdoor parking area.

Along the rear lot line, the parking garage is proposed to have a 1 metre (3.25 feet) setback from the boundary abutting the cemetery. This setback does not allow enough space for screen plantings. Unfortunately, there is not sufficient space to accommodate landscaping on the cemetery lands because existing graves are situated very close to the property boundary. A similar situation exists on the east side of the parking garage. It is therefore recommended that the north and east walls of the parking garage be of masonry construction (as on Wilson Avenue) and the design subject to approval of the Architectural Control Committee. The landscape plan may also provide for plantings in the form of climbing vines.

With respect to refuse storage and collection, the site plan illustrates a garbage room inside the proposed addition and a garbage pick-up area adjacent to Wilson Avenue. There is limited space elsewhere on the site to accommodate a pick-up area. However, the garbage pick-up area adjacent to Wilson Avenue is unacceptable because it can be viewed from the street. As a condition of approval of the application, staff recommend that refuse storage be restricted to a room inside the medical centre. If the refuse storage area can be located inside the parking garage and be functional, staff would have no objection. This matter can be clarified when the site plan for this property is processed.

In conclusion, staff are in a position to support the subject application provided that the recommended revisions related to the

provision of sufficient parking, internal traffic circulation, parking garage facade, refuse collection and landscaping are required as conditions of approval. The proposal represents a relatively intense use of the property in a sensitive location due to its proximity to residences, but staff are satisfied that the proposed development is a logical expansion of the existing medical centre in recognition of its proximity to the hospital.

7.0 Recommendation

In view of the foregoing, it is recommended that:

- A. A Public Meeting be held in accordance with City Council's procedures.
- B. Subject to the results of the Public Meeting, the following conditions should be imposed:
 - 1. The site specific zoning by-law should contain the following provisions:
 - (a) the following uses shall be permitted:
 - offices, including those of physicians, dentists or drugless practitioners, and real estate offices;
 - bank or trust company;
 - personal service shop
 - dry cleaning and laundry distribution station;
 - standard restaurant;
 - take-out restaurant;

- retail stores;
- parking garage, and
- purposes accessory to the other permitted purposes.

- (b) the maximum gross commercial floor area of the building shall not exceed 3766 square metres.
- (c) the maximum gross commercial floor area devoted to offices of physicians, dentists and drugless practitioners shall not exceed 2453 square metres.
- (d) Parking shall be provided in accordance with the requirements contained in By-law 200-82; modifications to the amount of parking required based on variation in demand may be calculated by using the following Schedule:

PERCENT OF PEAK PERIOD (Week-Day)

<u>Land Use</u>	<u>Morning</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Evening</u>
Office	100	90	95	10
Retail	80	65	100	100

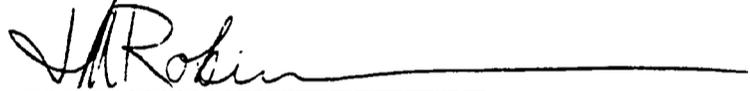
The initial step in determining the parking is to calculate the parking requirements for each separate use contained (i.e. office) in the building. The parking requirements for each use is then multiplied by the percent of the peak period (i.e. noon) contained in the above Schedule. Each column is totalled for week-days and Saturdays. The maximum figure obtained from all time periods shall become the parking requirement for the entire development.

- (e) the maximum height of the building which shall be used for offices and retail stores shall not exceed 3 storeys.
 - (f) the maximum height of the parking garage shall not exceed 2 storeys.
 - (g) a by-law schedule shall identify all building envelopes, driveways, parking areas, landscaped areas and the corresponding setbacks.
 - (h) all garbage and refuse containers shall be totally enclosed within either the medical centre or within the parking area.
2. Development of the site shall be subject to site, landscape and grading and drainage plan approval as well as a development agreement.
3. The site and landscape plans shall reflect the following:
- (a) road widenings 2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street shall be provided.
 - (b) the building shall be reduced to a size that will allow for the provision of sufficient on-site parking.
 - (c) the provision of landscaping along Queen Street, Wilson Avenue, the interior of the lot and the rear lot line abutting the cemetery.
4. The development agreement shall contain the following

requirements:

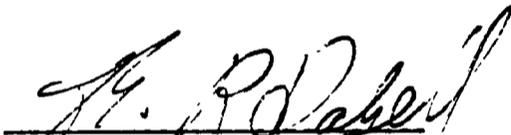
- (a) the applicant shall agree to dedicate road widenings 2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street.
- (b) a provision that securities will be required to ensure that the approved site and landscape plans are adhered to.
- (c) the applicant shall agree that the west, north and east sides of the parking garage shall be constructed of masonry building materials and have a visually attractive appearance.
- (d) the design of the parking garage shall be subject to the approval of the Architectural Control Committee.

Respectfully submitted,

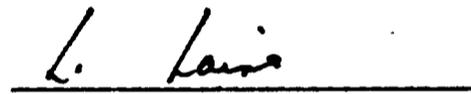


Janice Marin Robinson, M.C.I.P.
Development Planner

AGREED:

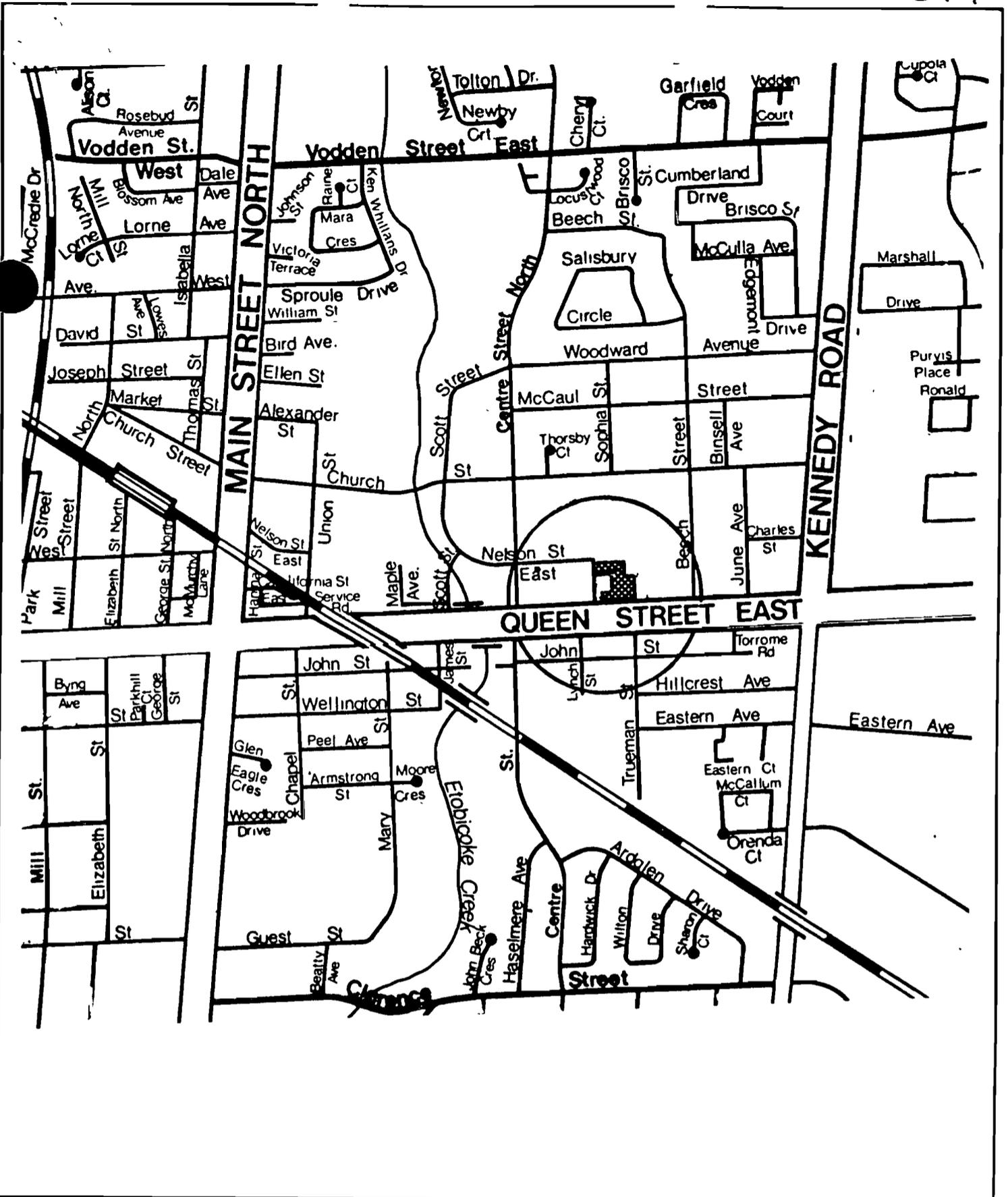


F. R. Dalzell
Commissioner of Planning
and Development



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

JMR/thk/12



**EASTBRAM HOLDINGS
LOCATION MAP**



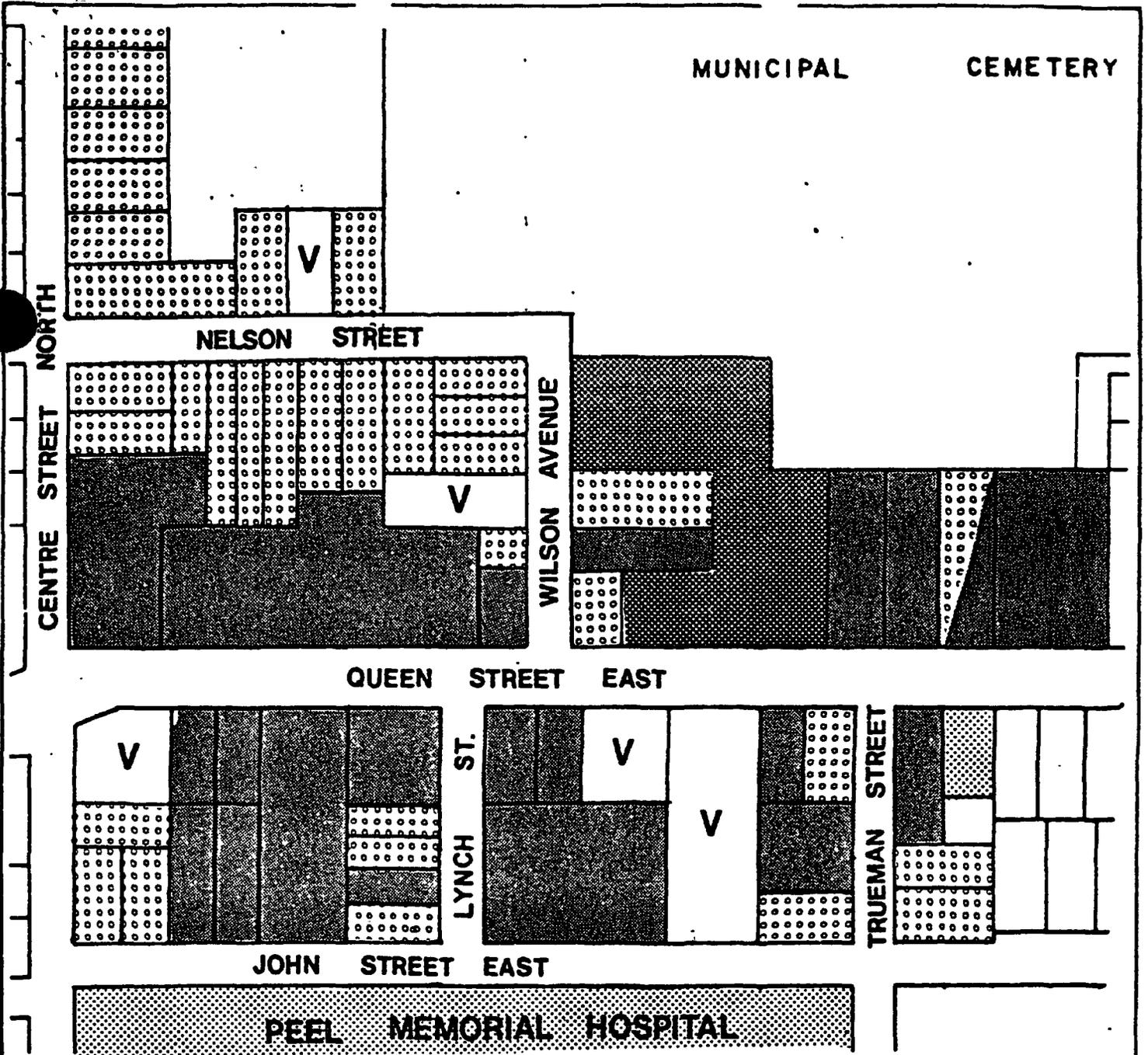
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CITY OF BRAMPTON
Planning and Development

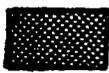
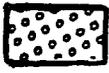
Date: 85 09 05 Drawn by: K. L.
File no. CIE6.32 Map no. 43-67A

MUNICIPAL

CEMETERY



LEGEND

-  SUBJECT PROPERTY
-  RESIDENTIAL
-  COMMERCIAL
-  INSTITUTIONAL
-  VACANT

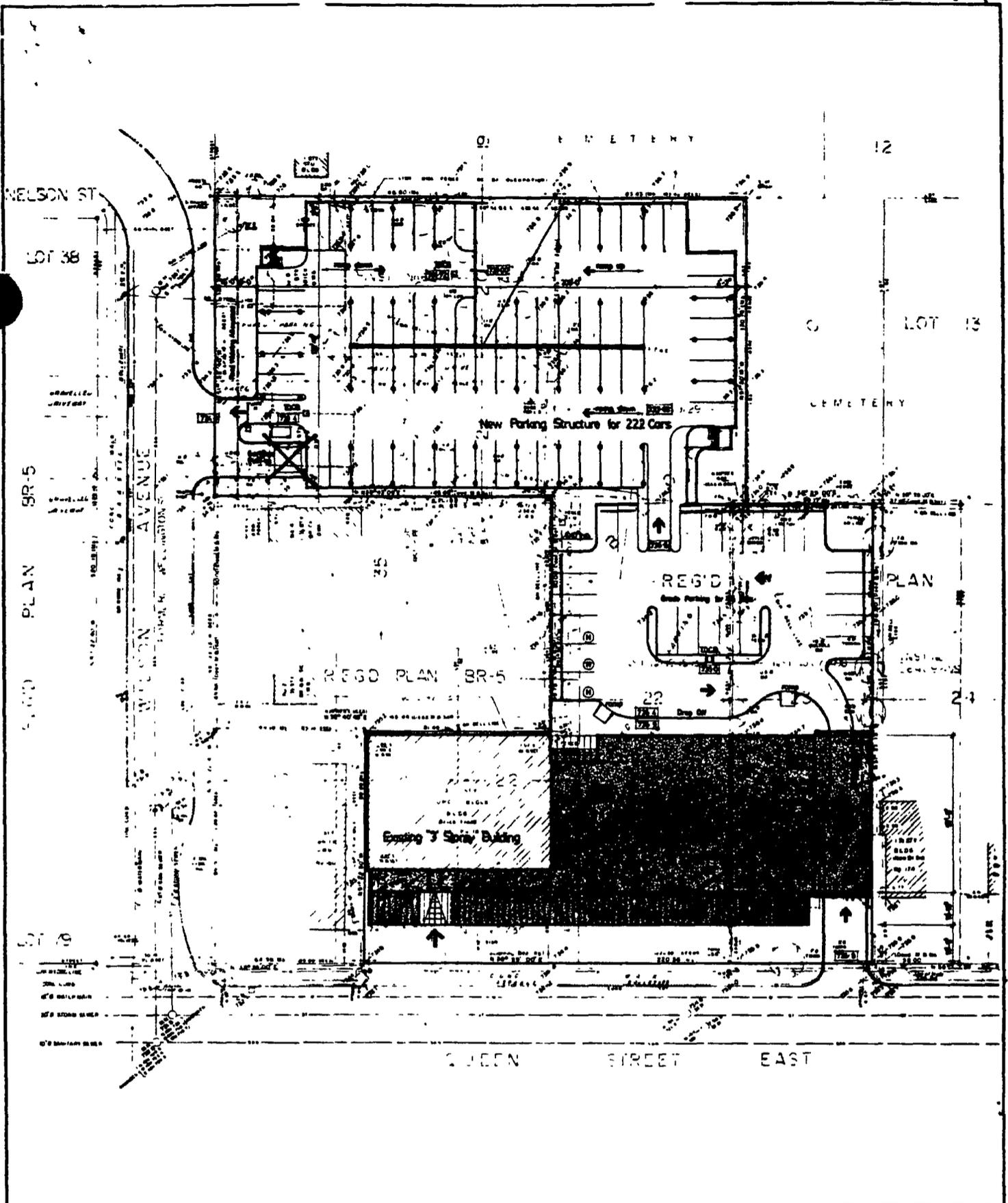
EASTBRAM HOLDINGS
LAND USE MAP



1:2000

CITY OF BRAMPTON
Planning and Development

Date: 85 09 05 Drawn by: K.L.
File no. C1E6.32 Map no. 43-67B



EASTBRAM HOLDINGS
PROPOSED SITE PLAN



1:2250

CITY OF BRAMPTON
 Planning and Development

Date: 85 09 05 Drawn by: K.L.
 File no. C1E6.32 Map no. 43-67C

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

January 16, 1986

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lots 21, 22 and 23, Plan BR-5
Part of Lots 20, 21 and 23 and
All of Lot 22 in Block "C", Plan BR-13
164 Queen Street East, 6 and 8 Wilson Avenue
Ward Number 5
EASTBRAM HOLDINGS LIMITED
Our File Numbr C1E6.32

At its meeting held on November 18, 1985, Planning Committee considered the attached report dated November 13, 1985, with respect to the Public Meeting on the above noted application and the matter was deferred.

The notes of the Public Meeting held on Tuesday, October 29, 1985, with respect to the above noted application are attached for the information of Planning Committee.

Several members of the public appeared at the meeting to express concerns and comments. As outlined in the attached minutes, residents of the area are extremely concerned about the proposal for a variety of reasons which include the impacts of traffic on Wilson Avenue and Nelson Street, the unattractive appearance of the parking garage and the garbage and additional traffic related to the proposed restaurant and retail uses. The abutting property owner, Mr. I. Callaway, expressed additional concerns regarding overshadowing of his building and inappropriateness of the

proposal next to a cemetery. He also indicated that the recommendations pertaining to his application should apply to this application.

In response to the concerns expressed by residents of the area, the applicant submitted a revised plan containing the following revisions:

- access to Wilson Avenue is deleted and all vehicles will now enter the site directly from Queen Street;
- the total gross floor area of the building has been reduced from 4,096.2 square metres (44,093 square feet) to 3,935.1 square metres (42,358 square feet);
- the refuse storage area has been relocated to the parking area at the rear of the building;
- the parking structure has been enlarged to accommodate 264 vehicles; and
- the design of the grade-level parking area behind the building has been modified.

It is also noted that the applicant has deleted the restaurant use from the proposal.

With respect to the routing of traffic directly onto Queen Street, staff note that the traffic issue poses a serious dilemma. If traffic exits onto Wilson Avenue, there are serious and understandable concerns from residents. Alternatively, if traffic exits directly onto Queen Street, there are potential traffic problems. In this case, the best alternative appears to be to the revised plan. The plan must further be revised to increase the width of the entrance to the site and to the parking garage to a minimum of 7.6 metres (25 feet).

The applicant has reduced the size of the building to facilitate compliance with the parking standards. Also, the amount of parking has been increased by going further underground. However, the setback of the parking garage remains at 3 metres (10 feet), exclusive of the 2.4 metre (8.0 feet) road widening.

With respect to the appearance of the parking garage, staff recognize that the residents have a concern about the imposing appearance and commercial nature of the parking garage. To mitigate these impacts, staff recommend that the parking garage be set back an additional 3 metres from Wilson Avenue so that the setback, including the 2.44 metre road widening, will be 8.4 metres (27.6 feet). This would provide more space for landscaping. The decorative concrete design for the parking garage will be accepted, but the garage design must incorporate a 1.5 metre (5 foot) wall in front of the grade level parking to ensure that there will be no car headlights seen outside of the garage. The landscaping in front of the garage must be extremely dense.

A greater setback and a higher amount of landscaping than is generally required will minimize the visual impact of the parking garage on the abutting cemetery and office uses. In addition, the greater setback will reduce the amount of overshadowing on the Callaway office, although it is questionable if any overshadowing will result at all because the parking garage would be situated north of the Callaway property.

As a result of the additional required setback, twelve parking spaces are deleted and the amount of parking that can be provided on the site is reduced to 252 spaces. It is recommended that the maximum size of the building be slightly reduced to a level which is commensurate with the 252 parking spaces that can be provided. The maximum size should be reduced by 276 square metres (2971 square feet) to 3659 square metres (39,386 square feet) in order that staff can be satisfied that the building will be a size that will have sufficient parking for the combination of uses proposed.

Another concern related to landscaping was raised by Mr. Calloway, the abutting property owner to the south of the parking garage. There was a concern that a mature cedar hedge on the Calloway property adjacent to the property boundary may not survive during the construction of the parking garage. Staff therefore recommend that the applicant make satisfactory arrangements for the preservation of the hedge or alternatively, for the replacement of the hedge.

It is recommended that the proposal proceed based upon the above noted revisions which are reflected in the following conditions of approval.

Recommendation

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

- A) the notes of the Public Meeting be received;
- B) the application be subject to the following conditions:
 - 1. The site specific zoning by-law should contain the following provisions:
 - (a) the following uses shall be permitted:
 - offices, including those of physicians, dentists or drugless practitioners, and real estate offices;
 - bank, trust company or financial institution;
 - personal service shop;
 - dry cleaning and laundry distribution station;

- retail stores;
 - parking garage, and
 - purposes accessory to the other permitted purposes.
- (b) the maximum gross commercial floor area of the building shall not exceed 3659 square metres;
- (c) the maximum gross commercial floor area devoted to offices of physicians, dentists and drugless practitioners shall not exceed 2346 square metres;
- (d) Parking shall be provided in accordance with the requirements contained in By-law 200-82; modifications to the amount of parking required based on variation in demand may be calculated by using the following Schedule:

PERCENT OF PEAK PERIOD (Week-Day)

Land Use	Morning	Noon	Afternoon	Evening
Office	100	90	95	10
Retail	80	65	100	100

The initial step in determining the parking is to calculate the parking requirements for each separate use contained (i.e. office) in the building. The parking requirements for each use is then multiplied by the percent of the peak period (i.e. noon) contained in the above Schedule. Each column is totalled for week-days and Saturdays. The maximum figure obtained from all time periods shall become the parking requirement for the entire development.

- (e) the maximum height of the building which shall be used for offices and retail stores shall not exceed 3 storeys;
 - (f) the maximum height of the parking garage shall not exceed 2 storeys;
 - (g) a by-law schedule shall identify all building envelopes, driveways, parking areas, landscaped areas and the corresponding setbacks;
 - (h) all garbage and refuse containers shall be totally enclosed within either the medical centre or within the parking area, and
 - (i) the minimum setback from Wilson Avenue, including the 2.44 metre road widening, shall be 8.4 metres.
2. Development of the site shall be subject to site, landscape and grading and drainage plan approval as well as a development agreement.
3. The site and landscape plans shall reflect the following:
- (a) road widenings 2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street shall be provided;
 - (b) access to Wilson Avenue shall not be permitted;
 - (c) the building shall be reduced to a size that will allow for the provision of sufficient on-site parking;
 - (d) the minimum width of the two-way driveway entering the site from Queen Street and entering the parking garage

shall be 7.6 metres (25 feet);

(e) the provision of landscaping along Queen Street, Wilson Avenue, the interior of the lot and the rear lot line abutting the cemetery, and

(f) the provision of a 1.5 metre garage wall at grade level to ensure that vehicle headlights do not show outside of the parking garage.

4. The development agreement shall contain the following requirements:

(a) the applicant shall agree to dedicate road widenings 2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street;

(b) the applicant shall agree to provide dense landscaping on the Wilson Avenue frontage;

(c) the applicant shall agree to either make arrangements for the retention of the hedge on the Calloway property or alternatively, replace the hedge;

(d) a provision that securities will be required to ensure that the approved site and landscape plans are adhered to;

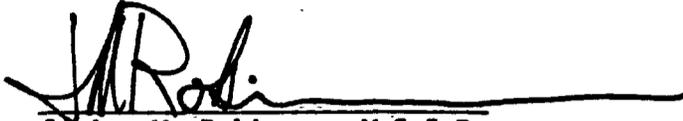
(e) the applicant shall agree that the all sides of the parking garage shall be constructed of decorative masonry building materials and have a visually attractive appearance, and

(f) the design of the parking garage shall be subject to the

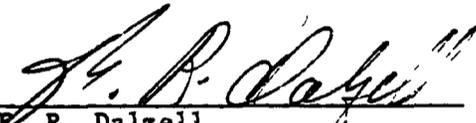
approval of the Commissioner of Planning and Development.

(c) Staff be directed to prepare the appropriate documents.

Respectfully submitted,

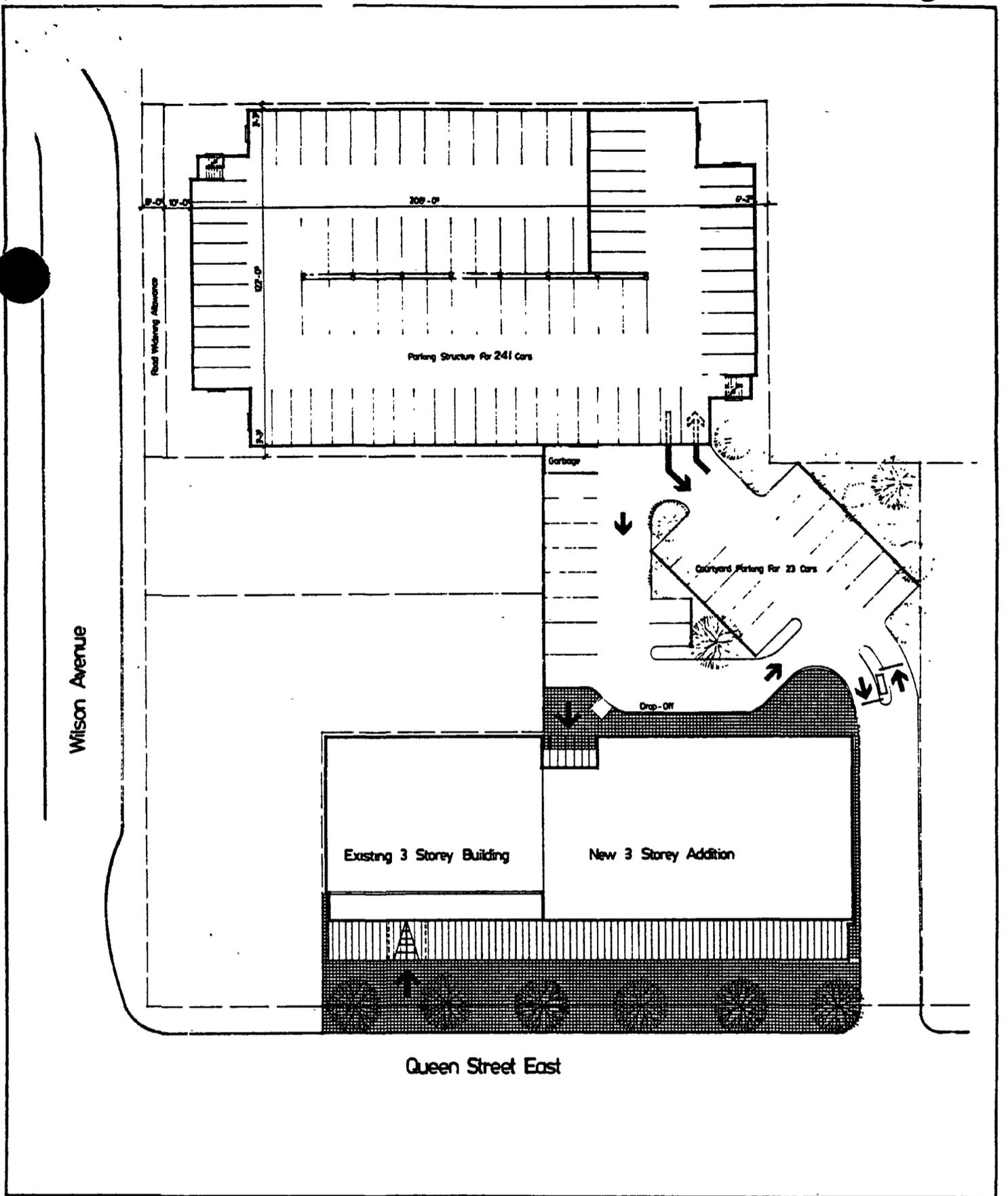

Janice M. Robinson, M.C.I.P.
Development Planner

AGREED:


F. R. Dalzell
Commissioner of Planning
and Development

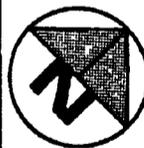

L. W. H. Laine
Director, Planning and
Development Services Div.

Attachments
JMR/jp/13



EASTBRAM HOLDINGS

Revised Site Plan



1:580

CITY OF BRAMPTON
Planning and Development

Date: 85 11 14
File no. C1E6.32

Drawn by: RB
Map no. 43-67D

G3-10

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

November 13, 1985

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Lots 21, 22 and 23, Plan BR-5
Part of Lots 20, 21 and 23 and
All of Lot 22 in Block "C", Plan BR-13
164 Queen Street East, 6 and 8 Wilson Avenue
Ward Number 5
EASTBRAM HOLDINGS LIMITED
Our File Numbr C1E6.32

The notes of the Public Meeting held on Tuesday, October 29, 1985, with respect to the above noted application are attached for the information of Planning Committee.

Several members of the public appeared at the meeting to express concerns and comments. As outlined in the attached minutes, residents of the area are extremely concerned about the proposal for a variety of reasons which include the impacts of traffic on Wilson Avenue and Nelson Street, the unattractive appearance of the parking garage and the garbage and additional traffic related to the proposed restaurant and retail uses. The abutting property owner, Mr. I. Callaway, expressed additional concerns regarding overshadowing of his building and inappropriateness of the proposal next to a cemetery. He also indicated that the recommendations pertaining to his application should apply to this application.

In response to the concerns expressed by residents of the area, the

applicant submitted a revised plan containing the following revisions:

- access to Wilson Avenue is deleted and all vehicles will now enter the site directly from Queen Street;
- the total gross floor area of the building has been reduced from 4,096.2 square metres (44,093 square feet) to 3,935.1 square metres (42,358 square feet);
- the refuse storage area has been relocated to the parking area at the rear of the building;
- the parking structure accommodates 236 vehicles, but 40 of the parking spaces (17% of the total) have been reduced to a width of 2.3 metres and are proposed to be designated for compact cars, and
- the design of the grade-level parking area behind the building has been modified.

With respect to the routing of traffic directly onto Queen Street, staff note that the traffic issue poses a serious dilemma. If traffic exits onto Wilson Avenue, there are serious and understandable concerns from residents. Alternatively, if traffic exits directly onto Queen Street, there are potential traffic problems. In this case, the best alternative appears to be to the revised plan. The plan must further be revised to increase the width of the entrance to the site and to the parking garage to a minimum of 7.6 metres (25 feet).

The applicant has reduced the size of the building to facilitate compliance with the parking standards. However, it is noted that 40 of the parking spaces have been reduced in size for compact cars, yielding approximately eight additional parking spaces. Staff cannot support this approach because the method has not been studied and has not been used in this municipality. The result is that the building area must be further reduced in order that sufficient parking can be provided.

With respect to the appearance of the parking garage, staff recognize that the residents have a concern about the imposing appearance and commercial nature of the parking garage. To mitigate these impacts, staff recommend that the parking garage be set back an additional 3 metres from Wilson Avenue so that the setback, including the 2.44 metre road widening, will be 8.4 metres (27.6 feet). This would provide more space for landscaping. The decorative concrete design for the parking garage will be accepted, but the applicant shall be required to provide a 1.5 metre (5 foot) wall in front of the grade level parking to ensure that there will be no car headlights seen outside of the garage. The landscaping in front of the garage must be extremely dense.

A greater setback and a higher amount of landscaping than is generally required will minimize the visual impact of the parking garage on the abutting cemetery and office uses. In addition, the greater setback will reduce the amount of overshadowing on the Callaway office, although it is questionable if any overshadowing will result at all because the parking garage would be situated north of the Callaway property.

As a result of the above noted revisions, the amount of parking that can be provided on the site is reduced to 239 spaces. The office building will therefore have to be reduced. With respect to the mixture of uses proposed, staff are concerned that the applicant will not be able to provide sufficient parking to accommodate those uses. For example, the applicant is proposing 548 square metres (5,900 square feet) of "commercial" space and has proposed to accommodate a bank, dry cleaners, restaurants and personal services shops in addition to retail uses. The parking requirement for this amount of space can vary with the minimum requirement being 29 spaces. The parking standards for the various uses are as follows:

<u>Use</u>	<u>Standard</u>
Retail, Personal Service Shop Dry Cleaners	1 parking space for each 19 square metres of gross commercial floor area
Bank	1 parking space for each 15 square metres of gross commercial floor area
Standard Restaurant	1 parking space for each 6 square metres of gross commercial floor area
Take-Out Restaurant	1 parking space for each 6.6 square metres of gross commercial floor area

As an example, if a standard restaurant occupies half of the retail area and retail uses occupy another half of the 548 square metres, a total of 61 spaces would be required for this component of the proposal, a further 148 spaces are required for the offices in the expansion and 99 spaces are required for the existing building. The total requirement would be 308 parking spaces, whereas the applicant can only provide 239 parking spaces. Staff have already concluded that the size of the building will have to be reduced and can further conclude that the size of the building will have to be reduced to a greater extent if a restaurant is to be allowed. It would therefore appear appropriate to not include a restaurant within the building as there almost certainly will not be sufficient parking. This would also have the effect of alleviating the neighbourhood's concerns regarding use of the parking garage during late evening hours and litter and odour related to restaurant uses.

To resolve the parking issue, it is recommended that the maximum size of the building be reduced to a level which is commensurate with the 239 parking spaces that can be provided. Staff would not support another tier of the parking garage to obtain additional parking. The maximum should be reduced from 3,935.1 square metres to 3,417 square metres in order that staff can be satisfied that the building will be a size that will have

sufficient parking for the combination of uses proposed.

It is recommended that the proposal proceed based upon the above noted revisions which are reflected in the following conditions of approval.

Recommendation

In view of the foregoing, it is recommended that Planning Committee recommend to City Council that the application be subject to the following conditions:

1. The site specific zoning by-law should contain the following provisions:
 - (a) the following uses shall be permitted:
 - offices, including those of physicians, dentists or drugless practitioners, and real estate offices;
 - bank or trust company;
 - personal service shop
 - dry cleaning and laundry distribution station;
 - retail stores;
 - parking garage, and
 - purposes accessory to the other permitted purposes.
 - (b) the maximum gross commercial floor area of the building shall not exceed 3417 square metres.
 - (c) the maximum gross commercial floor area devoted to offices of physicians, dentists and drugless

practitioners shall not exceed 2215 square metres.

- (d) Parking shall be provided in accordance with the requirements contained in By-law 200-82; modifications to the amount of parking required based on variation in demand may be calculated by using the following Schedule:

PERCENT OF PEAK PERIOD (Week-Day)

<u>Land Use</u>	<u>Morning</u>	<u>Noon</u>	<u>Afternoon</u>	<u>Evening</u>
Office	100	90	95	10
Retail	80	65	100	100

The initial step in determining the parking is to calculate the parking requirements for each separate use contained (i.e. office) in the building. The parking requirements for each use is then multiplied by the percent of the peak period (i.e. noon) contained in the above Schedule. Each column is totalled for week-days and Saturdays. The maximum figure obtained from all time periods shall become the parking requirement for the entire development.

- (e) the maximum height of the building which shall be used for offices and retail stores shall not exceed 3 storeys.
- (f) the maximum height of the parking garage shall not exceed 2 storeys.
- (g) a by-law schedule shall identify all building envelopes, driveways, parking areas, landscaped areas and the corresponding setbacks.
- (h) all garbage and refuse containers shall be totally

enclosed within either the medical centre or within the parking area.

- (1) the minimum setback from Wilson Avenue, including the 2.44 metre road widening, shall be 8.4 metres.
2. Development of the site shall be subject to site, landscape and grading and drainage plan approval as well as a development agreement.
 3. The site and landscape plans shall reflect the following:
 - (a) road widenings 2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street shall be provided.
 - (b) access to Wilson Avenue shall not be permitted.
 - (c) the building shall be reduced to a size that will allow for the provision of sufficient on-site parking.
 - (d) the minimum width of the two-way driveway entering the site from Queen Street and entering the parking garage shall be 7.6 metres (25 feet).
 - (e) the provision of landscaping along Queen Street, Wilson Avenue, the interior of the lot and the rear lot line abutting the cemetery.
 - (f) the provision of a 1.5 metre garage wall at grade level to ensure that vehicle headlights do not show outside of the parking garage.
 4. The development agreement shall contain the following requirements:
 - (a) the applicant shall agree to dedicate road widenings

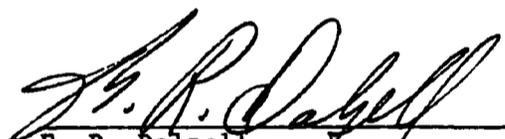
2.44 metres in width on Wilson Avenue and 3.05 metres in width on Queen Street.

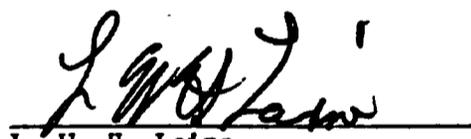
- (b) the applicant shall agree to provide dense landscaping on the Wilson Avenue frontage.
- (c) a provision that securities will be required to ensure that the approved site and landscape plans are adhered to.
- (d) the applicant shall agree that the all sides of the parking garage shall be constructed of decorative masonry building materials and have a visually attractive appearance.
- (e) the design of the parking garage shall be subject to the approval of the Commissioner of Planning and Development.

Respectfully submitted,


 Janice M. Robinson, M.C.I.P.
 Development Planner

AGREED:


 F. R. Dalzell
 Commissioner of Planning
 and Development

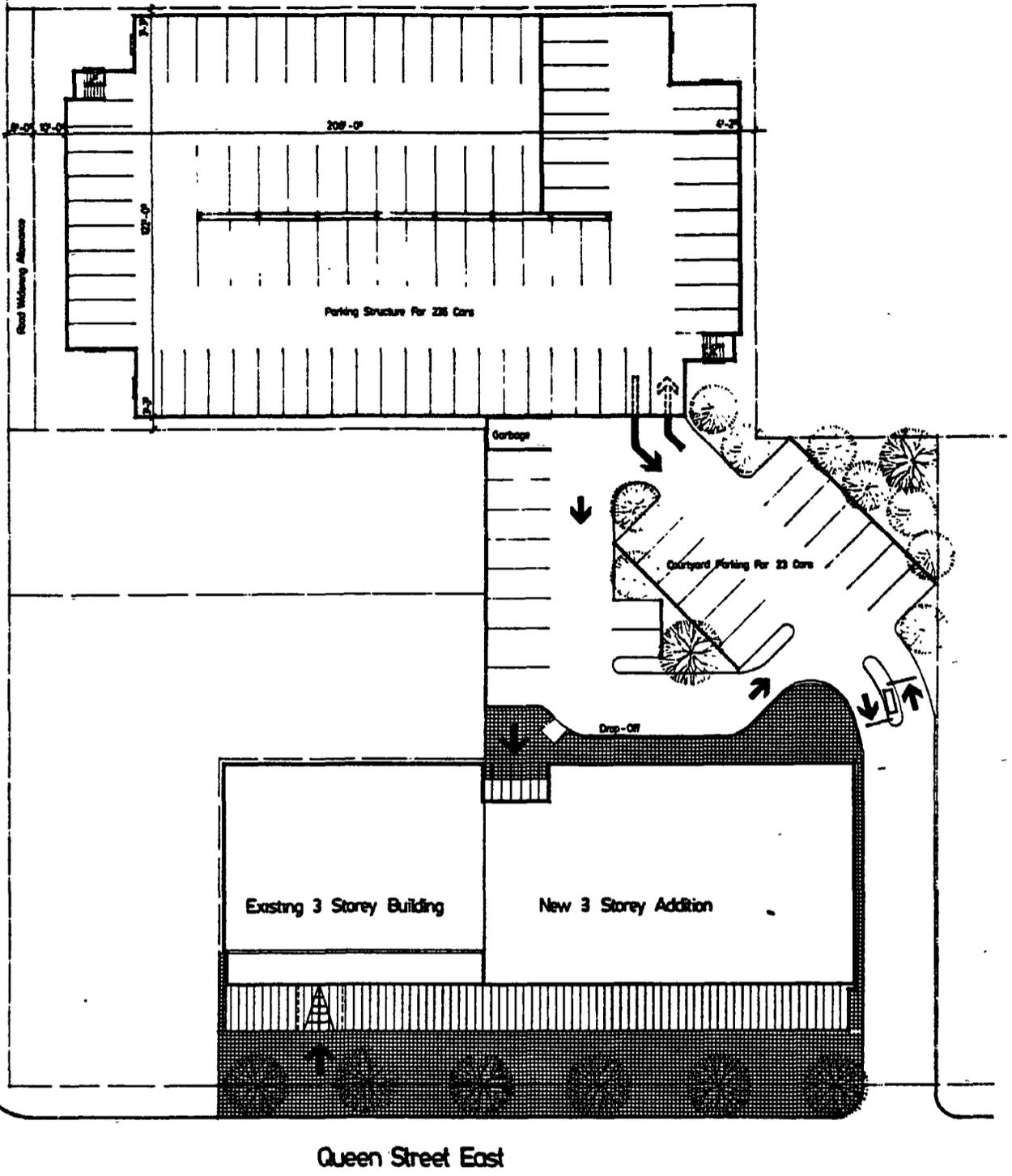

 L. W. H. Laine
 Director, Planning and
 Development Services Div.

Attachments

JMR/jp/13

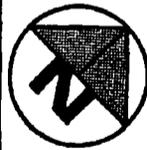
63-18

Wilson Avenue



EASTBRAM HOLDINGS

Revised Site Plan



1:580

CITY OF BRAMPTON
Planning and Development

Date: 85 11 14
File no. CIE6.32

Drawn by: RB
Map no. 43-67D

Mr. Tom Wright, 84 Nelson St. E., inquired if the existing parking lot and driveway access onto Wilson Avenue is zoned commercial, when the zoning took place and if the driveway use is legal.

Mrs. Robinson explained that the existing parking lot is zoned commercial and the driveway area, which has been there prior to 1974, is zoned R1B - Residential. It was noted that the driveway area belongs with the subject property and is a legal non-conforming use, and that the parking area was zoned commercial as part of the former Town of Brampton, by By-law 200-82.

Mr. Earl Davey, 91 Nelson St. E., commented on the establishment of the medical centre and the existing driveway onto Wilson Avenue. He expressed concern relating to potential increased traffic using the existing driveway, Wilson Avenue and Nelson Street as access, and the preservation of the character of the area.

Mr. Chris Falconer, 3 Wilson Avenue, requested an explanation of the term 'legal non-conforming use', and asked about the appearance of the proposed expansion.

Mrs. Robinson explained what a legal non-conforming use is, and described the appearance of the proposed parking garage.

Mr. Albert McFaul, 16 Centre Street North (re: 81 Nelson St.), expressed concern relating to potential increased traffic using the existing driveway, Wilson Avenue and Nelson Street as access. He requested that access be via Queen Street.

Mr. Dalzell explained the probable routes of traffic flow.

Mr. Falconer presented a petition of opposition to the proposal signed by 24 residents (see attached), particularly to the following:

- . the access to Wilson Avenue; access should be via Queen Street;
- . traffic safety hazard for children and the elderly living in the area;
- . garbage concern, notably relating to fast food outlets, etc.

- cont'd. -

- . concrete slab appearance is very unattractive;
- . retail factor not acceptable due to potential for problems relating to garbage and traffic;
- . the Ja-hew application refusal by the City due to potential problems, such as plaza access onto Wilson Avenue, parking, etc. There are no major changes on the street since then, so there is no new reason to approve an application where the potential for the same problems exists.

Mr. Callaway agreed with the concerns expressed by the other residents. He strongly disagreed with the proposal as follows:

- . the proposal is inappropriate in a cemetery area;
- . Wilson Avenue and Nelson Street are designed for light traffic, not the volume that could be generated by the proposal;
- . the allowed conditions, uses and recommendations as contained in the Planning Report for his application should apply to this application;
- . the proposal for his application conformed to the area, thereby not setting a precedent for development with potential problems as expressed by the residents;
- . tiered parking would overshadow his building and create problems relating to noise and traffic;
- . access onto Wilson Avenue should be blocked off.

Mr. Callaway requested another public meeting if revisions are made to the proposal, and a deferral of the application from the November 18th meeting as he would not be able to attend.

Mr. Dalzell noted that another public meeting would not be held for changes of a minor nature and explained further opportunities for objection to the proposal. Also, he suggested that residents could call Mrs. Robinson for information on any changes made.

Mr. Altschuler, owner of the property, suggested that Mr. Callaway could get a representative to attend the meeting on November 18th.

- cont'd. -

Also, he noted that he would look into the traffic matter but could see no other possibilities at present; the commercial aspect of the proposal would be on Queen Street not Wilson Ave., and he did not expect excessive noise or garbage problems to be a detriment to the area residents.

Mr. Earl Davey, noted that he owns property at 89 and 91 Nelson Street and disagreed with Mr. Dalzell's concept of probable routes for traffic flow. He commented that 99% of the traffic flow is via the existing driveway, Wilson Avenue and Nelson Street, past his home, and expressed concern related to increased traffic volume.

The residents were advised of Planning Committee and Council meeting dates, by-law circulation and Ontario Municipal Board application as further processing of the application and other opportunities for objection or comment.

There were no further questions or comments and the meeting adjourned at 8:15 p.m.

Ruth Matthy
Public Works
83/10/29

We the following are opposed to the rezoning of
6 and 8 Wilson Ave.

- Tom Wright 84 Nelson E
- Elsie Wright 84 Nelson E
- Ruth Matthy 80 Nelson E
- Keith Matthy 80 Nelson E
- Joyce Smith 87 Wilson E
- Yera Wright 95 Nelson
- Don Wright 95 Nelson
- Kay Haver 91 Nelson St E.
- Eard Haver 91 Nelson St E.
- Albert McFaul 16 Center N (81 Nelson St E.)
- Leah McFaul 16 Center St N (81 Nelson St E.)
- COB Stapper 86 Nelson St E.
- Jackie Stapper 86 Nelson St E.
- Floyd Nelson 87 Nelson St E.
- Ruth Nelson 87 Nelson St E.
- Chris Falconer 3 Wilson Ave.
- Jan Callaway 4 Wilson Ave.
- Calvin & Ann Armstrong 83 Nelson E.
- Linnie Armstrong 83 Nelson E.
- Jeff Haver 91 Nelson St E.
- Bob Neil 89 Nelson St E.
- Liana Neil 89 Nelson St E.
- Steve Neil 89 Nelson St E.
- Dora Reid 7 Wilson Ave.

Rachel Mattingly
 Public Hearing
 8/10/29

We the following are opposed to the rezoning of
 6 and 8 Wilson Ave.

Tom Wright	84 Nelson	E E E E E
Elsie Wright	84 Nelson	
Ruth Matthy	80 Nelson	
Keith Matthy	80 Nelson	
Loyce Smith	87 Nelson	
Jera Wright	95 Nelson	
Don Wright	95 Nelson	
Kay Haver	91 Nelson St E.	
Earl Haver	91 Nelson St. E.	
Albert McFaul	16 Centur N (81 Nelson St. E.)	
Leah McFaul	16 Centur St N (81 Nelson St E)	
COR Stapper	86 Nelson St. E.	
Jackie Stapper	86 Nelson St. E.	
Floyd Nelson	87 Nelson St. E.	
Ruck Nelson	87 Nelson St E.	
Chris Falconer	3 Wilson Ave.	
Jan Callaway	4 Wilson Ave.	
Gailen & Ann Armstrong	83 Nelson E.	
Carrie Armstrong	83 Nelson E.	
Jeff Haver	91 Nelson St. E.	
Bob Neil	89 Nelson St E.	
Liana Neil	89 Nelson St E.	
Steve Neil	89 Nelson St E.	
Dora Reid	7 Wilson Ave.	

Amendment No. 83A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
Amendment No. 83 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 83A to the Consolidated Official Plan and Amendment No. 83 to the Official Plan for the Brampton Planning Area.

Date ... *May 26, 1986* ...


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